

# **Committee: Street Management Advisory**

**Date:** 29<sup>th</sup> January 2014

**Agenda item:**

**Wards:** Raynes Park

**Subject:** Proposed RPC CPZ (Cambridge Road Area, Raynes Park – Informal consultation

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

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

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

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## **Recommendations:**

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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 29 August and 27 September 2013 on the proposals to introduce a Controlled Parking Zone (CPZ) RPC to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Durham Road, Durrington Avenue, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Worple Road (between Lambton Road and Pepys Road).
- B) Agrees to proceed with a statutory consultation to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, operational Monday to Friday between 11am and 12pm (1 hour) as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- C) Agrees to proceed with a statutory consultation to include Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) as an extension to the existing RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- D) Agrees to proceed with a statutory consultation to include Lambton Road (Coombe Lane to Worple Road) and Worple Road (Lambton Road to Pepys Road) as an extension to the existing RPN CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- E) Agrees to proceed with the amendments to parking bays as detailed in section 3.15-3.22 of this report.
- F) Agrees **not** to introduce a CPZ in Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Durrington Avenue (Private Road), Hampton Close, Heights Close, Hillview, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road and Orchard Lane until such time that the residents petition the Council for inclusion. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

## 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 RPC in the Cambridge Road Area, Raynes Park to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Devas Road, Durham Road, Durrington Avenue, Durrington Park Road, Hampton Close, Heights Close, Hillview, Hunter Road, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road, Orchard Lane, Panmuir Road, Pepys Road, Worple Road (between Lambton Road and Pepys Road).
- 1.2 The report details the amendments made to certain aspects of the original design to accommodate feedback received during the informal consultation.
- 1.3 It seeks approval to proceed with a statutory consultation to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, operational Monday to Friday between 11am and 12pm (1 hour) as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.5 It seeks approval to proceed with a statutory consultation to include Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) as an extension to the existing RPE CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.6 It seeks approval to proceed with a statutory consultation to include Lambton Road (Coombe Lane to Worple Road) and Worple Road (Lambton Road to Pepys Road) as an extension to existing RPN CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev B in Appendix 1.
- 1.7 It seeks approval to proceed with the amendments to parking bays as detailed in section 3.15 - 3.22 of this report.

