

# **Committee: Street Management Advisory**

**Date:** 23<sup>rd</sup> January 2012

**Agenda item:** 7

**Wards:** Raynes Park, Village

**Subject:** Proposed RPA CPZ (Raynes Park Area) – Informal consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

**Forward Plan reference number:** N/A

Contact Officer: Leonardo Morris, Tel: 020 8545 3840

Email: [leonardo.morris@merton.gov.uk](mailto:leonardo.morris@merton.gov.uk)

## **Recommendations:**

---

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

- A) Notes the result of the informal consultation carried out between 16 September and 28 October 2011 on the proposals to introduce a Controlled Parking Zone (CPZ) to include Amity Grove, Arterberry Road, Camberley Avenue, Cambridge Close, Cambridge Road, Conway Road, part of Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Dunmore Road, Durham Road, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Langham Road, Laurel Road, Melbury Gardens, Montana Road, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Richmond Road, Somerset Avenue, Spencer Road, Stanton Road, Taunton Avenue, The Drive, part of West Barnes Lane, part of Worple Road and Wyke Road.
- B) Agrees to proceed with a statutory consultation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road (204-sub station and 123-185) and Wyke Road into RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.
- D) Agrees to proceed with the amendment to parking bays as detailed in section 3.20-3.29.
- E) Agrees to proceed with a statutory consultation to introduce double yellow line (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by parked vehicles to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cranford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing double yellow lines on Durham Road south of

its junction with Cambridge Road as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the result of the informal consultation carried on the Councils' proposals to introduce a CPZ in the Raynes Park area to include Amity Grove, Arterberry Road, Camberley Avenue, Cambridge Close, Cambridge Road, Conway Road, part of Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Dunmore Road, Durham Road, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Langham Road, Laurel Road, Melbury Gardens, Montana Road, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Richmond Road, Somerset Avenue, Spencer Road, Stanton Road, Taunton Avenue, The Drive, part of West Barnes Lane, part of Worple Road and Wyke Road. This was as a result of petitions (PT498 & PT507) received from residents in the area and the Waitrose redevelopment of the car park to include supermarket and residential properties.
- 1.2 It identifies the amendments made to certain aspects of the original design to accommodate feedback received.
- 1.3 It seeks approval to proceed with a statutory consultation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Monday to Friday between 8.30am and 6.30pm.
- 1.4 It seeks approval to proceed with a statutory consultation to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road and Wyke Road into 'RPE' CPZ, operational Monday to Friday between 8.30am and 6.30pm.
- 1.5 It seeks approval to proceed with a statutory consultation to introduce double yellow line (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cranford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing DYL on Durham Road south of its junction with Cambridge Road as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.

## **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 Proposed measures

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

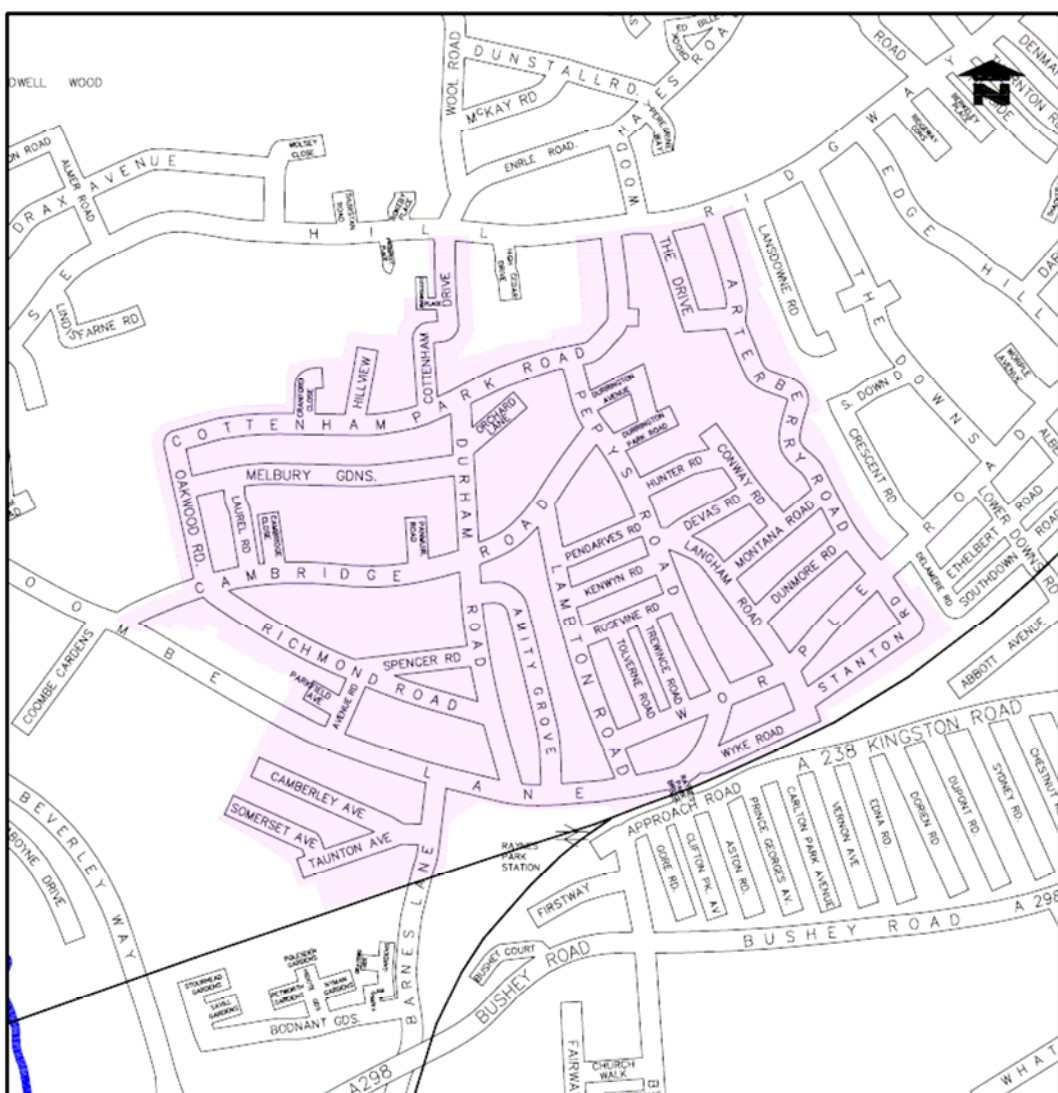
- 2.6 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with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

## 3. **INFORMAL CONSULTATION**

- 3.1 The informal consultation for the proposals to introduce parking controls in the Raynes Park area commenced on 16 September and ended on 28 October 2011. 3017 premises were consulted with documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. A copy of the consultation document is attached as Appendix 3. The consultation document was posted to all households and businesses within the area. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council's website. An exhibition was held on 24 September at Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers. It was attended by 75 local residents.

- 3.2 During the consultation it was reported that some residents did not receive the prepaid reply card questionnaire with their consultation pack. Although the reported shortcoming was very few it was decided to resend the documents to all consultees and to extend the consultation period 3 weeks.

3.3 The consultation resulted in a total of 1340 questionnaires returned, representing a response rate of 44.4%, which is considered to be high for this type of consultation. See plan below showing the extent of the consultation.



3.4 As shown in table 1 below, a majority of 57.7% of all respondents feel that they do not have a parking problem, as opposed to 35.1% who feel that they do have a problem in their road and 5.7% who are unsure.

(Table 1 – summary of results to questions 2)

ROAD	NUMBER CONSULTED	Q2. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?							
		YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	128	30	31	3	2	45.5%	47.0%	4.5%	3.0%
ARTERBERRY RD	175	30	33	8	0	42.3%	46.5%	11.3%	0.0%
CAMBERLEY AVE	82	25	16	3	0	56.8%	36.4%	6.8%	0.0%
CAMBRIDGE CL	16	0	10	0	0	0.0%	100.0%	0.0%	0.0%
CAMBRIDGE RD	143	33	50	2	3	37.5%	56.8%	2.3%	3.4%
CONWAY RD	18	3	8	0	1	25.0%	66.7%	0.0%	8.3%
COOMBE LN	194	18	19	0	2	46.2%	48.7%	0.0%	5.1%
COPSE HILL	7	0	2	0	0	0.0%	100.0%	0.0%	0.0%
COTTENHAM DR	27	1	14	0	0	6.7%	93.3%	0.0%	0.0%

COTTENHAM PARK RD	160	4	72	4	0	5.0%	90.0%	5.0%	0.0%
COTTENHAM PL	11	0	7	0	0	0.0%	100.0%	0.0%	0.0%
CRANFORD CL	31	3	7	1	0	27.3%	63.6%	9.1%	0.0%
DEVAS RD	19	0	10	2	0	0.0%	83.3%	16.7%	0.0%
DUNMORE RD	50	10	18	4	1	30.3%	54.5%	12.1%	3.0%
DURHAM RD	248	34	43	4	2	41.0%	51.8%	4.8%	2.4%
DURRINGTON AVE	12	0	9	0	0	0.0%	100.0%	0.0%	0.0%
DURRINGTON PARK RD	16	3	10	1	0	21.4%	71.4%	7.1%	0.0%
HAMPTON CL	12	3	2	0	0	60.0%	40.0%	0.0%	0.0%
HEIGHTS CL	25	5	14	0	0	26.3%	73.7%	0.0%	0.0%
HILLVIEW	23	1	11	2	0	7.1%	78.6%	14.3%	0.0%
HUNTER RD	18	0	16	0	0	0.0%	100.0%	0.0%	0.0%
LAMBTON RD	143	25	31	5	1	40.3%	50.0%	8.1%	1.6%
LANGHAM RD	43	8	9	1	1	42.1%	47.4%	5.3%	5.3%
LAUREL RD	39	0	23	0	0	0.0%	100.0%	0.0%	0.0%
MELBURY GDNS	137	3	55	0	1	5.1%	93.2%	0.0%	1.7%
MONTANA RD	23	4	15	1	1	19.0%	71.4%	4.8%	4.8%
OAKWOOD RD	48	3	22	1	0	11.5%	84.6%	3.8%	0.0%
ORCHARD LN	14	1	7	0	0	12.5%	87.5%	0.0%	0.0%
PANMUIR RD	53	15	11	3	0	51.7%	37.9%	10.3%	0.0%
PEPYS RD	192	40	47	4	2	43.0%	50.5%	4.3%	2.2%
RICHMOND RD	159	50	31	5	0	58.1%	36.0%	5.8%	0.0%
RIDGWAY	12	2	0	1	0	66.7%	0.0%	33.3%	0.0%
SOMERSET AVE	46	4	14	1	0	21.1%	73.7%	5.3%	0.0%
SPENCER RD	85	16	11	2	0	55.2%	37.9%	6.9%	0.0%
STANTON RD	112	34	24	6	1	52.3%	36.9%	9.2%	1.5%
TAUNTON AVE	41	15	4	1	0	75.0%	20.0%	5.0%	0.0%
THE DRIVE	64	9	12	3	1	36.0%	48.0%	12.0%	4.0%
WEST BARNES LN	68	9	6	0	0	60.0%	40.0%	0.0%	0.0%
WORPLE RD	166	12	35	4	1	23.1%	67.3%	7.7%	1.9%
WYKE ROAD	157	17	14	4	1	47.2%	38.9%	11.1%	2.8%
	3017	470	773	76	21	35.1%	57.7%	5.7%	1.6%

3.5 Of the 1340 who responded, 62.3% do not support a CPZ in their road, compared to 28.7% who do and 7.6% who are unsure.

