

## **NON-KEY DECISION TAKEN BY A CABINET MEMBER**

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

**1. Title of report and reason for exemption (if any)**

W7 CPZ – THE DOWNS

**2. Decision maker**

Cabinet Member for Environmental Sustainability & Regeneration

**3. Date of Decision**

27<sup>th</sup> September 2011

**4. Date report made available to decision maker**

20<sup>th</sup> September 2011

**5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel**

**6. Decision**

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

- A) Notes the result of the informal consultation carried out between 10 June and 01 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road.
- B) Agrees to proceed with a statutory consultation to introduce the W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-189-02 sheet 1 & 2 in Appendix 1.

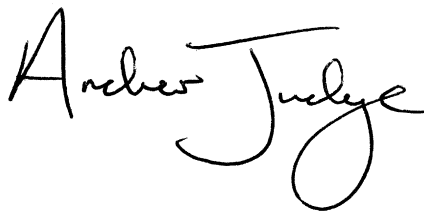
**OR**

- C) Agree to the hours of operation Mondays to Fridays between 10am to 4pm as suggested by Councillor David Williams via an e mail & voted in support by 4 of the committee members.

## 7. Reason for decision

For the reasons given in the Report, including in respect of Lansdowne Road at para 3.9 and officers confirmation of the treatment of Lansdowne Road as recorded in the minutes of SMAC thus: *Officers confirmed that if the CPZ statutory consultation went ahead then Lansdowne Road residents would be given the results of the initial informal consultation and a full explanation of the situation in their road and the options available.*

The decision is to agree recommendations A & B. I have given consideration to the representations of Suzy Brech and Penny Apthorpe, a petition from staff at Wimbledon College as well as the representations of Cllr Rod Scott and discussed with officers the effect of proposals on schools staff and the impact on parking capacity of allowing permits for those staff. I anticipate that the issues of permit parking for school staff as well as road capacity will be taken into account in the report following the period of statutory consultation. I also anticipate an Executive Report on education permits. I have considered the recommendations of Cllr David Williams that gave rise to recommendation C, but rejected it on the basis that the results of the informal consultation were very clear in that 8.30pm to 6.30pm was the preferred option of 38.4% of respondents. It does not follow that the preferences of the 21% in favour of the 10am-4pm can be aggregated with the 25% who preferred the one hour option to support 10am-4pm. I do not consider there is a significant risk of inappropriate parking enforcement against parents dropping off children for school.



## 8. Alternative options considered and why rejected

- 8.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 8.2 Not to include Lansdowne Road, Cumberland Close and Delemare Road in the statutory consultation. This would not address additional parking problems that may arise due to parking displacement from neighbouring roads which have opted for the CPZ and continued commuter issues.
- 8.3 Not to introduce the proposed yellow line waiting restrictions. This would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

## 9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

**10.           Declarations of Interest**

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**11.           Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

\*There is no need to resend Street Management Advisory Committee reports.

# **Committee: Street Management Advisory**

**Date:** 20<sup>th</sup> September 2011

**Agenda item:**

**Wards:** Raynes Park & Hillside

**Subject:** Proposed W7 CPZ (The Downs) – 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: Brett Cockin, Tel: 020 8545 4869, email: [brett.cockin@merton.gov.uk](mailto:brett.cockin@merton.gov.uk)

**Recommendations:**

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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 10 June and 01 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road.
- B) Agrees to proceed with a statutory consultation to introduce the W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-189-02 sheet 1 & 2 in Appendix 1.

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

- 1.1 This report presents the result of the informal consultation carried out within The Downs area to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road on the Councils' proposals to introduce a CPZ (W7). This was as a result of a petition (PT498) received from residents in the area.
- 1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council's intention to introduce The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Mondays to Fridays between 8.30am to 6.30pm.

## **2. DETAILS**

- 2.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan, submitted to TfL. This plan contains the policy framework for both parking and road safety and is summarised below.
- 2.2 Road Safety: chapter 6 of the LIP contains the Council's Road Safety Strategy, which details initiatives to make borough roads safer for all road users. The

Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

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

2.3 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.

2.4 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.

2.5 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.