## 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.

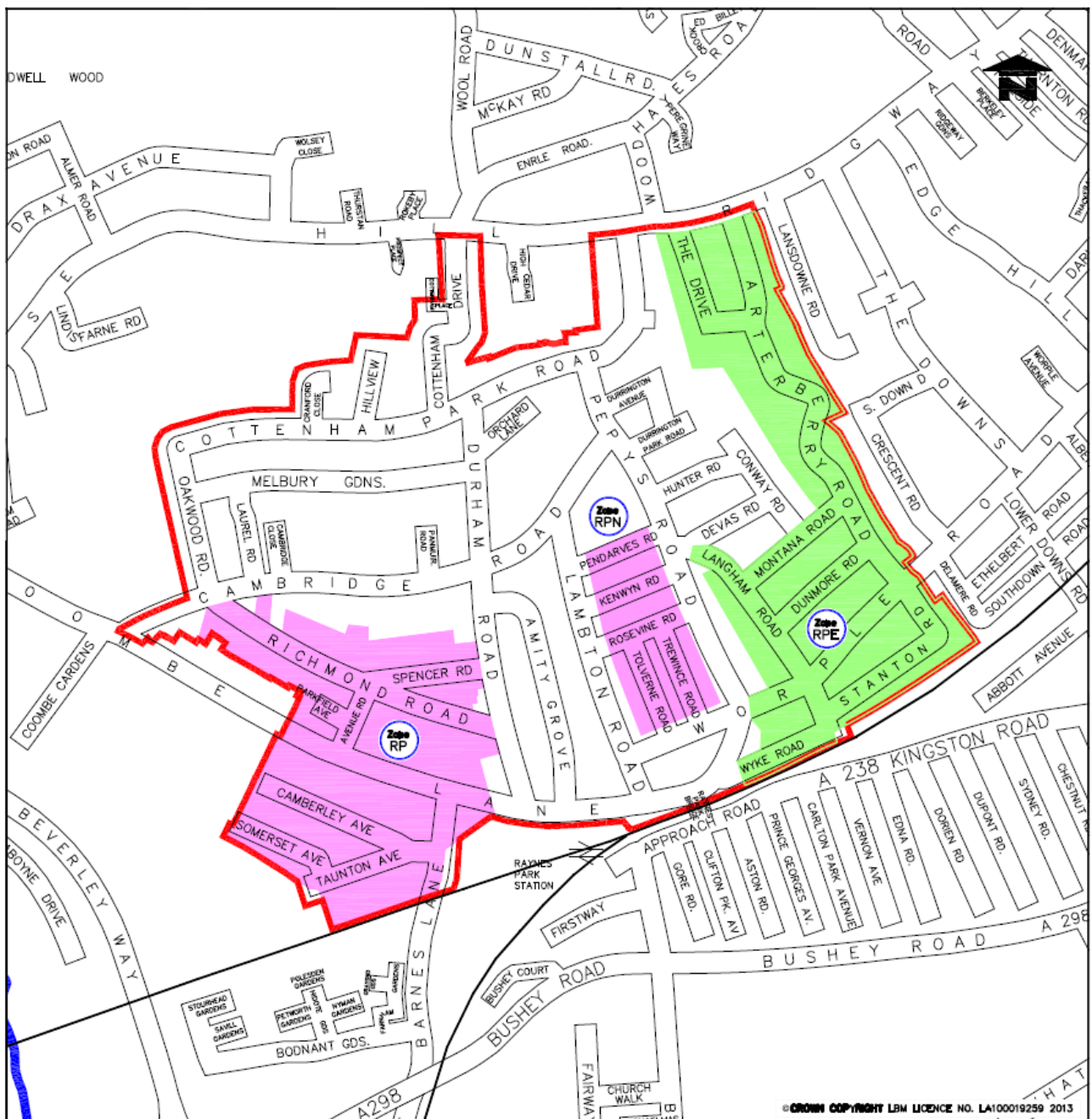
Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

Pay and display only bays: - For use by pay and display customers only.

- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.6 As part of parking management, 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 During 2012, the Council received numerous emails from Cambridge Road residents requesting a CPZ in their road. Additionally, correspondences were collated and submitted to the Council as a petition by one of the Cambridge Road residents.
- 3.2 The informal consultation on proposals to introduce parking controls in the Raynes Park area commenced on 29 August and concluded on 27 September 2013. 1720 premises were consulted via 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 catchment 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 Saturday 14 September 2013 at Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers. It was attended by approximately 67 local residents.
- 3.3 The consultation resulted in a total of 683 questionnaires returned, representing a response rate of 39.7%. See plan below showing the extent of the consultation.



3.4 As shown in table 1 below, of the 683 who responded, 39.2% support a CPZ in their road, compared to 54.2% who do not and 6.6% who are unsure or had no response.

Table 1 – summary of results to questions 4 – Complete consultation area

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDE D	NO RESPONS E	% YES	% NO	% UNSURE	% NO RESPONS E
AMITY GROVE	29	31	4	0	45.3%	48.4%	6.3%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	8.3%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	6	20	1	0	22.2%	74.1%	3.7%	0.0%
COTTENHAM DRIVE	5	16	1	0	22.7%	72.7%	4.5%	0.0%
COTTENHAM PARK ROAD	13	55	4	0	18.1%	76.4%	5.6%	0.0%