(Table 2 – summary of results to questions 3)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	21	41	3	1	31.8%	62.1%	4.5%	1.5%
ARTERBERRY RD	27	39	5	0	38.0%	54.9%	7.0%	0.0%
CAMBERLEY AVE	19	18	6	1	43.2%	40.9%	13.6%	2.3%

CAMBRIDGE CL	0	8	2	0	0.0%	80.0%	20.0%	0.0%
CAMBRIDGE RD	30	51	7	0	34.1%	58.0%	8.0%	0.0%
CONWAY RD	3	9	0	0	25.0%	75.0%	0.0%	0.0%
COOMBE LN	12	19	5	3	30.8%	48.7%	12.8%	7.7%
COPSE HILL	0	2	0	0	0.0%	100.0%	0.0%	0.0%
COTTENHAM DR	4	10	1	0	26.7%	66.7%	6.7%	0.0%
COTTENHAM PARK RD	8	67	5	0	10.0%	83.8%	6.3%	0.0%
COTTENHAM PL	0	7	0	0	0.0%	100.0%	0.0%	0.0%
CRANFORD CL	3	6	2	0	27.3%	54.5%	18.2%	0.0%
DEVAS RD	0	11	1	0	0.0%	91.7%	8.3%	0.0%
DUNMORE RD	9	20	4	0	27.3%	60.6%	12.1%	0.0%
DURHAM RD	21	52	10	0	25.3%	62.7%	12.0%	0.0%
DURRINGTON AVE	0	8	0	1	0.0%	88.9%	0.0%	11.1%
DURRINGTON PARK RD	1	12	1	0	7.1%	85.7%	7.1%	0.0%
HAMPTON CL	3	2	0	0	60.0%	40.0%	0.0%	0.0%
HEIGHTS CL	2	17	0	0	10.5%	89.5%	0.0%	0.0%
HILLVIEW	0	13	1	0	0.0%	92.9%	7.1%	0.0%
HUNTER RD	1	14	1	0	6.3%	87.5%	6.3%	0.0%
LAMBTON RD	23	38	1	0	37.1%	61.3%	1.6%	0.0%
LANGHAM RD	10	7	1	1	52.6%	36.8%	5.3%	5.3%
LAUREL RD	0	23	0	0	0.0%	100.0%	0.0%	0.0%
MELBURY GDNS	3	55	1	0	5.1%	93.2%	1.7%	0.0%
MONTANA RD	5	15	1	0	23.8%	71.4%	4.8%	0.0%
OAKWOOD RD	3	21	1	1	11.5%	80.8%	3.8%	3.8%
ORCHARD LN	1	6	1	0	12.5%	75.0%	12.5%	0.0%
PANMUIR RD	9	13	6	1	31.0%	44.8%	20.7%	3.4%
PEPYS RD	29	56	7	1	31.2%	60.2%	7.5%	1.1%
RICHMOND RD	45	34	5	2	52.3%	39.5%	5.8%	2.3%
RIDGWAY	1	1	0	1	33.3%	33.3%	0.0%	33.3%
SOMERSET AVE	3	16	0	0	15.8%	84.2%	0.0%	0.0%
SPENCER RD	13	13	3	0	44.8%	44.8%	10.3%	0.0%
STANTON RD	27	32	6	0	41.5%	49.2%	9.2%	0.0%
TAUNTON AVE	14	4	2	0	70.0%	20.0%	10.0%	0.0%
THE DRIVE	7	12	4	2	28.0%	48.0%	16.0%	8.0%
WEST BARNES LN	5	9	1	0	33.3%	60.0%	6.7%	0.0%
WORPLE RD	7	36	7	2	13.5%	69.2%	13.5%	3.8%
WYKE RD	15	18	1	2	41.7%	50.0%	2.8%	5.6%
	384	835	102	19	28.7%	62.3%	7.6%	1.4%

3.6 Of the 1340 who responded, 49.3%% do not support a CPZ in their road if their neighbouring road were included in a CPZ, compared to 39.1% who do and 9% who are unsure.

(Table 3 – summary of results to questions 4)

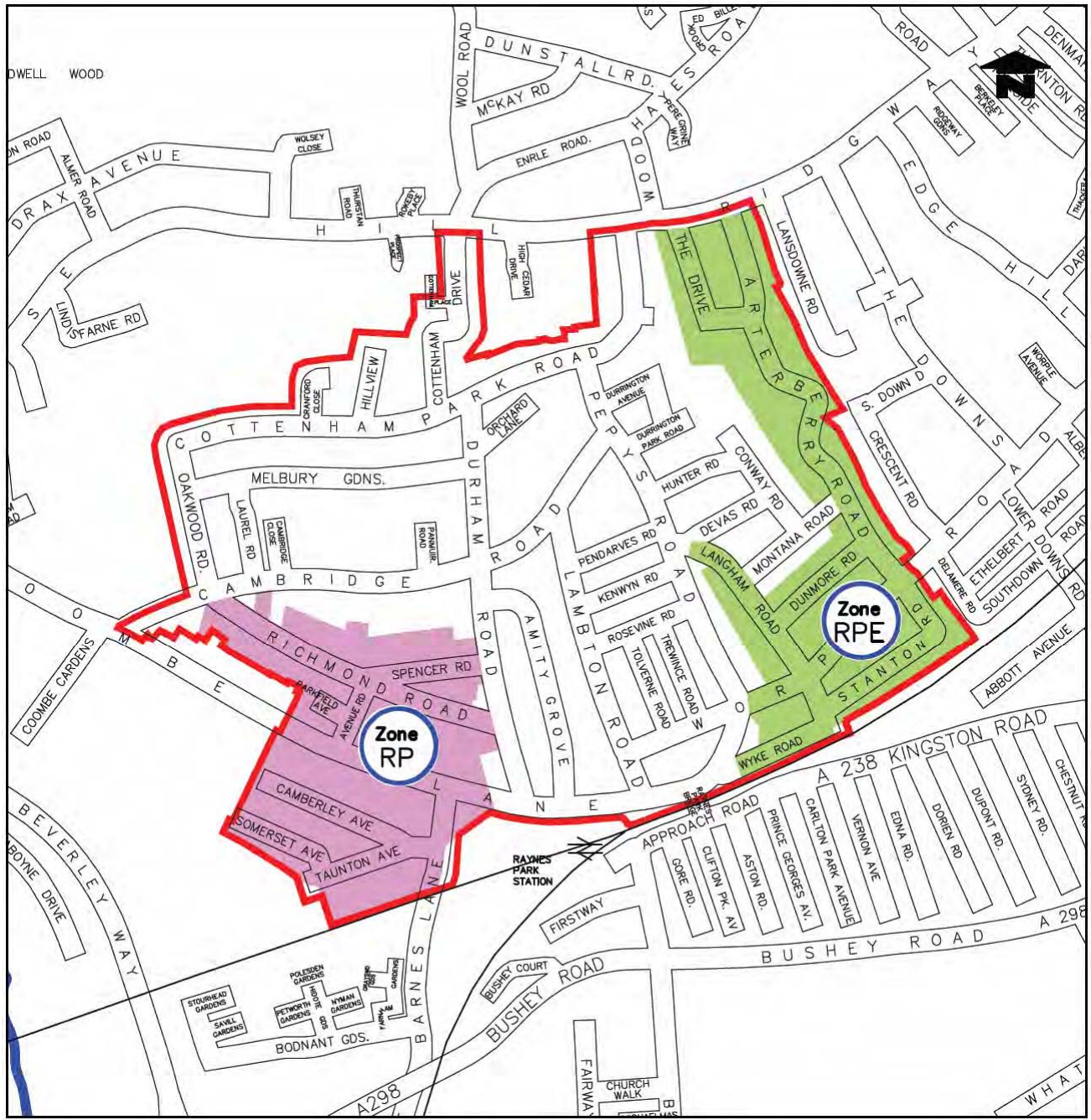
ROAD	Q4. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	24	36	3	3	36.4%	54.5%	4.5%	4.5%
ARTERBERRY RD	38	26	6	1	53.5%	36.6%	8.5%	1.4%
CAMBERLEY AVE	21	13	9	1	47.7%	29.5%	20.5%	2.3%
CAMBRIDGE CL	3	5	2	0	30.0%	50.0%	20.0%	0.0%
CAMBRIDGE RD	36	39	10	3	40.9%	44.3%	11.4%	3.4%
CONWAY RD	5	3	4	0	41.7%	25.0%	33.3%	0.0%
COOMBE LN	15	17	2	5	38.5%	43.6%	5.1%	12.8%
COPSE HILL	0	2	0	0	0.0%	100.0%	0.0%	0.0%
COTTENHAM DR	7	7	1	0	46.7%	46.7%	6.7%	0.0%
COTTENHAM PARK RD	20	48	9	3	25.0%	60.0%	11.3%	3.8%
COTTENHAM PL	1	4	2	0	14.3%	57.1%	28.6%	0.0%
CRANFORD CL	4	6	1	0	36.4%	54.5%	9.1%	0.0%
DEVAS RD	1	10	1	0	8.3%	83.3%	8.3%	0.0%
DUNMORE RD	19	12	2	0	57.6%	36.4%	6.1%	0.0%
DURHAM RD	27	43	11	2	32.5%	51.8%	13.3%	2.4%
DURRINGTON AVE	2	6	0	1	22.2%	66.7%	0.0%	11.1%
DURRINGTON PARK RD	5	6	3	0	35.7%	42.9%	21.4%	0.0%
HAMPTON CL	3	2	0	0	60.0%	40.0%	0.0%	0.0%
HEIGHTS CL	3	16	0	0	15.8%	84.2%	0.0%	0.0%
HILLVIEW	0	13	0	1	0.0%	92.9%	0.0%	7.1%
HUNTER RD	3	11	2	0	18.8%	68.8%	12.5%	0.0%
LAMBTON RD	26	33	2	1	41.9%	53.2%	3.2%	1.6%
LANGHAM RD	12	5	0	2	63.2%	26.3%	0.0%	10.5%
LAUREL RD	3	19	1	0	13.0%	82.6%	4.3%	0.0%
MELBURY GDNS	10	44	4	1	16.9%	74.6%	6.8%	1.7%
MONTANA RD	9	10	2	0	42.9%	47.6%	9.5%	0.0%
OAKWOOD RD	4	18	2	2	15.4%	69.2%	7.7%	7.7%
ORCHARD LN	4	4	0	0	50.0%	50.0%	0.0%	0.0%
PANMUIR RD	19	9	0	1	65.5%	31.0%	0.0%	3.4%
PEPYS RD	33	52	7	1	35.5%	55.9%	7.5%	1.1%
RICHMOND RD	52	27	5	2	60.5%	31.4%	5.8%	2.3%
RIDGWAY	2	1	0	0	66.7%	33.3%	0.0%	0.0%
SOMERSET AVE	4	13	2	0	21.1%	68.4%	10.5%	0.0%
SPENCER RD	15	10	4	0	51.7%	34.5%	13.8%	0.0%
STANTON RD	32	25	6	2	49.2%	38.5%	9.2%	3.1%
TAUNTON AVE	17	3	0	0	85.0%	15.0%	0.0%	0.0%
THE DRIVE	12	10	1	2	48.0%	40.0%	4.0%	8.0%
WEST BARNES LN	6	7	2	0	40.0%	46.7%	13.3%	0.0%
WORPLE RD	9	32	10	1	17.3%	61.5%	19.2%	1.9%
WYKE RD	18	13	4	1	50.0%	36.1%	11.1%	2.8%

524	660	120	36	39.1%	49.3%	9.0%	2.7%
-----	-----	-----	----	-------	-------	------	------

3.7 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. Results showed that 67.5% of respondents are in favour of Monday-Friday, compared to 13.3% who are in favour of Monday-Saturday. 26.8% preferred the option of 10am-4pm, compared to 26.1% in favour of the one hour option and 25.2% opted for 8.30am-6.30pm. A complete road-by-road analysis of all questions is shown in Appendix 2.

3.8 Further analysis of the results on a road-by-road basis has revealed that there are two separate areas that are in favour of controls and are being recommended for inclusion.

See plan below showing the two proposed areas.





## **RP extension**

3.9 Area 1 to be known as RP extension to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ. As shown on Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.

3.10 Of the 221 in this area who responded, 46.6% support a CPZ in their road, compared to 43.4% who do not and 8.1% who are unsure.

Please note that Somerset Avenue's strong opposition to the controls increases the % opposed to controls considerably.

*(Table 4 – summary of results to questions 3 for RP extension area)*

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
CAMBERLEY AVENUE	19	18	6	1	43.2%	40.9%	13.6%	2.3%
COOMBE LANE (41-109 & 92-158)	9	11	2	1	39.1%	47.8%	8.7%	4.3%
RICHMOND ROAD	45	34	5	2	52.3%	39.5%	5.8%	2.3%
SOMERSET AVENUE	3	16	0	0	15.8%	84.2%	0.0%	0.0%
SPENCER ROAD	13	13	3	0	44.8%	44.8%	10.3%	0.0%
TAUNTON AVENUE	14	4	2	0	70.0%	20.0%	10.0%	0.0%
	103	96	18	4	46.6%	43.4%	8.1%	1.8%

3.11 Of the 221 in this area who responded, 53.8% support a CPZ in their road if their neighbouring road were included in a CPZ, compared to 33.9% who do and 10% who are unsure.