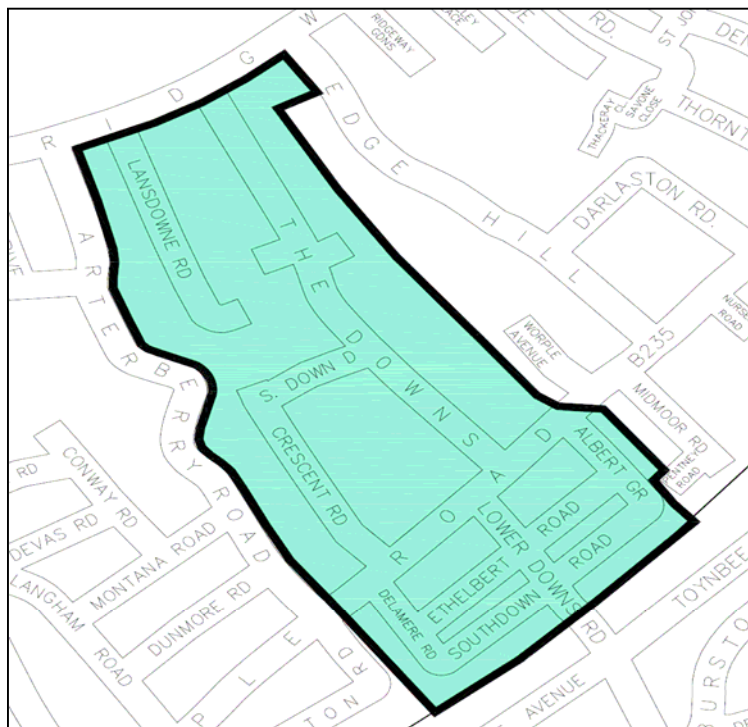
## 2.6 Proposed measures

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 schools. 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.

2.7 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 Downs area commenced on 10<sup>th</sup> June and ended on 1<sup>st</sup> July 2011. 1073 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. Copy 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 25<sup>th</sup> June 2011 at the Sacred Heart Church Hall, Edge Hill allowing residents and businesses to discuss the proposed measures with officers.
- 3.2 The consultation resulted in a total of 352 questionnaires returned, representing a response rate of 32.8%, which is considered to be high for this type of consultation. See plan below showing the extent of the consultation.



- 3.3 As shown in table 1 below, majority of 50.4% all respondents feel that they have a parking problem, as opposed to 41.1% who feel that they do not have a problem in their road.

(Table 1 – summary of results to question 3)

ROAD NAME	Q3 DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Albert Grove	24	15	4	0	78.9%	21.1%	0.0%
Crescent Road	35	7	9	1	41.2%	52.9%	5.9%
Cumberland Close	8	1	3	0	25.0%	75.0%	0.0%
Delamere Road	51	1	18	2	4.8%	85.7%	9.5%
Ethelbert Road	59	21	7	2	70.0%	23.3%	6.7%
Lansdowne Close	10	2	3	0	40.0%	60.0%	0.0%
Lansdowne Road	120	24	25	5	44.4%	46.3%	9.3%
Lower Downs Road	36	3	1	1	60.0%	20.0%	20.0%

Ridgeway	31	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	25	8	4	2	57.1%	28.6%	14.3%
Southdown Road	80	18	16	1	51.4%	45.7%	2.9%
Southridge Place	23	3	6	0	33.3%	66.7%	0.0%
Thaxted Place	11	3	1	0	75.0%	25.0%	0.0%
The Downs	310	63	25	13	62.4%	24.8%	12.9%
Worple Road	250	7	23	3	21.2%	69.7%	9.1%
<b>Total</b>	<b>1073</b>	<b>178</b>	<b>145</b>	<b>30</b>	<b>50.4%</b>	<b>41.1%</b>	<b>8.5%</b>

- 3.4 Of the 352 who responded, 47.3% support the concept of a CPZ compared to 45.6% who do not and 7.1% who are unsure.

(Table 2 – summary of results to questions 4)

ROAD NAME	Q4 DO YOU SUPPORT A CPZ IN YOUR ROAD						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Albert Grove	24	15	4	0	78.9%	21.1%	0.0%
Crescent Road	35	3	10	4	17.6%	58.8%	23.5%
Cumberland Close	8	1	3	0	25.0%	75.0%	0.0%
Delamere Road	51	3	18	0	14.3%	85.7%	0.0%
Ethelbert Road	59	19	9	2	63.3%	30.0%	6.7%
Lansdowne Close	10	1	4	0	20.0%	80.0%	0.0%
Lansdowne Road	120	22	28	4	40.7%	51.9%	7.4%
Lower Downs Road	36	4	1	0	80.0%	20.0%	0.0%
Ridgeway	31	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	25	9	5	0	64.3%	35.7%	0.0%
Southdown Road	80	20	15	0	57.1%	42.9%	0.0%
Southridge Place	23	3	5	1	33.3%	55.6%	11.1%
Thaxted Place	11	4	0	0	100.0%	0.0%	0.0%
The Downs	310	53	37	11	52.5%	36.6%	10.9%
Worple Road	250	8	22	3	24.2%	66.7%	9.1%
<b>Total</b>	<b>1073</b>	<b>167</b>	<b>161</b>	<b>25</b>	<b>47.3%</b>	<b>45.6%</b>	<b>7.1%</b>