COTTENHAM PLACE	0	5	0	0	0.0%	100.0%	0.0%	0.0%
CRANFORD CLOSE	1	7	0	1	11.1%	77.8%	0.0%	11.1%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	1.9%	0.0%
DURRINGTON AVENUE	2	4	0	1	28.6%	57.1%	0.0%	14.3%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HAMPTON CLOSE	2	1	1	0	50.0%	25.0%	25.0%	0.0%
HEIGHTS CLOSE	1	15	1	0	5.9%	88.2%	5.9%	0.0%
HILLVIEW	1	12	0	0	7.7%	92.3%	0.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	0.0%	0.0%
LAMBTON ROAD	26	39	2	1	38.2%	57.4%	2.9%	1.5%
LAUREL ROAD	1	17	3	0	4.8%	81.0%	14.3%	0.0%
MELBURY GARDENS	4	32	2	1	10.3%	82.1%	5.1%	2.6%
OAKWOOD ROAD	2	14	1	1	11.1%	77.8%	5.6%	5.6%
ORCHARD LANE	0	3	1	0	0.0%	75.0%	25.0%	0.0%
PANMUIR ROAD	24	5	2	1	75.0%	15.6%	6.3%	3.1%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	6.6%	0.0%
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0.0%	0.0%
	268	370	38	7	39.2%	54.2%	5.6%	1.0%

3.5 Of the 683 who responded, 48% support a CPZ in their road if their neighbouring road were included in a CPZ; compared to 44.8% who do not; 6.1% who are unsure and 1.0% who made no response.

(Table 2 – summary of results to questions 5 – Complete consultation area)

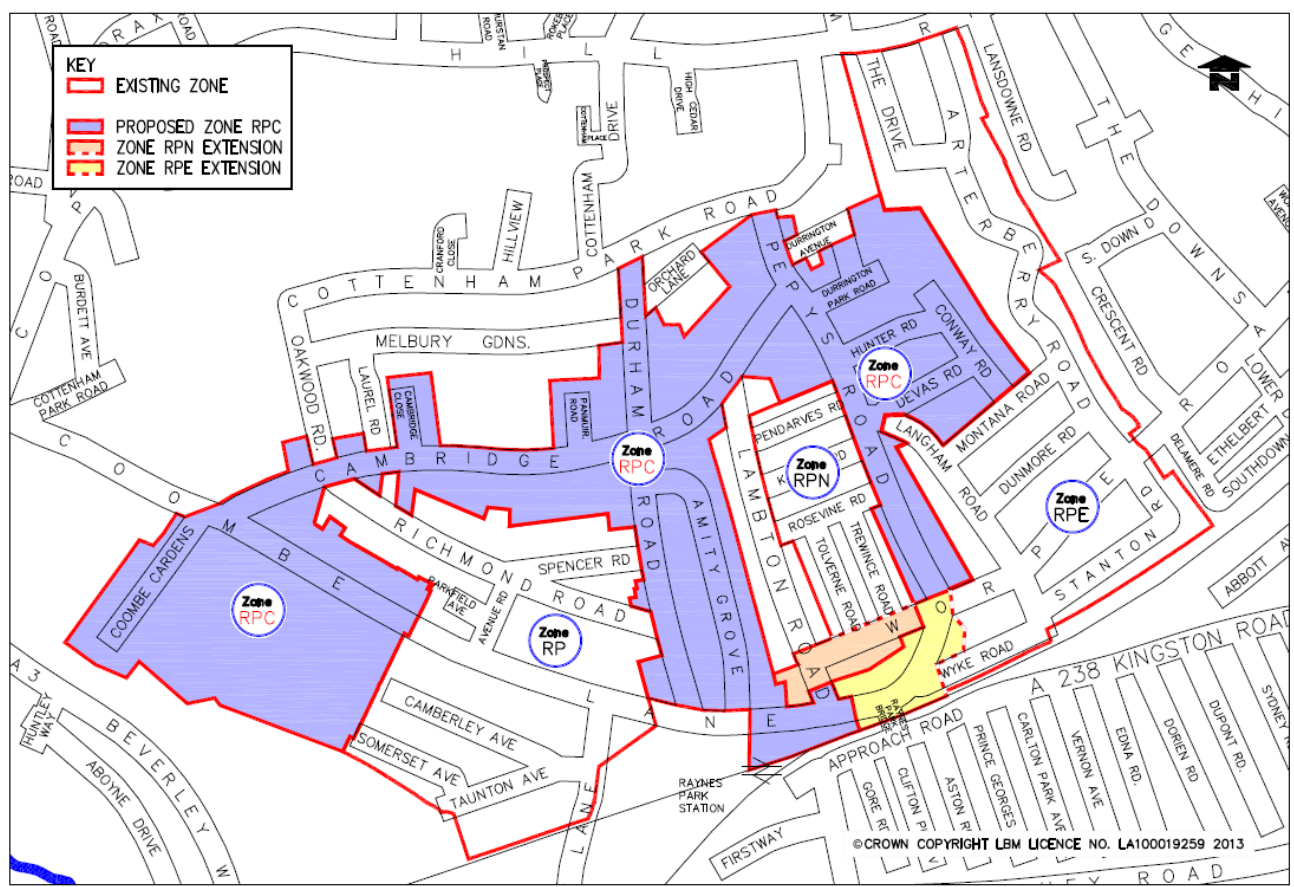
ROAD	Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	10	15	2	0	37.0%	55.6%	7.4%	0.0%
COTTENHAM DRIVE	6	14	1	1	27.3%	63.6%	4.5%	4.5%
COTTENHAM PARK ROAD	22	40	9	1	30.6%	55.6%	12.5%	1.4%
COTTENHAM PLACE	0	4	1	0	0.0%	80.0%	20.0%	0.0%
CRANFORD CLOSE	1	8	0	0	11.1%	88.9%	0.0%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON AVENUE	4	2	0	1	57.1%	28.6%	0.0%	14.3%
DURRINGTON PARK ROAD	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HAMPTON CLOSE	3	0	1	0	75.0%	0.0%	25.0%	0.0%
HEIGHTS CLOSE	2	15	0	0	11.8%	88.2%	0.0%	0.0%
HILLVIEW	2	11	0	0	15.4%	84.6%	0.0%	0.0%
HUNTER ROAD	8	4	0	1	61.5%	30.8%	0.0%	7.7%
LAMBTON ROAD	28	38	2	0	41.2%	55.9%	2.9%	0.0%
LAUREL ROAD	2	15	4	0	9.5%	71.4%	19.0%	0.0%
MELBURY GARDENS	11	25	3	0	28.2%	64.1%	7.7%	0.0%
OAKWOOD ROAD	4	13	0	1	22.2%	72.2%	0.0%	5.6%