*(Table 5 – summary of results to questions 4 for RP extension area)*

ROAD	Q4. 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 CPA?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
CAMBERLEY AVENUE	21	13	9	1	47.7%	29.5%	20.5%	2.3%
COOMBE LANE (41-109 & 92-158)	10	9	2	2	43.5%	39.1%	8.7%	8.7%
RICHMOND ROAD	52	27	5	2	60.5%	31.4%	5.8%	2.3%
SOMERSET AVENUE	4	13	2	0	21.1%	68.4%	10.5%	0.0%
SPENCER ROAD	15	10	4	0	51.7%	34.5%	13.8%	0.0%
TAUNTON AVENUE	17	3	0	0	85.0%	15.0%	0.0%	0.0%
	119	75	22	5	53.8%	33.9%	10.0%	2.3%

3.12 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. The results for the RP extension area showed that 69.1% of respondents are in favour of Monday-Friday, compared to 14.6% who are in favour of Monday-Saturday. 42.2% preferred the option of 8.30am-6.30pm, compared to 30.9% in favour of 10am-4pm and 20.3% opted for the one hour option. A complete road-by-road analysis of all questions is shown in Appendix 2.

### Somerset Avenue

- 3.13 Based on the consultation results Somerset Avenue respondents were strongly opposed to having a CPZ in their road. As a rule the Council refrains from imposing a CPZ in roads where the majority of residents have opted against a CPZ. However, based on Somerset Avenue's geographical location it would be the only uncontrolled road surrounded by CPZ. It is considered that the residents would benefit from a CPZ, as their road would be subject to vehicular displacement from the neighbouring controlled roads if they are not included.

### Coombe Lane

- 3.14 Based on the consultation results Coombe Lane respondents were opposed to the proposed controls. The main objection raised through the exhibition and consultation was the lack of parking provisions on Coombe Lane (west of West Barnes Lane). After further investigation, additional parking provisions have been added to the proposals on the south side of Coombe Lane (west of West Barnes Lane). It is believed that by providing these parking bays, concerns raised by residents have been addressed and that there may be a shift in opinion. It is considered that Coombe Lane (92-148 and Sub station-109) is included within the statutory consultation which will provide residents a further opportunity to air their views. Additionally it is considered that the residents would benefit from a CPZ as they are currently competing against commuters for these limited parking spaces.

### 'RPE' (Raynes Park East)

- 3.15 Area 2 - to form a new zone to be known as 'RPE' to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road (123-185 & 204-284) and Wyke Road, as shown on Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.
- 3.16 Of the 301 residents within this area who responded, 54.5% oppose a CPZ in their road, compared to 33.9% who are in favour and 9.3% who are unsure.

(Table 6 – summary of results to questions 3 for RPE area)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ARTERBERRY ROAD	27	39	5	0	38.0%	54.9%	7.0%	0.0%
DUNMORE ROAD	9	20	4	0	27.3%	60.6%	12.1%	0.0%
LANGHAM ROAD	10	7	1	1	52.6%	36.8%	5.3%	5.3%
STANTON ROAD	27	32	6	0	41.5%	49.2%	9.2%	0.0%
THE DRIVE	7	12	4	2	28.0%	48.0%	16.0%	8.0%
WORPLE ROAD (123-185 & 204-284)	7	36	7	2	13.5%	69.2%	13.5%	3.8%
WYKE ROAD	15	18	1	2	41.7%	50.0%	2.8%	5.6%
	102	164	28	7	33.9%	54.5%	9.3%	2.3%

- 3.17 Of the 301 in this area who responded, 46.5% support a CPZ in their road if their neighbouring road were included in a CPZ, compared to 40.9% who do and 9.6% who are unsure.

Please note that Worple Roads' strong opposition to the controls increases the % opposed to controls considerably.

(Table 7 – summary of results to questions 4 for RPE area)

ROAD	Q4. 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
ARTERBERRY ROAD	38	26	6	1	53.5%	36.6%	8.5%	1.4%
DUNMORE ROAD	19	12	2	0	57.6%	36.4%	6.1%	0.0%
LANGHAM ROAD	12	5	0	2	63.2%	26.3%	0.0%	10.5%
STANTON ROAD	32	25	6	2	49.2%	38.5%	9.2%	3.1%
THE DRIVE	12	10	1	2	48.0%	40.0%	4.0%	8.0%
WORPLE ROAD (123-185 & 204-284)	9	32	10	1	17.3%	61.5%	19.2%	1.9%
WYKE ROAD	18	13	4	1	50.0%	36.1%	11.1%	2.8%
	140	123	29	9	46.5%	40.9%	9.6%	3.0%

### Arterberry Road

3.18 According to the consultation results Arterberry Road resident do not support the proposed parking controls in their road, but would support the controls should their neighbouring roads be in a CPZ. The road's neighbouring Arterberry Road are Lansdowne Road, The Downs, Crescent Road, which are currently being subject to a separate statutory consultation as part of the proposed 'W7' CPZ. Arterberry Road residents were made aware of the proposed CPZ 'W7' consultation. Therefore, it is recommended that Arterberry Road is included in the proposed CPZ 'RPE', subject to the approval to implement CPZ 'W7'. It is considered reasonable to include this road within the statutory consultation so that the residents can be given a further opportunity to air their views whilst being made aware of the decision made on W7 that will have an impact on Arterberry Road.

### Worple Road

3.19 Based on the consultation results, Worple Road residents were strongly opposed to having a CPZ in their road. As a rule the Council refrains from imposing a CPZ in roads where the majority of residents have opted against a CPZ. However the parking controls in Worple Road currently consist of single yellow line restrictions; therefore, residents do not have access to on street parking during the hours of restrictions. It is considered that the residents would benefit from being included in this CPZ as it would allow them to purchase a permit and park within the proposed zone. Exclusion would mean that these residents will not have access to nearby on-street parking bays.

### Crossover Parking

3.20 During the consultation a number of respondents requested the ability to park across their driveway/crossover. In CPZ's crossovers are subject to a single yellow line, which operate during the CPZ hours to maintain access to properties. The Council fully understand the frustration that a yellow line across crossovers can lead to for the resident whose property is most directly affected. The Council is however required to balance the parking needs of all and can not provide a dedicated facility for a particular individual. In a Controlled Parking Zone every inch of kerb space is managed in some way. Creating a parking space across crossovers would allow anyone with a valid permit to park in this space and thereby potentially preventing residents from gaining access to their property.

- 3.21 It should also be noted that The Council would be able to take any enforcement action against anyone parked with a valid permit in a parking space marked across crossovers.
- 3.22 Parking across a crossover becomes an offence after the hours of operation. This often leads to confusion, obstructive parking and disputes.
- 3.20.1 All CPZ proposals are subject to a consultation with the emergency services. The police always object to crossover parking because residents always contact them outside the council's office hours regarding obstructive parking. The Police do not have the resource to deal with such matters. With an objection from the police it would be necessary for the Council to overrule the objection thereby accepting the responsibility of all issues arising from the overruled objection. For example, should crossover parking be adopted, the police would not assist should residents be blocked in or out of their property.
- 3.20.2 A petition was also received from Amity Grove with 8 signatures requesting crossover parking from a possible 128 consulted and 66 who did respond. Other requests received were from Durham Road 3, Amity Grove 15 (5 out of the 15 requests also signed the petition), Lambton Road 11 and Pepys Road 15

### **Amendments to parking proposals**

- 3.21 In response to the feed back received from the residents, the following amendments have been made to the original design. These are shown on Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.

#### **Camberley Avenue**

- 3.22 Convert the originally proposed shared use bays near its junction with West Barnes Lane to Pay and Display bays only with a maximum stay of 2 hours. Pay and Display bays with a limited stay will assist businesses on West Barnes Lane by increasing the available parking spaces for passing trade and short term visitors with an increased turnover whilst shared use bays could be congested by residents occupying them all day.

#### **Langham Road**

- 3.23 Convert some of the originally proposed permit holder bays near its junction Devas Road/Pepys Road to Shared Use bays with a maximum stay of 2 hours. The bays are to accommodate the nursery located at the junction of Pepys Road and Langham Road. Residents can also benefit from these bays by having their visitors utilise the pay and display facility for shorter stays, such as hourly stays, instead of using half day or full day visitor permits.

#### **Richmond Road**

- 3.24 Convert the originally proposed shared use bays on the north side of Richmond Road near its junction with Durham Road to Pay and Display only with a maximum stay of 5 hours. These bays are to allow for longer stays to accommodate the medical centre on Durham Road whilst Shared use bays are likely to be fully occupied by residents.

#### **Spencer Road**

##### **North Side**

- 3.25 Convert the originally proposed shared use bays near its junction with Durham Road (outside St Mathew's Church) to Pay and Display only with a maximum stay of 5 hours.

##### **South Side**

- 3.26 Convert the originally proposed shared use bays near its junction with Durham Road (outside St Mathew's Church) to Pay and Display only with a maximum stay of 5 hours.

#### The Drive

- 3.27 Convert some of the originally proposed permit holder bays near the bend on The Drive near Rosemary Lodge to Shared Use bays with a maximum stay of 10 hours. The bays will accommodate visitors to the two nursing homes on The Drive. Residents can also benefit from these bays by having their visitors utilise the pay and display facility for shorter stays, such as hourly stays, instead of using half day or full day visitor permits.

#### Worple Road

- 3.28 Convert the existing Pay and Display only bays near its junction with Pepys Road to Shared Use bays and maintain the existing 2 hour maximum stay and remove the existing peak time waiting restrictions. These bays are currently under utilised and could better serve the area by allowing access to permit holders bays.
- 3.29 Provide additional permit holder bays near its junction with Langham Road (outside properties Nos. 252-254 & 171) without compromising safety and access.

#### Wyke Road

- 3.30 Convert the originally proposed shared use bays near its junction with Pepys Road to Pay and Display only with a maximum stay of 5 hours. Pay and Display bays with a limited stay will assist businesses on Pepys Road (south of Worple Road) by increasing the available parking spaces to passing trade and short stay visitors and increase turn over whilst shared use bays could be congested by residents occupying them all day.

#### Ward Councillor Comments

- 3.31 No written comments were received at the time of writing this report. However, on 25 November 2011, officers met with two of the Raynes Park Councillors and carried out a comprehensive analysis of the results, after which time an agreement was reached to undertake a statutory consultation and on proposals to apply controls to those roads detailed in this report.

## **4. PROPOSED MEASURES**

- 4.1 To include Amity Grove, Arterberry Road, Camberley Avenue, Cambridge Close, Cambridge Road, Conway Road, part of Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Dunmore Road, Durham Road, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Langham Road, Laurel Road, Melbury Gardens, Montana Road, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Richmond Road, Somerset Avenue, Spencer Road, Stanton Road, Taunton Avenue, The Drive, part of West Barnes Lane, part of Worple Road and Wyke Road.
- 4.2 To proceed with a statutory consultation to include Camberley Avenue, part of Coombe Lane (92-148 and Sub station-109), Richmond Road, Somerset Avenue, Spencer Road and Taunton Avenue into the existing RP CPZ, operational Mondays to Fridays between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.
- 4.3 To proceed with a statutory consultation to include Arterberry Road, Dunmore Road, Langham Road, Stanton Road, The Drive, part of Worple Road (204-sub station and 123-185) and Wyke Road into RPE CPZ, operational Mondays to Fridays between 8.30am and 6.30pm as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.

- 4.4 To proceed with the amendment to parking bays as detailed in section 3.20-3.29.
- 4.5 To proceed with a statutory consultation to introduce double yellow line (DYL) waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow would be impeded by a parked vehicle- to include; Cambridge Road at its junctions with Coombe Lane, Oakwood Road, Richmond Road, Laurel Lane, Cambridge Close, Lambton Road and Pepys Road; Cottenham Park Road at its junctions with Cramford Close, Hillview, Cottenham Drive, Durham Road, Pepys Road and Hampton Close; Cottenham Drive at its junction with Copse Hill; Melbury Gardens at its junctions with Oakwood Road, Laurel Road and Durham Road; Pepys Road at its junctions with Durrington Park Road and Hunter Road; Montana Road at its junction with Conway Road, the cul-de-sac ends of Panmuir Road and Orchard Lane and an extension of the existing double yellow lines on Durham Road south of its junction with Cambridge Road as shown in Drawing No. Z78-188-01 Rev A 1 & 2 in Appendix 1.
- 4.6 Officers suggest that 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.
- 4.7 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:

- 4.8 The majority of respondents favoured 'RP extension' CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm, this is the same as the existing RP CPZ it is being added to.
- 4.9 The majority of respondents favoured 'RPE' CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm.

#### Permit Issue Criteria:

- 4.10 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:

- 4.11 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:

- 4.12 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:

- 4.13 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:

- 4.14 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:

- 4.15 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 The statutory consultation will be carried out soon after a decision is made. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intentions and the undertaking of the statutory consultation on the proposed parking controls.

## **6. ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands 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 Not to introduce the proposed yellow line waiting restrictions 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 £150k. This includes the publication of the made Traffic Management Orders, the road markings and the signs. This does not include consultation and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2011/012 contains a provision of £380k for Parking Management schemes. The cost of this proposal can be met from this budget. It should be noted that £74k allocated from S106 secured from Waitrose development will be fully utilised to cover part of the Council's cost.
- 7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

## **8. LEGAL AND STATUTORY IMPLICATIONS**

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

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

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

## **10. CRIME AND DISORDER IMPLICATION**

- 10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community.
- 11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) 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.