- 3.5 Residents were also asked which days and hours of operation would they prefer should the CPZ be introduced in their road. Results showed that 69.1% of respondents are in favour of Monday-Friday, compared to 17.8% who are in favour of Monday-Saturday. 38.4% preferred the option of 8.30am-6.30pm, compared to 21% in favour of 10am-4pm and 25% opted for the one hour option. A complete road-by-road analysis of all questions is shown in Appendix 2.

- 3.6 Following a further analysis of the results on a road-by-road basis, it has been realised that the majority of roads in the consultation area are in favour of the controls with the exception of Delemare Road with 85% against inclusion, Crescent Road with 58.8% against, Cumberland Close 75% and Lansdowne Road 51.9% against the controls. However, Crescent Road shows a majority of respondents in favour of inclusion if neighbouring roads are, therefore officers' have included Crescent Road to the proposed zone and residents will have a further opportunity to air their views should it be agreed for the statutory consultation to be undertaken.

- 3.7 Officers' believe that although Delamere Road show a high majority against the proposed CPZ, it should be included within the next stage of consultation to allow them the opportunity to be part of the zone as the immediate surrounding roads are in favour and parking displacement is likely to have an adverse impact on the residents. Once the residents of Delamere Road are made aware of the results of the informal consultation, they will have the appropriate information to make an informed decision on whether or not to be included.
- 3.8 Lansdowne Road and Cumberland Close are recommended for inclusion for similar reasons. The main reason for the objection against the proposed CPZ received from the residents of Lansdowne Road is based the reduction of parking provision as the Councils proposals are to allow parking on one side of the carriageway only. The carriageway in Lansdowne Road is not wide enough to accommodate parking on both sides, and the footway is not wide enough to accommodate parking. Currently vehicles park partially on the footway to allow adequate space for emergency and refuse vehicles but do not provide adequate space for pedestrians using the footway, in fact pedestrians are often forced to walk on the carriageway (please see photographs in appendix 4) and now that the Council is aware of this unsafe and illegal practice, the Council is compelled to take the appropriate action.
- 3.9 According to the consultation results for Lansdowne, the response rate is 45% with 40.7% in support of a CPZ; 51.9% against and 7.4% undecided with the main objection being the proposed yellow line restriction on one side of the road. Although as a rule the Council refrains from imposing a CPZ in roads where the majority of residents have opted against a CPZ, given the two options available (a CPZ or double yellow lines on one side of the road without a CPZ), it is considered that the residents would benefit from a CPZ as they would only be competing for a parking space against other residents and their visitors rather than commuters. Notwithstanding the current recommendation for inclusion, if the residents of Lansdowne Road continue to be against inclusion after the next stage (statutory consultation) then officers will have to be mindful of the needs and safety of pedestrians particularly with the retirement home located at the end of Lansdowne Road number of whom may require the use of a wheel chair, officers will recommend the introduction of double yellow line waiting restrictions on one side of the road to protect pedestrians and prevent the current illegal footway parking.
- 3.10 Cumberland Close is included in the next stage of consultation due to parking displacement issues arising.
- 3.11 Many comments received from this consultation were from teachers of the schools in The Downs asking the Council to consider options for teacher parking provision. Officers are currently considering permit provisions for schools within existing and new CPZs.

3.12 Ward Councillor Comments.

Officers have not received any comments at the time of writing this report.

#### **4. RECOMMENDATIONS**

- 4.1 It is recommended that the Cabinet Member considers the result of the informal consultation along with officer's recommendations and agrees:
- A) Notes the result of the informal consultation carried out between 10 June and 01 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Ethelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road.



B) Agrees to proceed with a statutory consultation to introduce the W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-189-02 sheet 1 & 2 in Appendix 1.