ORCHARD LANE	1	3	0	0	25.0%	75.0%	0.0%	0.0%
PANMUIR ROAD	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	33	23	5	0	54.1%	37.7%	8.2%	0.0%
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0.0%	0.0%
	328	306	42	7	48.0%	44.8%	6.1%	1.0%

3.6 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. Results show that 76.0% of respondents are in favour of Monday-Friday, compared to 8.2% who support Monday-Saturday and 5.9% in favour of Monday-Sunday. 44.5% prefer the one-hour option, compared to 23.6% in favour of the 8.30am-6.30pm and 21.5% opted for 10am-4pm. A complete road-by-road analysis of all questions is shown in Appendix 2.

3.7 Further analysis of the results on a road-by-road basis revealed that there are many roads that are in favour of the proposed controls and therefore these roads are being recommended for inclusion within a CPZ subject to a statutory consultation.

The plan below shows the area proposed for Statutory Consultation.



### **RPC CPZ**

3.8 Of the 378 responses from the proposed RPC CPZ area, 55.3% support a CPZ in their road, compared to 38.4% who do not and 6.3% who are unsure or had no response. It is, therefore, proposed that Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road be considered for a new CPZ as shown on Drawing No. Z78-212-01 Rev B in Appendix 1 subject to a statutory consultation.