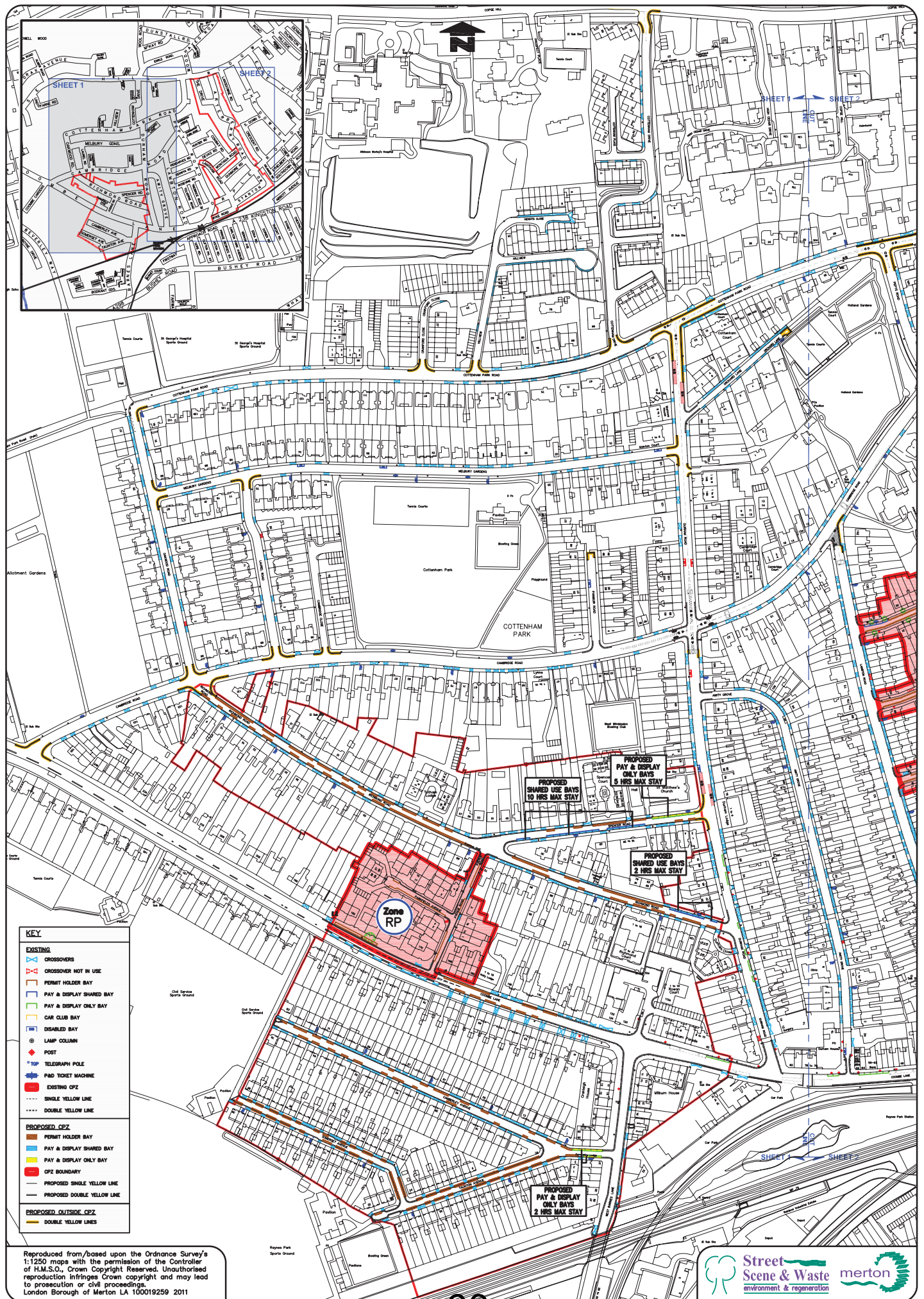
### **13. APPENDICES**

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

Appendix 1 – Drawing No. Z78-188-01 Rev A 1 & 2

Appendix 2 – Informal Consultation Results Tables

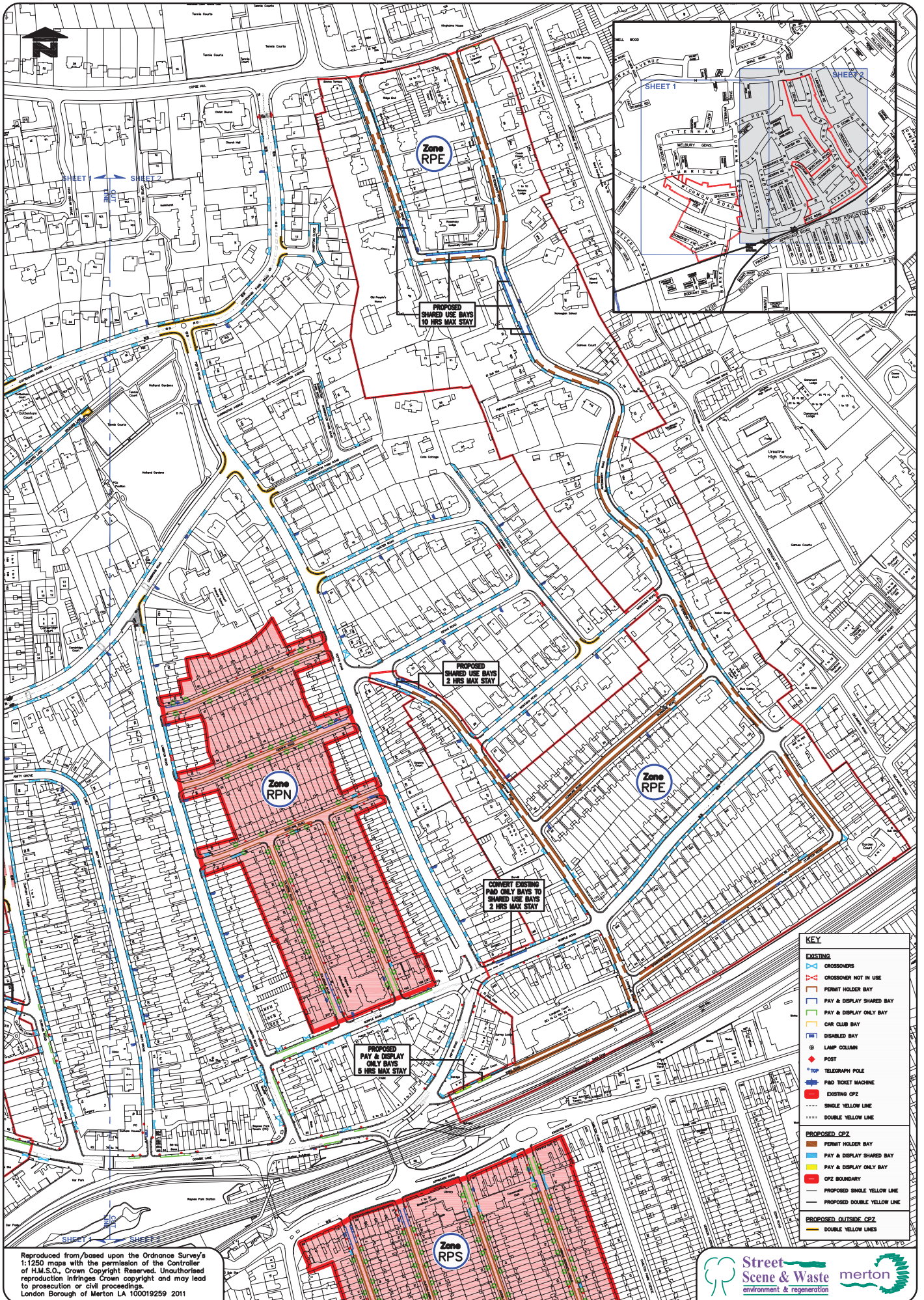
Appendix 3 – Informal Consultation Documents



**KEY**

	EXISTING CROSSOVERS
	CROSSOVER NOT IN USE
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CAR CLUB BAY
	DISABLED BAY
	LAMP COLUMN
	POST
	TELEGRAPH POLE
	P&D TICKET MACHINE
	EXISTING CPZ
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
<b>PROPOSED CPZ</b>	
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY ONLY BAY
	CPZ BOUNDARY
	PROPOSED SINGLE YELLOW LINE
	PROPOSED DOUBLE YELLOW LINE
<b>PROPOSED OUTSIDE CPZ</b>	
	DOUBLE YELLOW LINES

Reproduced from/based upon the Ordnance Survey's 1:1250 maps with the permission of the Controller of H.M.S.O., Crown Copyright Reserved. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. London Borough of Merton LA 100019259 2011



ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	128	66	51.6%	64	0	1	0	1	30	31	3	2	45.5%	47.0%	4.5%	3.0%
ARTERBERRY ROAD	175	71	40.6%	69	0	1	1	0	30	33	8	0	42.3%	46.5%	11.3%	0.0%
CAMBERLEY AVENUE	82	44	53.7%	44	0	0	0	0	25	16	3	0	56.8%	36.4%	6.8%	0.0%
CAMBRIDGE CLOSE	16	10	62.5%	10	0	0	0	0	0	10	0	0	0.0%	100.0%	0.0%	0.0%
CAMBRIDGE ROAD	143	88	61.5%	85	0	2	1	0	33	50	2	3	37.5%	56.8%	2.3%	3.4%
CONWAY ROAD	18	12	66.7%	12	0	0	0	0	3	8	0	1	25.0%	66.7%	0.0%	8.3%
COOMBE LANE	194	39	20.1%	27	7	2	0	3	18	19	0	2	46.2%	48.7%	0.0%	5.1%
COPSE HILL	7	2	28.6%	2	0	0	0	0	0	2	0	0	0.0%	100.0%	0.0%	0.0%
COTTENHAM DRIVE	27	15	55.6%	15	0	0	0	0	1	14	0	0	6.7%	93.3%	0.0%	0.0%
COTTENHAM PARK ROAD	160	80	50.0%	78	0	1	1	0	4	72	4	0	5.0%	90.0%	5.0%	0.0%
COTTENHAM PLACE	11	7	63.6%	7	0	0	0	0	0	7	0	0	0.0%	100.0%	0.0%	0.0%
CRANFORD CLOSE	31	11	35.5%	11	0	0	0	0	3	7	1	0	27.3%	63.6%	9.1%	0.0%
DEVAS ROAD	19	12	63.2%	12	0	0	0	0	10	10	2	0	0.0%	83.3%	16.7%	0.0%
DUNMORE ROAD	50	33	66.0%	32	0	0	1	0	10	18	4	1	30.3%	54.5%	12.1%	3.0%
DURHAM ROAD	248	83	33.5%	74	6	1	1	1	34	43	4	2	41.0%	51.8%	4.8%	2.4%
DURRINGTON AVENUE	12	9	75.0%	9	0	0	0	0	0	9	0	0	0.0%	100.0%	0.0%	0.0%
DURRINGTON PARK ROAD	16	14	87.5%	14	0	0	0	0	3	10	1	0	21.4%	71.4%	7.1%	0.0%
DIPTON CLOSE	12	5	41.7%	5	0	0	0	0	3	2	0	0	60.0%	40.0%	0.0%	0.0%
DRYBRIGHTS CLOSE	25	19	76.0%	19	0	0	0	0	5	14	0	0	26.3%	73.7%	0.0%	0.0%
HILLVIEW	23	14	60.9%	14	0	0	0	0	1	11	2	0	7.1%	78.6%	14.3%	0.0%
HUNTER ROAD	18	16	88.9%	16	0	0	0	0	0	16	0	0	0.0%	100.0%	0.0%	0.0%
LAMBTON ROAD	143	62	43.4%	57	3	1	1	0	25	31	5	1	40.3%	50.0%	8.1%	1.6%
LANGHAM ROAD	43	19	44.2%	19	0	0	0	0	8	9	1	1	42.1%	47.4%	5.3%	5.3%
LAUREL ROAD	39	23	59.0%	22	0	0	1	0	0	23	0	0	0.0%	100.0%	0.0%	0.0%
MELBURY GARDENS	137	59	43.1%	59	0	0	0	0	3	55	0	1	5.1%	93.2%	0.0%	1.7%
MONTANA ROAD	23	21	91.3%	21	0	0	0	0	4	15	1	1	19.0%	71.4%	4.8%	4.8%
OAKWOOD ROAD	48	26	54.2%	26	0	0	0	0	3	22	1	0	11.5%	84.6%	3.8%	0.0%
ORCHARD LANE	14	8	57.1%	7	0	1	0	0	1	7	0	0	12.5%	87.5%	0.0%	0.0%
PANMUJR ROAD	53	29	54.7%	27	0	1	1	0	15	11	3	0	51.7%	37.9%	10.3%	0.0%
PEPYS ROAD	192	93	48.4%	86	4	1	0	2	40	47	4	2	43.0%	50.5%	4.3%	2.2%
RICHMOND ROAD	159	86	54.1%	84	1	0	1	0	50	31	5	0	58.1%	36.0%	5.8%	0.0%
RIDGWAY	12	3	25.0%	3	0	0	0	0	2	0	1	0	66.7%	0.0%	33.3%	0.0%
SOMERSET AVENUE	46	19	41.3%	19	0	0	0	0	4	14	1	0	21.1%	73.7%	5.3%	0.0%
SPENCER ROAD	85	29	34.1%	29	0	0	0	0	16	11	2	0	55.2%	37.9%	6.9%	0.0%
STANTON ROAD	112	65	58.0%	64	1	0	0	0	34	24	6	1	52.3%	36.9%	9.2%	1.5%
TAUNTON AVENUE	41	20	48.8%	20	0	0	0	0	15	4	1	0	75.0%	20.0%	5.0%	0.0%
THE DRIVE	64	25	39.1%	21	1	0	1	2	9	12	3	1	36.0%	48.0%	12.0%	4.0%
WEST BARNES LANE	68	15	22.1%	15	0	0	0	0	9	6	0	0	60.0%	40.0%	0.0%	0.0%
WORPLE ROAD	166	52	31.3%	46	2	0	4	0	12	35	4	1	23.1%	67.3%	7.7%	1.9%
WYKE ROAD	157	36	22.9%	35	0	0	1	0	17	14	4	1	47.2%	38.9%	11.1%	2.8%
	3017	1340	44.4%	1279	25	12	15	9	470	773	76	21	35.1%	57.7%	5.7%	1.6%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q4. 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 CPA?									
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	21	41	3	1	31.8%	62.1%	4.5%	1.5%	24	36	3	3	36.4%	54.5%	4.5%	4.5%
ARTERBERRY ROAD	27	39	5	0	38.0%	54.9%	7.0%	0.0%	38	26	6	1	53.5%	36.6%	8.5%	1.4%
CAMBERLEY AVENUE	19	18	6	1	43.2%	40.9%	13.6%	2.3%	21	13	9	1	47.7%	29.5%	20.5%	2.3%
CAMBRIDGE CLOSE	0	8	2	0	0.0%	80.0%	20.0%	0.0%	3	5	2	0	30.0%	50.0%	20.0%	0.0%
CAMBRIDGE ROAD	30	51	7	0	34.1%	58.0%	8.0%	0.0%	36	39	10	3	40.9%	44.3%	11.4%	3.4%
CONWAY ROAD	3	9	0	0	25.0%	75.0%	0.0%	0.0%	5	3	4	0	41.7%	25.0%	33.3%	0.0%
COOMBE LANE	12	19	5	3	30.8%	48.7%	12.8%	7.7%	15	17	2	5	38.5%	43.6%	5.1%	12.8%
COPSE HILL	0	2	0	0	0.0%	100.0%	0.0%	0.0%	0	2	0	0	0.0%	100.0%	0.0%	0.0%
COTTENHAM DRIVE	4	10	1	0	26.7%	66.7%	6.7%	0.0%	7	7	1	0	46.7%	46.7%	6.7%	0.0%
COTTENHAM PARK ROAD	8	67	5	0	10.0%	83.8%	6.3%	0.0%	20	48	9	3	25.0%	60.0%	11.3%	3.8%
COTTENHAM PLACE	0	7	0	0	0.0%	100.0%	0.0%	0.0%	1	4	2	0	14.3%	57.1%	28.6%	0.0%
CRANFORD CLOSE	3	6	2	0	27.3%	54.5%	18.2%	0.0%	4	6	1	0	36.4%	54.5%	9.1%	0.0%
DEVAS ROAD	0	11	1	0	0.0%	91.7%	8.3%	0.0%	1	10	1	0	8.3%	83.3%	8.3%	0.0%
DUNMORE ROAD	9	20	4	0	27.3%	60.6%	12.1%	0.0%	19	12	2	0	57.6%	36.4%	6.1%	0.0%
DURHAM ROAD	21	52	10	0	25.3%	62.7%	12.0%	0.0%	27	43	11	2	32.5%	51.8%	13.3%	2.4%
DURRINGTON AVENUE	0	8	0	1	0.0%	88.9%	0.0%	11.1%	2	6	0	1	22.2%	66.7%	0.0%	11.1%
DURRINGTON PARK ROAD	1	12	1	0	7.1%	85.7%	7.1%	0.0%	5	6	3	0	35.7%	42.9%	21.4%	0.0%
DURRINGTON CLOSE	3	2	0	0	60.0%	40.0%	0.0%	0.0%	3	2	0	0	60.0%	40.0%	0.0%	0.0%
DURRINGTON CLOSE	2	17	0	0	10.5%	89.5%	0.0%	0.0%	3	16	0	0	15.8%	84.2%	0.0%	0.0%
HILLVIEW	0	13	1	0	0.0%	92.9%	7.1%	0.0%	0	13	0	1	0.0%	92.9%	0.0%	7.1%
HUNTER ROAD	1	14	1	0	6.3%	87.5%	6.3%	0.0%	3	11	2	0	18.8%	68.8%	12.5%	0.0%
LAMBTON ROAD	23	38	1	0	37.1%	61.3%	1.6%	0.0%	26	33	2	1	41.9%	53.2%	3.2%	1.6%
LANGHAM ROAD	10	7	1	1	52.6%	36.8%	5.3%	5.3%	12	5	0	2	63.2%	26.3%	0.0%	10.5%
LAUREL ROAD	0	23	0	0	0.0%	100.0%	0.0%	0.0%	3	19	1	0	13.0%	82.6%	4.3%	0.0%
MELBURY GARDENS	3	55	1	0	5.1%	93.2%	1.7%	0.0%	10	44	4	1	16.9%	74.6%	6.8%	1.7%
MONTANA ROAD	5	15	1	0	23.8%	71.4%	4.8%	0.0%	9	10	2	0	42.9%	47.6%	9.5%	0.0%
OAKWOOD ROAD	3	21	1	1	11.5%	80.8%	3.8%	3.8%	4	18	2	2	15.4%	69.2%	7.7%	7.7%
ORCHARD LANE	1	6	1	0	12.5%	75.0%	12.5%	0.0%	4	4	0	0	50.0%	50.0%	0.0%	0.0%
PANMUIR ROAD	9	13	6	1	31.0%	44.8%	20.7%	3.4%	19	9	0	1	65.5%	31.0%	0.0%	3.4%
PEPYS ROAD	29	56	7	1	31.2%	60.2%	7.5%	1.1%	33	52	7	1	35.5%	55.9%	7.5%	1.1%
RICHMOND ROAD	45	34	5	2	52.3%	39.5%	5.8%	2.3%	52	27	5	2	60.5%	31.4%	5.8%	2.3%
RIDGWAY	1	1	0	1	33.3%	33.3%	0.0%	33.3%	2	1	0	0	66.7%	33.3%	0.0%	0.0%
SOMERSET AVENUE	3	16	0	0	15.8%	84.2%	0.0%	0.0%	4	13	2	0	21.1%	68.4%	10.5%	0.0%
SPENCER ROAD	13	13	3	0	44.8%	44.8%	10.3%	0.0%	15	10	4	0	51.7%	34.5%	13.8%	0.0%
STANTON ROAD	27	32	6	0	41.5%	49.2%	9.2%	0.0%	32	25	6	2	49.2%	38.5%	9.2%	3.1%
TAUNTON AVENUE	14	4	2	0	70.0%	20.0%	10.0%	0.0%	17	3	0	0	85.0%	15.0%	0.0%	0.0%
THE DRIVE	7	12	4	2	28.0%	48.0%	16.0%	8.0%	12	10	1	2	48.0%	40.0%	4.0%	8.0%
WEST BARNES LANE	5	9	1	0	33.3%	60.0%	6.7%	0.0%	6	7	2	0	40.0%	46.7%	13.3%	0.0%
WORPLE ROAD	7	36	7	2	13.5%	69.2%	13.5%	3.8%	9	32	10	1	17.3%	61.5%	19.2%	1.9%
WYKE ROAD	15	18	1	2	41.7%	50.0%	2.8%	5.6%	18	13	4	1	50.0%	36.1%	11.1%	2.8%
	384	835	102	19	28.7%	62.3%	7.6%	1.4%	524	660	120	36	39.1%	49.3%	9.0%	2.7%

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						Q6. WHICH HOURS OF OPERATION WOULD YOU PREFER?							
	MON - FRI	MON - SAT	NO RESPONSE	% MON - FRI	% MON - SAT	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM - 12PM	% NO RESPONSE
AMITY GROVE	41	12	13	62.1%	18.2%	19.7%	21	14	16	15	31.8%	21.2%	24.2%	22.7%
ARTERBERRY ROAD	55	9	7	77.5%	12.7%	9.9%	27	20	17	7	38.0%	28.2%	23.9%	9.9%
CAMBERLEY AVENUE	28	10	6	63.6%	22.7%	13.6%	13	10	14	7	29.5%	22.7%	31.8%	15.9%
CAMBRIDGE CLOSE	7	1	2	70.0%	10.0%	20.0%	4	2	2	2	40.0%	20.0%	20.0%	20.0%
CAMBRIDGE ROAD	59	13	16	67.0%	14.8%	18.2%	22	23	26	17	25.0%	26.1%	29.5%	19.3%
CONWAY ROAD	11	0	1	91.7%	0.0%	8.3%	0	2	9	1	0.0%	16.7%	75.0%	8.3%
COOMBE LANE	25	3	11	64.1%	7.7%	28.2%	9	6	15	9	23.1%	15.4%	38.5%	23.1%
COPSE HILL	0	0	2	0.0%	0.0%	100.0%	0	0	0	2	0.0%	0.0%	0.0%	100.0%
COTTENHAM DRIVE	7	3	5	46.7%	20.0%	33.3%	5	3	2	5	33.3%	20.0%	13.3%	33.3%
COTTENHAM PARK ROAD	59	2	19	73.8%	2.5%	23.8%	10	26	22	22	12.5%	32.5%	27.5%	27.5%
COTTENHAM PLACE	3	1	3	42.9%	14.3%	42.9%	1	2	1	3	14.3%	28.6%	14.3%	42.9%
CRANFORD CLOSE	7	2	2	63.6%	18.2%	18.2%	4	3	2	2	36.4%	27.3%	18.2%	18.2%
DEVAS ROAD	9	0	3	75.0%	0.0%	25.0%	0	8	2	2	0.0%	66.7%	16.7%	16.7%
DUNMORE ROAD	24	3	6	72.7%	9.1%	18.2%	5	10	9	9	15.2%	30.3%	27.3%	27.3%
DURHAM ROAD	56	11	16	67.5%	13.3%	19.3%	19	31	16	17	22.9%	37.3%	19.3%	20.5%
DURRINGTON AVENUE	7	1	1	77.8%	11.1%	11.1%	1	4	3	1	11.1%	44.4%	33.3%	11.1%
DURRINGTON PARK ROAD	14	0	0	100.0%	0.0%	0.0%	5	1	7	1	35.7%	7.1%	50.0%	7.1%
DURHAM CLOSE	1	4	0	20.0%	80.0%	0.0%	4	1	0	0	80.0%	20.0%	0.0%	0.0%
THE HEIGHTS CLOSE	7	1	11	36.8%	5.3%	57.9%	5	1	2	11	26.3%	5.3%	10.5%	57.9%
HILVIEW	8	1	5	57.1%	7.1%	35.7%	0	5	4	5	0.0%	35.7%	28.6%	35.7%
HUNTER ROAD	12	0	4	75.0%	0.0%	25.0%	1	3	8	4	6.3%	18.8%	50.0%	25.0%
LAMBTON ROAD	45	8	9	72.6%	12.9%	14.5%	15	16	15	16	24.2%	25.8%	24.2%	25.8%
LANGHAM ROAD	15	2	2	78.9%	10.5%	10.5%	8	4	4	3	42.1%	21.1%	21.1%	15.8%
LAUREL ROAD	13	1	9	56.5%	4.3%	39.1%	1	6	6	10	4.3%	26.1%	26.1%	43.5%
MELBURY GARDENS	33	6	20	55.9%	10.2%	33.9%	9	7	21	22	15.3%	11.9%	35.6%	37.3%
MONTANA ROAD	18	0	3	85.7%	0.0%	14.3%	2	9	7	3	9.5%	42.9%	33.3%	14.3%
OAKWOOD ROAD	21	1	4	80.8%	3.8%	15.4%	6	12	4	4	23.1%	46.2%	15.4%	15.4%
ORCHARD LANE	3	1	4	37.5%	12.5%	50.0%	1	2	1	4	12.5%	25.0%	12.5%	50.0%
PANMUIR ROAD	20	6	3	69.0%	20.7%	10.3%	9	4	12	4	31.0%	13.8%	41.4%	13.8%
PEPYS ROAD	70	10	13	75.3%	10.8%	14.0%	21	32	24	16	22.6%	34.4%	25.8%	17.2%
RICHMOND ROAD	63	11	12	73.3%	12.8%	14.0%	24	25	25	12	27.9%	29.1%	29.1%	14.0%
RIDGWAY	1	2	0	33.3%	66.7%	0.0%	1	1	1	0	33.3%	33.3%	33.3%	0.0%
SOMERSET AVENUE	9	2	8	47.4%	10.5%	42.1%	5	3	4	7	26.3%	15.8%	21.1%	36.8%
SPENCER ROAD	20	8	1	69.0%	27.6%	3.4%	12	3	10	4	41.4%	10.3%	34.5%	13.8%
STANTON ROAD	39	14	12	60.0%	21.5%	18.5%	22	19	10	14	33.8%	29.2%	15.4%	21.5%
TAUNTON AVENUE	11	8	1	55.0%	40.0%	5.0%	8	6	4	2	40.0%	30.0%	20.0%	10.0%
THE DRIVE	18	4	3	72.0%	16.0%	12.0%	9	5	4	7	36.0%	20.0%	16.0%	28.0%
WEST BARNES LANE	8	5	2	53.3%	33.3%	13.3%	7	3	4	1	46.7%	20.0%	26.7%	6.7%
WORPLE ROAD	37	5	10	71.2%	9.6%	19.2%	7	18	14	13	13.5%	34.6%	26.9%	25.0%
WYKE ROAD	20	7	9	55.6%	19.4%	25.0%	15	9	3	9	41.7%	25.0%	8.3%	25.0%
	904	178	258	67.5%	13.3%	19.3%	338	359	350	293	25.2%	26.8%	26.1%	21.9%