- 4.2 The recommendations are based on the support expressed by the majority of residents in all the roads within the consultation area, who participated in the informal consultation and consideration is being given for the inclusion of those roads that have opted against but are likely to be adversely impacted by the proposed CPZ in neighbouring roads. It is considered that the statutory consultation will provide residents a further opportunity to air their views.
- 4.3 The Council must consider whether or not the problems currently being experienced in these two roads are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.
- 4.4 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in all the roads where there is majority support for introducing a CPZ.

Hours of Operation:

- 4.5 In accordance with the majority support of those who responded, it is recommended that the proposed W7 CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm.

Permit Issue Criteria:

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

Visitors' permits:

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

Business permits:

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

Pay & Display tickets:

- 4.9 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, with a maximum stay of either 2 hours or 10 hours dependant of the location of the bays. Purchase of tickets will be available before 8.30am.

## **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 for residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 6.2 Not to include Lansdowne Road, Cumberland Close and Delemare Road in the statutory consultation. This would not address additional parking problems that may arise due to parking displacement from neighbouring roads which have opted for the CPZ and continued commuter issues.
- 6.3 Not to introduce the proposed yellow line waiting restrictions. This would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

## **7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £40k. 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.
- 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 introducing the proposed waiting restrictions outside the proposed CPZ would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users' particularly vulnerable road users. In case of Lansdowne Road, the needs and safety of pedestrians must be given priority over the illegal and obstructive footway parking.
- 11.3 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures 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 what paying 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. APPENDICIES**

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

Appendix 1 – Drawing No. Z78-189-02 sheets 1 & 2

Appendix 2 – Informal consultation results

Appendix 3 – Informal consultation documents

Appendix 4 – Lansdowne Road photos





## SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE W7 ZONE - THE DOWNS

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	Q2. NUMBER OF CARS	Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
								YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Albert Grove	24	19	79.2%	19	0	0	14	15	4	0	78.9%	21.1%	0.0%
Crescent Road	35	17	48.6%	15	1	1	5	7	9	1	41.2%	52.9%	5.9%
Cumberland Close	8	4	50.0%	4	0	0	0	1	3	0	25.0%	75.0%	0.0%
Delamere Road	51	21	41.2%	21	0	0	14	1	18	2	4.8%	85.7%	9.5%
Ethelbert Road	59	30	50.8%	30	0	0	19	21	7	2	70.0%	23.3%	6.7%
Lansdowne Close	10	5	50.0%	5	0	0	3	2	3	0	40.0%	60.0%	0.0%
Lansdowne Road	120	54	45.0%	53	1	0	37	24	25	5	44.4%	46.3%	9.3%
Lower Downs Road	36	5	13.9%	4	1	0	4	3	1	1	60.0%	20.0%	20.0%
Ridgeway	31	2	6.5%	2	0	0	2	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	25	14	56.0%	14	0	0	12	8	4	2	57.1%	28.6%	14.3%
Southdown Road	80	35	43.8%	35	0	0	25	18	16	1	51.4%	45.7%	2.9%
Southridge Place	23	9	39.1%	9	0	0	3	3	6	0	33.3%	66.7%	0.0%
Thaxted Place	11	4	36.4%	4	0	0	3	3	1	0	75.0%	25.0%	0.0%
The Downs	310	100	32.3%	99	0	1	77	63	25	13	62.4%	24.8%	12.9%
Worple Road	250	33	13.2%	33	0	0	29	7	23	3	21.2%	69.7%	9.1%
	<b>1073</b>	<b>352</b>	<b>32.8%</b>	<b>347</b>	<b>3</b>	<b>2</b>	<b>247</b>	<b>178</b>	<b>145</b>	<b>30</b>	<b>50.4%</b>	<b>41.1%</b>	<b>8.5%</b>