3.9 Residents were also asked which days and hours of operation they would prefer should a CPZ be introduced in their road. Results show that 78.8% of respondents are in favour of Monday-Friday, compared to 9.8% who support Monday-Saturday and 5.6% in favour of Monday-Sunday. 40.2% preferred the one-hour option, compared to 28.6% in favour of the 8.30am-6.30pm and 25.1% opted for 10am-4pm. A complete road-by-road analysis of all the questions is shown in Appendix 2.

Table 3 – summary of results to questions 4 for the proposed RPC CPZ

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDE D	NO RESPON S E	% YES	% NO	% UNSURE	% NO RESPON S E
AMITY GROVE	29	31	4	0	45.3%	48.4%	6.3%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	8.3%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	6	20	1	0	22.2%	74.1%	3.7%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	1.9%	0.0%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	0.0%	0.0%
PANMUIR ROAD	24	5	2	1	75.0%	15.6%	6.3%	3.1%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	6.6%	0.0%
	209	145	22	2	55.3%	38.4%	5.8%	0.5%

Table 4 – summary of results to questions 5 for the proposed RPC CPZ

ROAD	Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	10	15	2	0	37.0%	55.6%	7.4%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON PARK ROAD	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HUNTER ROAD	8	4	0	1	61.5%	30.8%	0.0%	7.7%
PANMUIR ROAD	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	33	23	5	0	54.1%	37.7%	8.2%	0.0%
	241	113	21	3	63.8%	29.9%	5.6%	0.8%

### **Extension of existing zone RPN**

3.10 Lambton Road (between Coombe Lane and Worple Road) and Worple Road (between Lambton Road and Pepys Road) are proposed to be added to the existing RPN CPZ as an extension, as shown on Drawing No. Z78-212-01 Rev B in Appendix 1.

- 3.11 Residents in this location would be completely surrounded by parking controls and if they are not included into any zone they would not be eligible to park anywhere in the vicinity of their properties. It is, therefore, proposed to include these properties into the existing RPN CPZ.

### **Extension of existing zone RPE**

- 3.12 Coombe Lane (East of Lambton Road) and Pepys Road (Worple Road to Coombe Lane) are proposed to be added to the existing RPE CPZ as an extension, as shown on Drawing No. Z78-212-01 Rev B in Appendix 1. If excluded, residents in this area would not be eligible to park within the vicinity of their properties. It is, therefore, proposed to include these properties into the existing RPE CPZ.

### **Amendments to parking proposals**

- 3.13 In response to the feedback received from residents, the following amendments have been made to the original design. These are set out below and shown on Drawing No. Z78-212-01 Rev B in Appendix 1.

#### **Cambridge Close**

- 3.14 Cambridge Close is not wide enough to accommodate vehicles parked on both sides of the road without causing obstruction. It is, therefore, proposed to convert the existing single yellow line on the east side of Cambridge Close to double yellow lines.

#### **Cambridge Road**

- 3.15 The hours of operation (11am-12pm, 1 hour) opted for in this zone does not merit the number of pay and display shared use bays previously proposed. It is, therefore, proposed to change some of the pay and display shared use bays south of Cottenham Park to permit holder bays.

#### **Coombe Gardens**

- 3.16 Reduce proposed double yellow line restrictions at the cul-de-sac end (turning circle) of Cambridge Road to single yellow line Monday to Friday and 8.30am to 6.30pm. This turning circle is large enough to accommodate parked vehicles and allow for an easy turning movement.
- 3.17 Converting pay and display shared use bays in Coombe Gardens to permit holder only bays.

#### **Coombe Lane**

- 3.18 Single yellow line restrictions within a CPZ are often subject to the same hours of operation as the CPZ hours of operation. It is, therefore, considered that the originally proposed single yellow line on Coombe Lane will not be effective within a 1 hour zone. It is now being proposed to increase the hours of the proposed single yellow line to Monday to Friday and 8.30am to 6.30pm which is in line with the existing restrictions on Coombe Lane.