ROAD	Q7. DO YOU FEEL THAT ADDITIONAL SUNDAY CONTROLS AREA NECESSARY?					Q8. WHICH HOURS OF OPERATION WOULD YOU PREFER?						
	YES	NO	NO RESPONSE	% YES	% NO	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% NO RESPONSE
AMITY GROVE	7	54	5	10.6%	81.8%	7.6%	2	10	54	3.0%	15.2%	81.8%
ARTERBERRY ROAD	2	64	5	2.8%	90.1%	7.0%	2	8	61	2.8%	11.3%	85.9%
CAMBERLEY AVENUE	12	29	3	27.3%	65.9%	6.8%	5	12	27	11.4%	27.3%	61.4%
CAMBRIDGE CLOSE	1	9	0	10.0%	90.0%	0.0%	1	1	8	10.0%	10.0%	80.0%
CAMBRIDGE ROAD	5	76	7	5.7%	86.4%	8.0%	2	16	70	2.3%	18.2%	79.5%
CONWAY ROAD	0	10	2	0.0%	83.3%	16.7%	0	2	10	0.0%	16.7%	83.3%
COOMBE LANE	2	32	5	5.1%	82.1%	12.8%	0	6	33	0.0%	15.4%	84.6%
COPSE HILL	0	2	0	0.0%	100.0%	0.0%	0	0	2	0.0%	0.0%	100.0%
COTTENHAM DRIVE	2	12	1	13.3%	80.0%	6.7%	2	0	13	13.3%	0.0%	86.7%
COTTENHAM PARK ROAD	1	70	9	1.3%	87.5%	11.3%	0	12	68	0.0%	15.0%	85.0%
COTTENHAM PLACE	0	6	1	0.0%	85.7%	14.3%	0	2	5	0.0%	28.6%	71.4%
CRANFORD CLOSE	1	8	2	9.1%	72.7%	18.2%	2	2	7	18.2%	18.2%	63.6%
DEVAS ROAD	0	10	2	0.0%	83.3%	16.7%	0	3	9	0.0%	25.0%	75.0%
DUNMORE ROAD	2	30	1	6.1%	90.9%	3.0%	1	5	27	3.0%	15.2%	81.8%
DURHAM ROAD	4	72	7	4.8%	86.7%	8.4%	2	12	69	2.4%	14.5%	83.1%
DURRINGTON AVENUE	0	9	0	0.0%	100.0%	0.0%	1	1	7	11.1%	11.1%	77.8%
DURRINGTON PARK ROAD	0	14	0	0.0%	100.0%	0.0%	0	1	13	0.0%	7.1%	92.9%
DUNHAMPTON CLOSE	2	3	0	40.0%	60.0%	0.0%	1	2	2	20.0%	40.0%	40.0%
HEIGHTS CLOSE	2	16	1	10.5%	84.2%	5.3%	1	2	16	5.3%	10.5%	84.2%
HILLVIEW	0	11	3	0.0%	78.6%	21.4%	0	4	10	0.0%	28.6%	71.4%
HUNTER ROAD	0	14	2	0.0%	87.5%	12.5%	0	2	14	0.0%	12.5%	87.5%
LAMBTON ROAD	5	51	6	8.1%	82.3%	9.7%	3	7	52	4.8%	11.3%	83.9%
LANGHAM ROAD	1	17	1	5.3%	89.5%	5.3%	0	2	17	0.0%	10.5%	89.5%
LAUREL ROAD	0	19	4	0.0%	82.6%	17.4%	0	1	22	0.0%	4.3%	95.7%
MELBURY GARDENS	1	48	10	1.7%	81.4%	16.9%	2	10	47	3.4%	16.9%	79.7%
MONTANA ROAD	0	20	1	0.0%	95.2%	4.8%	0	0	21	0.0%	0.0%	100.0%
OAKWOOD ROAD	0	25	1	0.0%	96.2%	3.8%	0	5	21	0.0%	19.2%	80.8%
ORCHARD LANE	0	6	2	0.0%	75.0%	25.0%	0	0	8	0.0%	0.0%	100.0%
PANMUIR ROAD	4	21	4	13.8%	72.4%	13.8%	3	2	24	10.3%	6.9%	82.8%
PEPYS ROAD	5	80	8	5.4%	86.0%	8.6%	4	11	78	4.3%	11.8%	83.9%
RICHMOND ROAD	10	70	6	11.6%	81.4%	7.0%	6	11	69	7.0%	12.8%	80.2%
RIDGWAY	2	1	0	66.7%	33.3%	0.0%	2	1	0	66.7%	33.3%	0.0%
SOMERSET AVENUE	5	11	3	26.3%	57.9%	15.8%	1	5	13	5.3%	26.3%	68.4%
SPENCER ROAD	7	21	1	24.1%	72.4%	3.4%	2	7	20	6.9%	24.1%	69.0%
STANTON ROAD	8	50	7	12.3%	76.9%	10.8%	4	7	54	6.2%	10.8%	83.1%
TAUNTON AVENUE	10	9	1	50.0%	45.0%	5.0%	5	6	9	25.0%	30.0%	45.0%
THE DRIVE	1	21	3	4.0%	84.0%	12.0%	1	3	21	4.0%	12.0%	84.0%
WEST BARNES LANE	4	11	0	26.7%	73.3%	0.0%	2	5	8	13.3%	33.3%	53.3%
WORPLE ROAD	1	46	5	1.9%	88.5%	9.6%	1	8	43	1.9%	15.4%	82.7%
WYKE ROAD	0	31	5	0.0%	86.1%	13.9%	1	5	30	2.8%	13.9%	83.3%
	107	1109	124	8.0%	82.8%	9.3%	59	199	1082	4.4%	14.9%	80.7%

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
CAMBERLEY AVENUE	82	44	53.7%	44	0	0	0	0	25	16	3	0	56.8%	36.4%	6.8%	0.0%
COOMBE LANE (41-109 & 92-158)	105	23	21.9%	22	1	0	0	0	12	11	0	0	52.2%	47.8%	0.0%	0.0%
RICHMOND ROAD	159	86	54.1%	84	1	0	1	0	50	31	5	0	58.1%	36.0%	5.8%	0.0%
SOMERSET AVENUE	46	19	41.3%	19	0	0	0	0	4	14	1	0	21.1%	73.7%	5.3%	0.0%
SPENCER ROAD	85	29	34.1%	29	0	0	0	0	16	11	2	0	55.2%	37.9%	6.9%	0.0%
TAUNTON AVENUE	41	20	48.8%	20	0	0	0	0	15	4	1	0	75.0%	20.0%	5.0%	0.0%
	518	221	42.7%	218	2	0	1	0	122	87	12	0	55.2%	39.4%	5.4%	0.0%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q4. 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 CPA?									
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
CAMBERLEY AVENUE	19	18	6	1	43.2%	40.9%	13.6%	2.3%	21	13	9	1	47.7%	29.5%	20.5%	2.3%
COOMBE LANE (41-109 & 92-158)	9	11	2	1	39.1%	47.8%	8.7%	4.3%	10	9	2	2	43.5%	39.1%	8.7%	8.7%
RICHMOND ROAD	45	34	5	2	52.3%	39.5%	5.8%	2.3%	52	27	5	2	60.5%	31.4%	5.8%	2.3%
SOMERSET AVENUE	3	16	0	0	15.8%	84.2%	0.0%	0.0%	4	13	2	0	21.1%	68.4%	10.5%	0.0%
SPENCER ROAD	13	13	3	0	44.8%	44.8%	10.3%	0.0%	15	10	4	0	51.7%	34.5%	13.8%	0.0%
TAUNTON AVENUE	14	4	2	0	70.0%	20.0%	10.0%	0.0%	17	3	0	0	85.0%	15.0%	0.0%	0.0%
	103	96	18	4	46.6%	43.4%	8.1%	1.8%	119	75	22	5	53.8%	33.9%	10.0%	2.3%



ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						Q6. WHICH HOURS OF OPERATION WOULD YOU PREFER?													
	MON-FRI		MON-SAT		NO RESPONSE		% MON-FRI		% MON-SAT		% NO RESPONSE		8.30AM - 6.30PM		10AM-4PM		11AM-12PM		% NO RESPONSE	
	MON-FRI	MON-SAT	NO RESPONSE	% MON-FRI	% MON-SAT	% NO RESPONSE	% MON-FRI	% MON-SAT	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM-12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE			
CAMBERLEY AVENUE	28	10	6	63.6%	22.7%	13.6%				13	10	14	7	29.5%	22.7%	31.8%	15.9%			
COOMBE LANE (41-109 & 92-156)	15	3	5	65.2%	13.0%	21.7%				5	5	9	4	21.7%	21.7%	39.1%	17.4%			
RICHMOND ROAD	63	11	12	73.3%	12.8%	14.0%				24	25	25	12	27.9%	29.1%	29.1%	14.0%			
SOMERSET AVENUE	9	2	8	47.4%	10.5%	42.1%				5	3	4	7	26.3%	15.8%	21.1%	36.8%			
SPENCER ROAD	20	8	1	69.0%	27.6%	3.4%				12	3	10	4	41.4%	10.3%	34.5%	13.8%			
TAUNTON AVENUE	11	8	1	55.0%	40.0%	5.0%				8	6	4	2	40.0%	30.0%	20.0%	10.0%			
	146	42	33	66.1%	19.0%	14.9%				67	52	66	36	30.3%	23.5%	29.9%	16.3%			

ROAD	Q7. DO YOU FEEL THAT ADDITIONAL SUNDAY CONTROLS AREA NECESSARY?						Q8. WHICH HOURS OF OPERATION WOULD YOU PREFER?											
	YES		NO		NO RESPONSE		% YES		% NO		% NO RESPONSE		8.30AM - 6.30PM		10AM-4PM		% NO RESPONSE	
	YES	NO	NO RESPONSE	% YES	% NO	% NO RESPONSE	% YES	% NO	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% NO RESPONSE			
CAMBERLEY AVENUE	12	29	3	27.3%	65.9%	6.8%				5	12	27	11.4%	27.3%	61.4%			
COOMBE LANE (41-109 & 92-156)	1	19	3	4.3%	82.6%	13.0%				0	4	19	0.0%	17.4%	82.6%			
RICHMOND ROAD	10	70	6	11.6%	81.4%	7.0%				6	11	69	7.0%	12.8%	80.2%			
SOMERSET AVENUE	5	11	3	26.3%	57.9%	15.8%				1	5	13	5.3%	26.3%	68.4%			
SPENCER ROAD	7	21	1	24.1%	72.4%	3.4%				2	7	20	6.9%	24.1%	69.0%			
TAUNTON AVENUE	10	9	1	50.0%	45.0%	5.0%				5	6	9	25.0%	30.0%	45.0%			
	45	159	17	20.4%	71.9%	7.7%				19	45	157	8.6%	20.4%	71.0%			