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD					Q5. WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR						
	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE	YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Albert Grove	15	4	0	78.9%	21.1%	0.0%	15	3	1	78.9%	15.8%	5.3%
Crescent Road	3	10	4	17.6%	58.8%	23.5%	8	6	3	47.1%	35.3%	17.6%
Cumberland Close	1	3	0	25.0%	75.0%	0.0%	2	2	0	50.0%	50.0%	0.0%
Delamere Road	3	18	0	14.3%	85.7%	0.0%	3	18	0	14.3%	85.7%	0.0%
Ethelbert Road	19	9	2	63.3%	30.0%	6.7%	20	8	2	66.7%	26.7%	6.7%
Lansdowne Close	1	4	0	20.0%	80.0%	0.0%	1	2	2	20.0%	40.0%	40.0%
Lansdowne Road	22	28	4	40.7%	51.9%	7.4%	23	28	3	42.6%	51.9%	5.6%
Lower Downs Road	4	1	0	80.0%	20.0%	0.0%	4	1	0	80.0%	20.0%	0.0%
Ridgeway	2	0	0	100.0%	0.0%	0.0%	2	0	0	100.0%	0.0%	0.0%
Southdowne Drive	9	5	0	64.3%	35.7%	0.0%	9	3	2	64.3%	21.4%	14.3%
Southdown Road	20	15	0	57.1%	42.9%	0.0%	19	14	2	54.3%	40.0%	5.7%
Southridge Place	3	5	1	33.3%	55.6%	11.1%	4	5	0	44.4%	55.6%	0.0%
Thaxted Place	4	0	0	100.0%	0.0%	0.0%	4	0	0	100.0%	0.0%	0.0%
The Downs	53	37	11	52.5%	36.6%	10.9%	57	33	11	56.4%	32.7%	10.9%
Worple Road	8	22	3	24.2%	66.7%	9.1%	8	20	5	24.2%	60.6%	15.2%
	<b>167</b>	<b>161</b>	<b>25</b>	<b>47.3%</b>	<b>45.6%</b>	<b>7.1%</b>	<b>179</b>	<b>143</b>	<b>31</b>	<b>50.7%</b>	<b>40.5%</b>	<b>8.8%</b>

## SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE W7 ZONE - THE DOWNS

ROAD	Q6. WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE					Q7. IF A CPZ WAS INTRODUCED WHICH HOURS OF OPERATION WOULD YOU PREFER								
	MONDAY - FRIDAY	MONDAY - SATURDAY	UNSURE/NO Response	% MONDAY - FRIDAY	% MONDAY - SATURDAY	% NONE	8.30AM - 6.30PM	10am-4pm	11AM - 12PM	UNSURE/NO Response	% 8.30AM - 6.30PM	% 10am-4pm	% 11AM - 12PM	% NONE
Albert Grove	11	8	0	57.9%	42.1%	0.0%	11	3	4	1	57.9%	15.8%	21.1%	5.3%
Crescent Road	15	1	1	88.2%	5.9%	5.9%	1	4	10	2	5.9%	23.5%	58.8%	11.8%
Cumberland Close	3	0	1	75.0%	0.0%	25.0%	2	0	1	1	50.0%	0.0%	25.0%	25.0%
Delamere Road	15	2	4	71.4%	9.5%	19.0%	3	3	11	4	14.3%	14.3%	52.4%	19.0%
Ethelbert Road	22	5	3	73.3%	16.7%	10.0%	9	12	5	4	30.0%	40.0%	16.7%	13.3%
Lansdowne Close	4	0	1	80.0%	0.0%	20.0%	0	1	3	1	0.0%	20.0%	60.0%	20.0%
Lansdowne Road	31	13	10	57.4%	24.1%	18.5%	21	7	12	14	38.9%	13.0%	22.2%	25.9%
Lower Downs Road	3	2	0	60.0%	40.0%	0.0%	4	1	0	0	80.0%	20.0%	0.0%	0.0%
Ridgeway	1	1	0	50.0%	50.0%	0.0%	1	1	0	0	50.0%	50.0%	0.0%	0.0%
Southdowne Drive	11	2	1	78.6%	14.3%	7.1%	7	4	2	1	50.0%	28.6%	14.3%	7.1%
Southdown Road	28	5	2	80.0%	14.3%	5.7%	15	11	7	2	42.9%	31.4%	20.0%	5.7%
Southridge Place	4	2	3	44.4%	22.2%	33.3%	3	1	2	3	33.3%	11.1%	22.2%	33.3%
Thaxted Place	3	1	0	75.0%	25.0%	0.0%	3	1	0	0	75.0%	25.0%	0.0%	0.0%
The Downs	71	17	13	70.3%	16.8%	12.9%	43	23	18	16	43.0%	23.0%	18.0%	16.0%
Worple Road	22	4	7	66.7%	12.1%	21.2%	12	2	13	6	36.4%	6.1%	39.4%	18.2%
	<b>244</b>	<b>63</b>	<b>46</b>	<b>69.1%</b>	<b>17.8%</b>	<b>13.0%</b>	<b>135</b>	<b>74</b>	<b>88</b>	<b>55</b>	<b>38.4%</b>	<b>21.0%</b>	<b>25.0%</b>	<b>15.6%</b>





within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits), shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced. However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and the Council agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

## PROPOSALS

The proposals include a number of provisions which are detailed below

Operational Hours - The choice of operational hours are explained below:

- **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 from the resident they are visiting in order to park in the permit holder bays.
- **Part Time Controls (10am - 4pm)** - These operating times offer less restrictions on residents and their visitors than 'all day' controls. 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 long-term 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.

The proposed operational days include:

- **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** - 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:  
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, churches 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 Streetcar 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. Car Clubs offer the ultimate flexibility in car use without the hassle of owning one. 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.

## LET US KNOW YOUR VIEWS

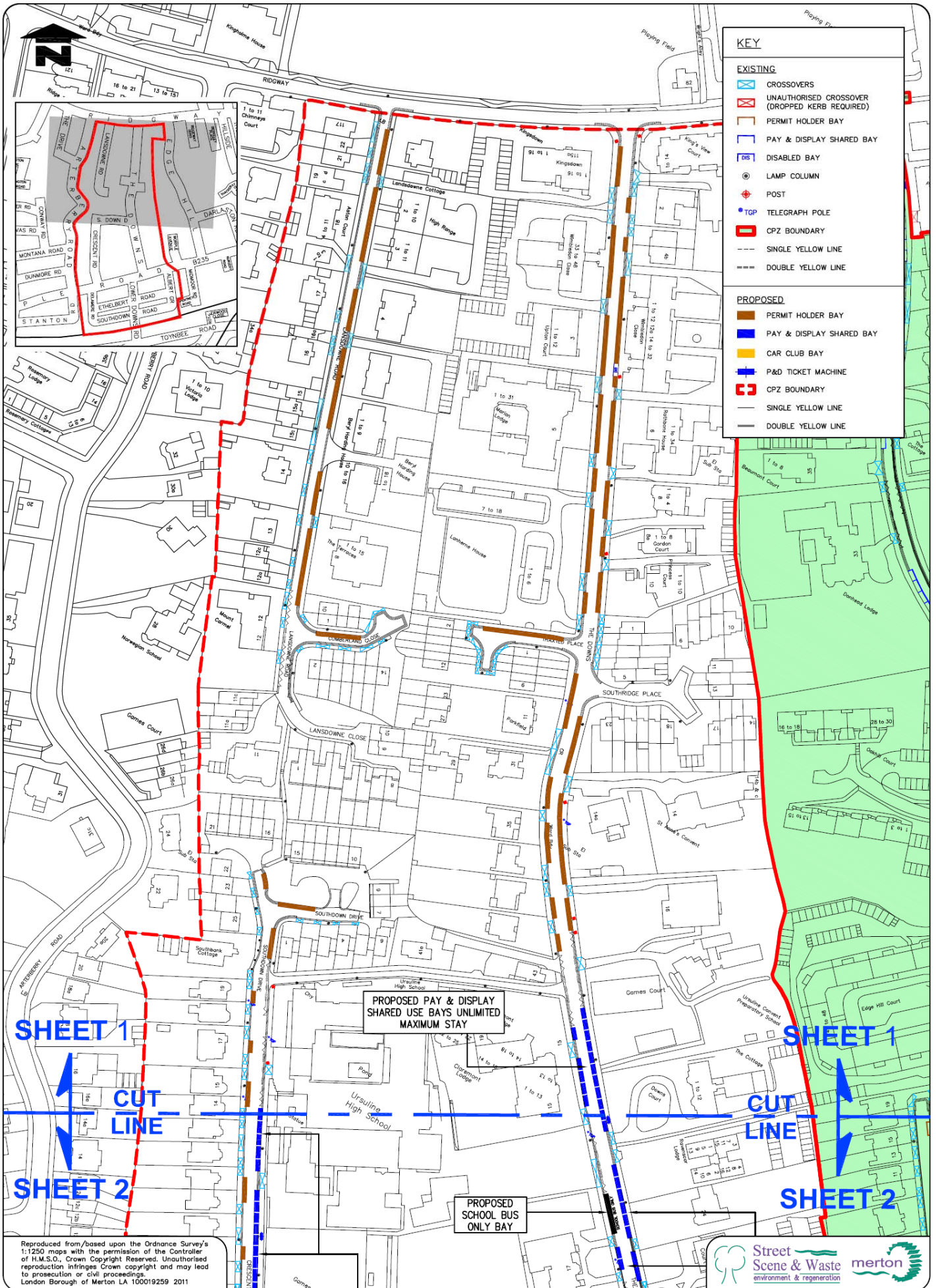
The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask if you could submit your questionnaire online using the link provided [www.merton.gov.uk/cpz7](http://www.merton.gov.uk/cpz7). 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 **1 JULY 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 meeting on **25 JUNE 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.