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ARTERBERRY ROAD	175	71	40.6%	69	0	1	1	0	30	33	8	0	42.3%	46.5%	11.3%	0.0%
DUNMORE ROAD	50	33	66.0%	32	0	0	1	0	10	18	4	1	30.3%	54.5%	12.1%	3.0%
LANGHAM ROAD	43	19	44.2%	19	0	0	0	0	8	9	1	1	42.1%	47.4%	5.3%	5.3%
STANTON ROAD	112	65	58.0%	64	1	0	0	0	34	24	6	1	52.3%	36.9%	9.2%	1.5%
THE DRIVE	64	25	39.1%	21	1	0	1	2	9	12	3	1	36.0%	48.0%	12.0%	4.0%
WORPLE ROAD (123-185 & 204-284)	107	52	48.6%	46	2	0	4	0	12	35	4	1	23.1%	67.3%	7.7%	1.9%
WYKE ROAD	157	36	22.9%	35	0	0	1	0	17	14	4	1	47.2%	38.9%	11.1%	2.8%
	708	301	42.5%	286	4	1	8	2	120	145	30	6	39.9%	48.2%	10.0%	2.0%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD											Q4. 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	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	
ARTERBERRY ROAD	27	39	5	0	38.0%	54.9%	7.0%	0.0%	38	26	6	1	53.5%	36.6%	8.5%	1.4%	
DUNMORE ROAD	9	20	4	0	27.3%	60.6%	12.1%	0.0%	19	12	2	0	57.6%	36.4%	6.1%	0.0%	
LANGHAM ROAD	10	7	1	1	52.6%	36.8%	5.3%	5.3%	12	5	0	2	63.2%	26.3%	0.0%	10.5%	
STANTON ROAD	27	32	6	0	41.5%	49.2%	9.2%	0.0%	32	25	6	2	49.2%	38.5%	9.2%	3.1%	
THE DRIVE	7	12	4	2	28.0%	48.0%	16.0%	8.0%	12	10	1	2	48.0%	40.0%	4.0%	8.0%	
WORPLE ROAD (123-185 & 204-284)	7	36	7	2	13.5%	69.2%	13.5%	3.8%	9	32	10	1	17.3%	61.5%	19.2%	1.9%	
WYKE ROAD	15	18	1	2	41.7%	50.0%	2.8%	5.6%	18	13	4	1	50.0%	36.1%	11.1%	2.8%	
	102	164	28	7	33.9%	54.5%	9.3%	2.3%	140	123	29	9	46.5%	40.9%	9.6%	3.0%	

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q2. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ARTERBERRY ROAD	175	71	40.6%	69	0	1	1	0	30	33	8	0	42.3%	46.5%	11.3%	0.0%
DUNMORE ROAD	50	33	66.0%	32	0	0	1	0	10	18	4	0	30.3%	54.5%	12.1%	3.0%
LANGHAM ROAD	43	19	44.2%	19	0	0	0	0	8	9	1	1	42.1%	47.4%	5.3%	5.3%
STANTON ROAD	112	65	58.0%	64	1	0	0	0	34	24	6	1	52.3%	36.9%	9.2%	1.5%
THE DRIVE	64	25	39.1%	21	1	0	1	2	9	12	3	1	36.0%	48.0%	12.0%	4.0%
WORPLE ROAD (123-185 & 204-284)	107	52	48.6%	46	2	0	4	0	12	35	4	1	23.1%	67.3%	7.7%	1.9%
WYKE ROAD	157	36	22.9%	35	0	0	1	0	17	14	4	1	47.2%	38.9%	11.1%	2.8%
	708	301	42.5%	286	4	1	8	2	120	145	30	6	39.9%	48.2%	10.0%	2.0%

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD										Q4. 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	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ARTERBERRY ROAD	27	39	5	0	38.0%	54.9%	7.0%	0.0%	38	26	6	1	53.5%	36.6%	8.5%	1.4%
DUNMORE ROAD	9	20	4	0	27.3%	60.6%	12.1%	0.0%	19	12	2	0	57.6%	36.4%	6.1%	0.0%
LANGHAM ROAD	10	7	1	1	52.6%	36.8%	5.3%	5.3%	12	5	0	2	63.2%	26.3%	0.0%	10.5%
STANTON ROAD	27	32	6	0	41.5%	49.2%	9.2%	0.0%	32	25	6	2	49.2%	38.5%	9.2%	3.1%
THE DRIVE	7	12	4	2	28.0%	48.0%	16.0%	8.0%	12	10	1	2	48.0%	40.0%	4.0%	8.0%
WORPLE ROAD (123-185 & 204-284)	7	36	7	2	13.5%	69.2%	13.5%	3.8%	9	32	10	1	17.3%	61.5%	19.2%	1.9%
WYKE ROAD	15	18	1	2	41.7%	50.0%	2.8%	5.6%	18	13	4	1	50.0%	36.1%	11.1%	2.8%
	102	164	28	7	33.9%	54.5%	9.3%	2.3%	140	123	29	9	46.5%	40.9%	9.6%	3.0%

**Controlled Parking Zone (CPZ)  
Proposed Zone RPA, Raynes Park Area**

**merton**

ISSUE DATE : 16 SEPTEMBER 2011

**Dear Resident / Business**

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) for the uncontrolled roads in the Raynes Park Area, as shown on the enclosed plans. This proposal is in response to representations and a petition received from some local residents who are experiencing parking difficulties in their road(s). Generally, residents feel that the problem is being caused by:

- Commuters who park and complete their journey by public transport.
- Staff of nearby businesses.
- Waitrose Development staff, residents and visitors along with displacement from the reduce capacity of the car park from the former Thames Water site. (The Council has received a request from Waitrose Supermarket to change the tariffs for Coombe Lane Car Park which serves the new Waitrose development and the Town centre to include Sunday. This means that those who currently use the car park on Sunday eg worshippers and commuters would be displaced into the surrounding roads. Therefore, the Council would like residents to consider part or all day Sunday parking controls as part of the proposals.)

The Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals). For finer details of the proposals please visit the Council website [www.merton.gov.uk/cpzrpa](http://www.merton.gov.uk/cpzrpa).

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 if it is not controlled. This has been experienced in roads immediately adjacent to existing CPZ's.

**WHAT IS A CONTROLLED PARKING ZONE (CPZ)**

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

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

**HOW WILL IT WORK?**

All road space in a CPZ is managed by parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where

**EXHIBITION INVITE**

You may wish to attend our public exhibition to be held at:

**Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA**  
on Saturday, 24 September 2011 from 1pm to 5pm

Crown Copyright LBM Licence No. LA10001 25 2011

**RAYNES PARK WARD COUNCILLORS**

**Cllr Margaret Brierley**  
Tel - 020 8545 3396  
Email: [margaret.brierley@merton.gov.uk](mailto:margaret.brierley@merton.gov.uk)

**Cllr Linda Scott**  
Tel - 020 8545 3396  
Email: [linda.scott@merton.gov.uk](mailto:linda.scott@merton.gov.uk)

**Cllr Rod Scott**  
Tel - 020 8545 3396  
Email: [rod.scott@merton.gov.uk](mailto:rod.scott@merton.gov.uk)

**VILLAGE WARD COUNCILLORS**

**Cllr John Bowcott**  
Tel - 020 8946 1011  
Email: [john.bowcott@merton.gov.uk](mailto:john.bowcott@merton.gov.uk)

**Cllr Richard Chelwell**  
Tel - 020 8545 3396  
Email: [richard.chelwell@merton.gov.uk](mailto:richard.chelwell@merton.gov.uk)

**Cllr Samantha George**  
Tel - 020 8545 3396  
Email: [samantha.george@merton.gov.uk](mailto:samantha.george@merton.gov.uk)

---

**Request for document translation**

**PROPOSED CONTROLLED PARKING ZONE RPA**

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  Arabic  Bengali  Bosnian  Chinese  Croatian  Czech  Danish  Dutch  English  French  German  Greek  Hindi  Italian  Japanese  Korean  Latvian  Lithuanian  Macedonian  Malay  Polish  Portuguese  Romanian  Russian  Serbian  Slovak  Slovenian  Spanish  Swedish  Tagalog  Thai  Turkish  Vietnamese  Welsh  Yiddish

Large print  Braille  Audiotope

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



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

**CAR CLUB PARKING**

In partnership with Car club operators and TfL, Merton Council is seeking to expand car clubs throughout the Borough and it is proposed to implement bays in locations where local residents are members or have expressed an interest. Car Clubs are short-term car rental schemes, allowing its members quick access to a range of vehicles, whether you need a car for just one hour, or for several days. Cars can be booked through a pay and go system, and members are charged according to the mileage driven and the length of time the car is in use. There is a range of social, financial, economical and environmental benefits of becoming a Car Club member. If you drive less than 6,000 miles a year you can make savings of up to £1,500 a year. The main advantage is that Car Club members enjoy the freedom of using the cars without the burden of owning one.

To become a member of Streetcar and for further information, visit the streetcar club website, [www.streetcar.co.uk](http://www.streetcar.co.uk) or phone 0845 644 8475 to register.

To become a member of City Car Club and for further information, visit the city car club website, [www.citycarclub.co.uk](http://www.citycarclub.co.uk) or phone 0845 330 1234 to register.

**LET US KNOW YOUR VIEWS**

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask if you could submit your questionnaire online using the link provided [www.merton.gov.uk/cpzrpa](http://www.merton.gov.uk/cpzrpa). 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 of this size it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. You are also invited to speak to officers at the public exhibition on **24 September 2011** as detailed overleaf. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals, unless it is felt 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 presented in a report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and regeneration. Once a decision is made by the Cabinet Member you will be informed accordingly.

**CONTACT US**

If you require further information please contact Leonardo Morris on 020 8545 3840 or email [trafficanhighways@merton.gov.uk](mailto:trafficanhighways@merton.gov.uk). Alternatively you can visit our website using the following link [www.merton.gov.uk/cpzrpa](http://www.merton.gov.uk/cpzrpa). 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.

parking would impede the passing of vehicles. It is also necessary to provide yellow lines (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. at crossovers for driveways.

The key objective of managing parking is to reduce and control non-essential parking and assist with the parking needs of 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 assist in minimising the number of permits issued to individual residents and help discourage unnecessary multiple car ownerships. 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) are provided in CPZs. 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.

Civil Enforcement Officers will however issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers outside CPZ operational hours 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, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

**PROPOSALS**

The proposals include a number of options which are detailed below. Please indicate your preference on the reply card provided.

**Operational Hours:**

**All Day Controls (8.30am - 6.30pm)** - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit in order to park in the permit holder bays. Alternatively, visitors can pay to park within shared use / pay and display bays.

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

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

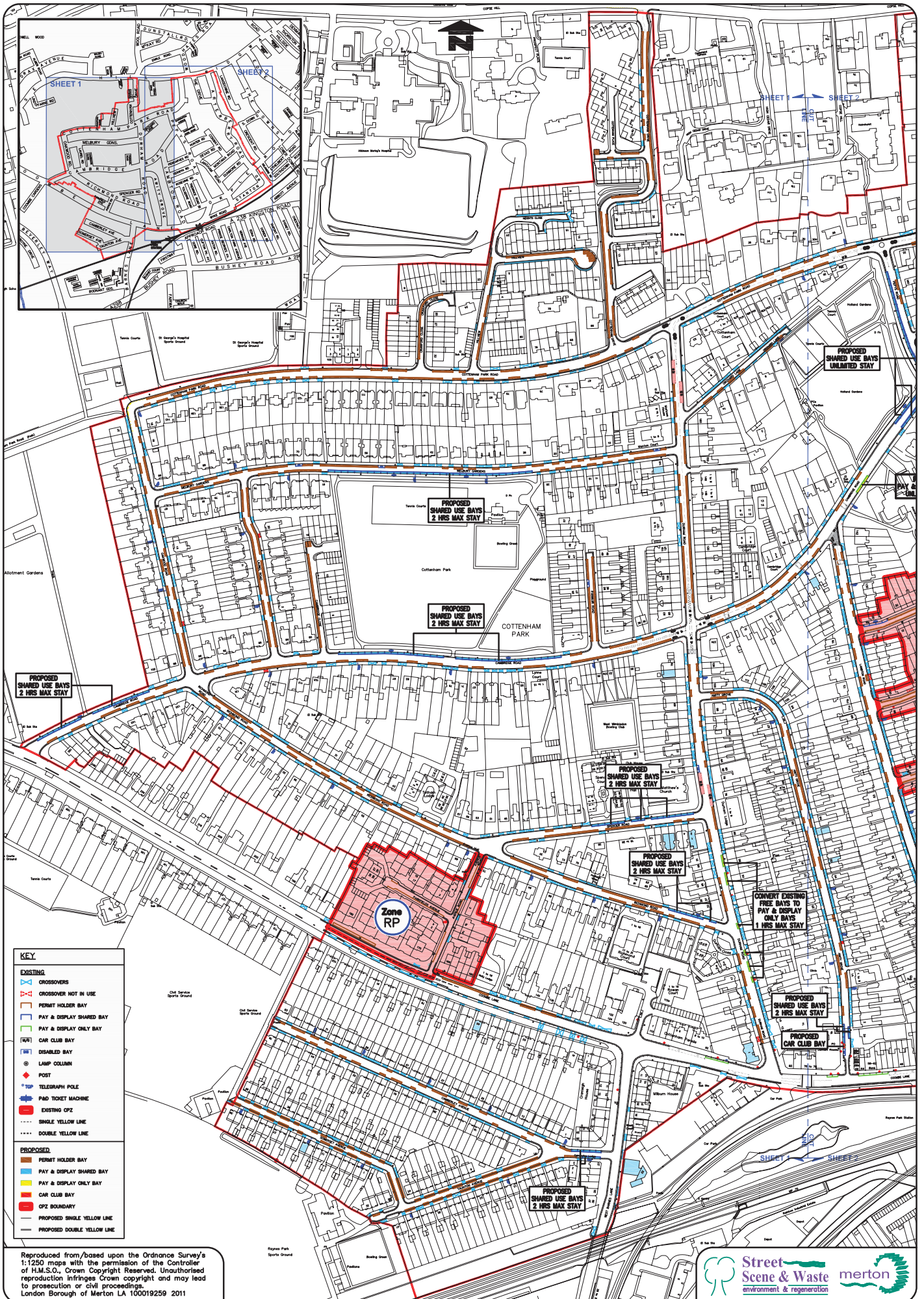
• **Operational Days:**

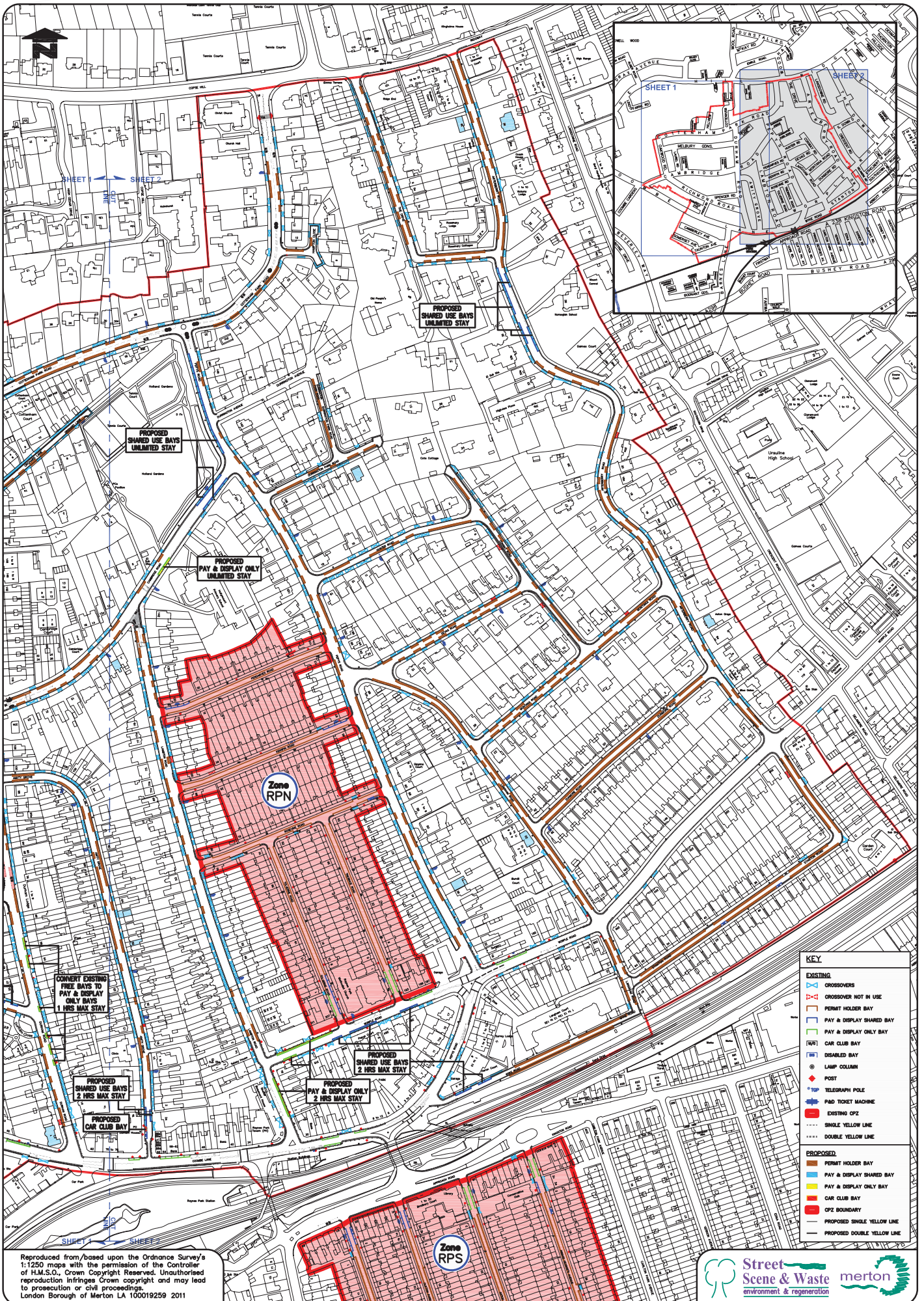
**Monday to Friday** - This will offer more flexibility to residents and visitors at weekends. However it may encourage non residents, especially shoppers, to park on Saturdays, therefore reducing available parking for your visitors.

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

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

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





## 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?

Rates 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?

Most 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 <sup>st</sup> Permit in household	£ 65.00 per annum
2 <sup>nd</sup> Permit in household	£ 110.00 per annum
3 <sup>rd</sup> 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

**Proposed Controlled Parking Zone RPA**

We would like to know your views.

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?  Res  Bus  Other
- 2. Do you feel you have a parking problem in your road?  Yes  No  Undecided
- 3. Do you support a proposed CPZ in your road?  Yes  No  Undecided
- 4. 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
- 5. If a CPZ was introduced which days would you like the controls to operate?  Mon-Fri  Mon-Sat
- 6. Which hours of operation would you prefer?  8.30am - 6.30pm  10am - 4pm  11am - 12pm
- 7. Do you feel that additional Sunday controls are necessary?  Yes  No
- 8. IF so which hours would you prefer on Sunday?  8.30am - 6.30pm  10am - 4pm

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

Ethnicity (please tick one box)

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

**ENVIRONMENT AND REGENERATION DEPARTMENT**

Chris Lee – Director

**CORMAC STOKES – HEAD OF STREET  
SCENE & WASTE  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX**

*Direct Line:* 020 8545 3840  
*Fax:* 020 8545 4865

*My Ref :* RPA EX CPZs  
*Please Ask For:* Leonardo Morris

*Date:* 16 September 2011

Dear Resident/Business,

**RE: Proposed Controlled Parking Zone RPA**

I am writing to inform you that Merton Council is consulting a selected number of uncontrolled roads in the Raynes Park Area as shown on the enclosed plan on proposals to introduce parking controls. The enclosed consultation material is for information purposes only for those residents within existing Controlled Parking Zones in Raynes Park.

Residents within the existing CPZs will be consulted separately on a review of their zone after the completion of the informal consultation for the proposed new zone. The delay in the review of existing zone is to allow the Council to accommodate any new CPZ and its impact on existing CPZs.

If you require further information, please do not hesitate to contact me on the telephone number provided above.

Yours sincerely,



Leonardo Morris  
Parking Engineer  
Tel: 020 8545 3840  
Email: [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk)

**For further information you can also contact:**  
Parking Engineer – Brett Cockin : 020 8545 4869  
Senior Parking Engineer - Paul Atie : 020 8545 3214

ENVIRONMENT AND REGENERATION DEPARTMENT  
Chris Lee - Director



CORMAC STOKES – HEAD OF STREET  
SCENE & WASTE  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX

*Direct Line:* 020 8545 3840  
*Fax:* 020 8545 4865  
*My Ref :* CPZ RPA  
*Please Ask For:* Leonardo Morris

*Date:* 7 October 2011

Dear Residents / Businesses,

**RE : Proposed Controlled Parking Zone (CPZ) for the Raynes Park area**

As you are aware Merton Council is currently undertaking an Informal Consultation on proposals to introduce parking controls in Raynes Park, which is due to close on Friday, 7 October 2011.

During the consultation it has become apparent that very few residents within the consultation area did not receive the complete consultation package, notably the Questionnaire reply card and the Frequently Asked Questions. Everyone within the consultation boundary however received the main body of the consultation document, which details the proposals, gives officers' contact details and gives residents a link to the Council's website to view all the documentation and fill the questionnaire on-line.

A number of residents have contacted the Council concerned that those who did not receive the questionnaire would be unable to respond. It has proven impossible to ascertain the exact number of properties affected and so far we have received very few requests for questionnaires from those who did not originally receive them.

The Council understands the impact that parking controls can have on the local community and we are keen to give every one consulted the opportunity to respond. With this in mind, the consultation period will be **extended by a further three weeks and will now close on 28<sup>th</sup> October 2011**. A new Questionnaire Reply Card and Frequently Asked Question are attached to this letter. **Please note that if you have already returned your reply card or submitted your questionnaire online, you are not required to redo your questionnaire.**

We would also like to take this opportunity to clarify the issue of parking enforcement across crossovers, which seems to have caused concerns. Within a Controlled Parking Zone every inch of road space is subject to parking restrictions such as yellow lines and parking bays. To remove obstructive parking during the hours of operation a single yellow line is placed across each crossover. This means that no vehicle is allowed to park across a crossover, including the owners of the property, during the hours of the operation of the zone. Outside the operating hours of the zone property owners would be able to park across their crossovers or give permission to their visitors to park across their crossovers. After the hours of operation of the zone Civil Enforcement Officers will issue PCN's to vehicles parked across individual crossovers without the property owner's consent, this is only done at the property owner's request.

Thank you for your feedback during the consultation. If you require further information, please do not hesitate to contact me on the telephone number provided above.

Public Consultation

**Proposed Controlled Parking Zone RPA**

We would like to know your views.

Please tick the appropriate boxes and return this card by **28 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?  Res  Bus  Other
- 2. Do you feel you have a parking problem in your road?  Yes  No  Undecided
- 3. Do you support a proposed CPZ in your road?  Yes  No  Undecided
- 4. 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
- 5. If a CPZ was introduced which days would you like the controls to operate?  Mon-Fri  Mon-Sat
- 6. Which hours of operation would you prefer?  8.30am - 6.30pm  10am - 4pm  11am - 12pm
- 7. Do you feel that additional Sunday controls are necessary?  Yes  No
- 8. If so which hours would you prefer on Sunday?  8.30am - 6.30pm  10am - 4pm

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

Ethnicity (please tick one box)

- |   |   |   |   |
|---|---|---|---|
| <p><u>White</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> White - English</li> <li><input type="checkbox"/> White - Scottish</li> <li><input type="checkbox"/> White - Welsh</li> <li><input type="checkbox"/> White - Irish</li> <li><input type="checkbox"/> Gypsy / Roma / Traveller</li> <li><input type="checkbox"/> Other (please specify)</li> </ul> | <p><u>Mixed Ethnicity</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> White Black Caribbean</li> <li><input type="checkbox"/> White Black African</li> <li><input type="checkbox"/> White Asian</li> <li><input type="checkbox"/> Other (please specify)</li> </ul> | <p><u>Asian or Asian British</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Indian</li> <li><input type="checkbox"/> Pakistani</li> <li><input type="checkbox"/> Bangladeshi</li> <li><input type="checkbox"/> Other</li> <li><input type="checkbox"/> Other (please specify)</li> </ul> | <p><u>Black or Black British</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Caribbean</li> <li><input type="checkbox"/> African</li> <li><input type="checkbox"/> Other (please specify)</li> </ul> <p><u>Chinese Other</u></p> <p><u>Ethnic groups</u></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Chinese</li> <li><input type="checkbox"/> Korean</li> <li><input type="checkbox"/> Other (please specify)</li> </ul> |
|---|---|---|---|