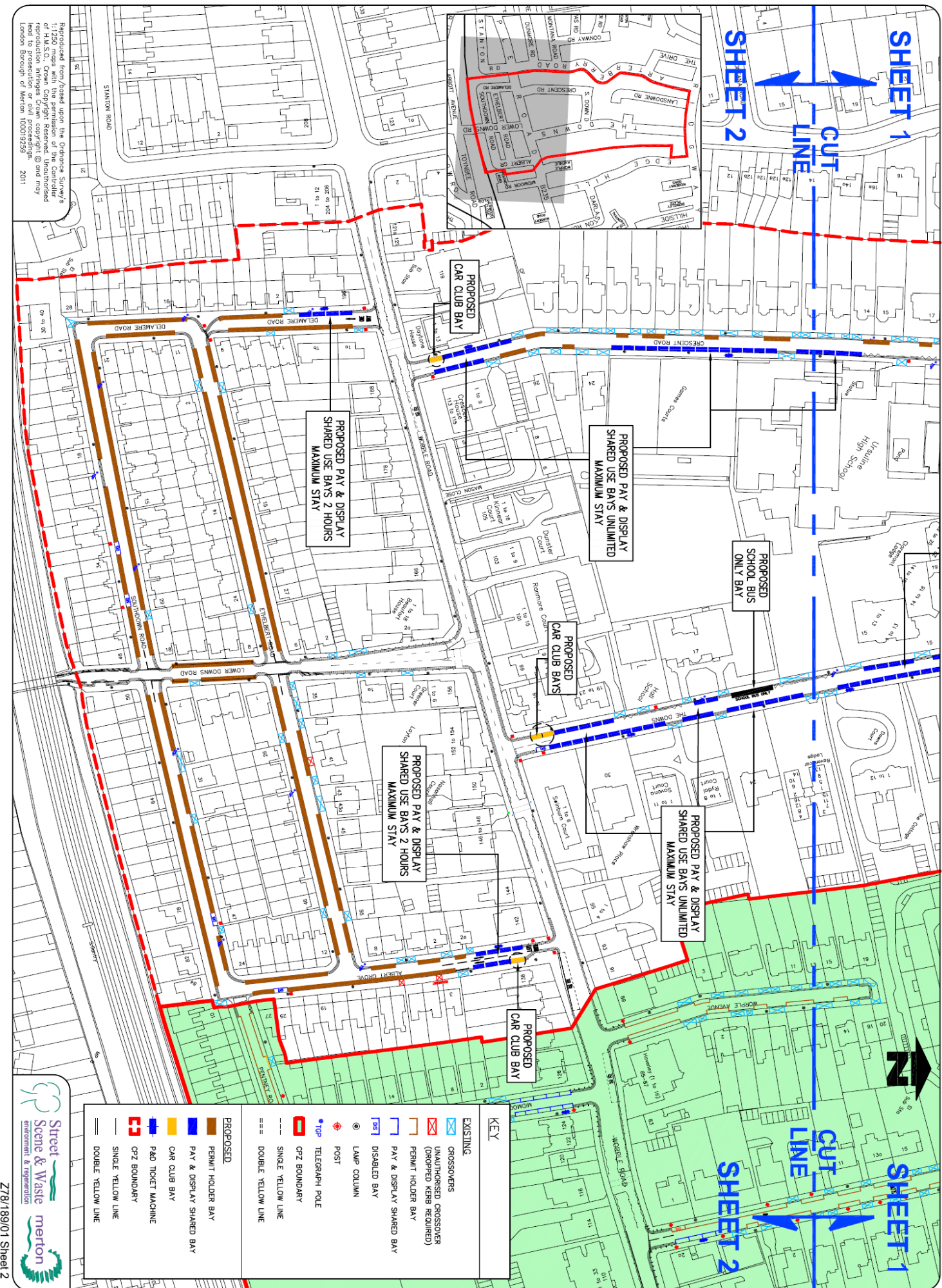
**Please note: An informal consultation for a proposed CPZ for the Raynes Park area will be carried out in the upcoming months. If these roads are in favour of parking controls this will cause further parking displacement into any uncontrolled roads where residents may find it more difficult to find parking spaces.**

## 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 you will be informed accordingly.

You can visit our website using the following link [www.merton.gov.uk/cpz7](http://www.merton.gov.uk/cpz7). 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.





SHEET 1  
CUT LINE  
SHEET 2

SHEET 1  
CUT LINE  
SHEET 2

PROPOSED PAY & DISPLAY SHARED USE BAYS 2 HOURS MAXIMUM STAY

PROPOSED PAY & DISPLAY SHARED USE BAYS UNLIMITED MAXIMUM STAY

PROPOSED SCHOOL BUS ONLY BAY

PROPOSED CAR CLUB BAYS

PROPOSED PAY & DISPLAY SHARED USE BAYS 2 HOURS MAXIMUM STAY

PROPOSED PAY & DISPLAY SHARED USE BAYS UNLIMITED MAXIMUM STAY

PROPOSED CAR CLUB BAY

KEY	
	EXISTING CROSSOVERS (UNAUTHORISED CROSSOVER (DROPPED KEYS REQUIRED))
	EXISTING PERMIT HOLDER BAY
	EXISTING PAY & DISPLAY SHARED BAY
	EXISTING DISABLED BAY
	EXISTING LAMP COLUMN
	EXISTING POST
	EXISTING TELEGRAPH POLE
	EXISTING CFZ BOUNDARY
	EXISTING SINGLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
PROPOSED	
	PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	CAR CLUB BAY
	PAD TICKET MACHINE
	CFZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE

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## Frequently Asked Questions



Merton - putting you first

### Where may I park in a CPZ?

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

### What is a permit holder bay?

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

### What is a 'pay & display' bay?

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

### What is a shared use bay?

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

### How much will 'pay & display' cost?

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

### Where may 'blue badge' holders park?

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

### Where may motorcyclists park?

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

### Where can't I park?

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

### Can a CPZ be reviewed after implementation?

Newly implemented CPZs will be monitored and maybe reviewed within 12 to 18 months after implementation. If necessary earlier action may be 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, i.e. company vehicles)

#### Address Permit

FREE (For household/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.aspx?doc=20090&amp;mp;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 W7 - The Downs Area

We would like to know your views.

Please tick the appropriate boxes and return this card by 1 July 2011

Alternatively, you can submit the online form at [www.merton.gov.uk/cpz7](http://www.merton.gov.uk/cpz7)

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 - Specify
2. How many vehicles do you have in your household/business?  .....
3. Do you feel you have a parking problem in your road?  Yes  No  Undecided
4. Do you support a proposed CPZ in your road?  Yes  No  Undecided
5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ?  Yes  No  Undecided
6. If a CPZ was introduced which days would you like the controls to operate?  Mon-Fri  Mon-Sat
7. Which hours of operation would you prefer?  8.30am - 6.30pm (Day time)  
 10am - 4pm (Part time)  
 11am - 12pm (One hour)

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)

- |                                      |                                  |                                  |                                  |                                  |                                  |                                     |
|--------------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|-------------------------------------|
| <input type="checkbox"/> 15 or under | <input type="checkbox"/> 20 - 24 | <input type="checkbox"/> 30 - 34 | <input type="checkbox"/> 40 - 44 | <input type="checkbox"/> 50 - 54 | <input type="checkbox"/> 60 - 64 | <input type="checkbox"/> 70 - 74    |
| <input type="checkbox"/> 16 - 19     | <input type="checkbox"/> 25 - 29 | <input type="checkbox"/> 35 - 39 | <input type="checkbox"/> 45 - 49 | <input type="checkbox"/> 55 - 59 | <input type="checkbox"/> 65 - 69 | <input type="checkbox"/> 75 or over |

Ethnic Origin (please tick one box)

White

- White - English
- White - Scottish
- White - Welsh
- White - Irish
- Gypsy / Roma / Traveller
- Other (please specify)

Mixed Ethnicity

- White & Black Caribbean
- White & Black African
- White & Asian
- Other (please specify)

Asian or Asian British

- Indian
- Pakistani
- Bangladeshi
- Tamil
- Other (please specify)

Black or Black British

- Caribbean
- African
- Other (please specify)

Chinese & Other Ethnic Groups

- Chinese
- Korean
- Other (please specify)





ISSUE DATE: 10 JUNE 2011