#### **Cambridge Close**

- 3.19 Cambridge Close is not wide enough to accommodate vehicles parked on both sides of the road. It is, therefore, proposed to convert the previously proposed single yellow line on the eastern side of the road to double yellow lines.

#### **Pepys Road**

- 3.20 Convert the pay and display shared use bays on the east side of Pepys Road near its junction with Cottenham Park Road (adjacent to Holland Gardens) to permit holders only.



### Excluded Roads

- 3.21 Based on the views of the majority of respondents per road who are against parking controls in their road, it is recommended that the following roads are excluded from the proposed zone:- Cottenham Drive, Cottenham Park Road, Cottenham Place, Cranford Close, Durrington Avenue (Private Road), Hampton Close, Heights Close, Hillview, Lambton Road, Laurel Road, Melbury Gardens, Oakwood Road and Orchard Lane. For further detail please refer to a summary of the consultation results in Appendix 2.

### Ward Councillor Comments

- 3.22 I would like you to include in the report, a proposal for some permits for the staff of the medical centre on the same lines as we did for teachers and other school staff in The Downs and Edgehill some time ago.

I am happy for you to proceed with the formal consultation.

### Officer's comment

Businesses are issued permits but not for normal parking needs of employees/owner or business clients. The business has to show a genuine need for the use of a permit and that the vehicle is essential for the efficient operation and continuation of the business. Currently there is no permit for health practitioners who must visit their patients in various CPZs within their catchment during the CPZ times. Therefore this issue will be the subject of a further report.

## **4. PROPOSED MEASURES**

- 4.1 Based on the informal consultation results it is recommended that a statutory consultation be carried out to include Amity Grove, Cambridge Close, Cambridge Road, Conway Road, Coombe Gardens, Coombe Lane, Devas, Durham Road, Durrington Park Road, Hunter Road, Panmuir Road and Pepys Road into the proposed RPC CPZ, hours of operation Monday to Friday between 11am and 12pm as shown in Drawing No. Z78-212-01 Rev B in Appendix 1.
- 4.2 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.
- 4.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some shared use facilities made available for pay & display customers. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

### Hours of Operation:

- 4.4 The majority of respondents favoured 'RPC' CPZ to operate Monday to Friday between the hours of 11am and 12pm. It is important to acknowledge that the enforcement of a one-hour CPZ would be resource intensive and given the current level of available resource, enforcement is likely to prove extremely difficult, limited and expensive.
- 4.5 The proposed extensions to 'RPE' and 'RPN' CPZ's are to adopt the same hours of operation of the zone they are being added to, which is currently Monday to Friday between the hours of 8.30am and 6.30pm.

### Permit Issue Criteria:

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

### Visitors' permits:

- 4.7 This zone will be the first zone that would be subject to a one-hour control and it is considered unreasonable to apply the current visitor permit tariff of £1.50 for half a day. It is, therefore, proposed to create a new visitor permit for this particular zone at a cost of £1 for the 1 hour. The allowance of visitor permits per in a household shall be 50 permits.

### Business permits:

- 4.8 It is proposed that the business permit tariff be the same as per zones elsewhere in the borough, with the charges of £331.50 per 6 months, with a maximum of only two permits per business without off- street parking facilities.

### Teachers Permits:

- 4.9 For all schools located in CPZs the cost of the Permit will be £188 per annum.

### Trades Permits:

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

### Pay & Display tickets:

- 4.11 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.10 per hour.

## 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 Being mindful of enforcement difficulties and expense involved, consideration could be given not to introduce a one-hour zone. However, this would be against the wishes of the majority who have opted for the proposed one-hour option.

## 7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £58k. This includes the publication of the made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2013/14 currently contains a provision of £200k for Parking Management schemes. The cost of this proposal can be met from this budget.

## **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.
- 11.3 The risk of introducing a one-hour zone is that effective enforcement may not take place due to the size of the zone and limited available resource. Effective enforcement is likely to prove cost ineffective.

## **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**

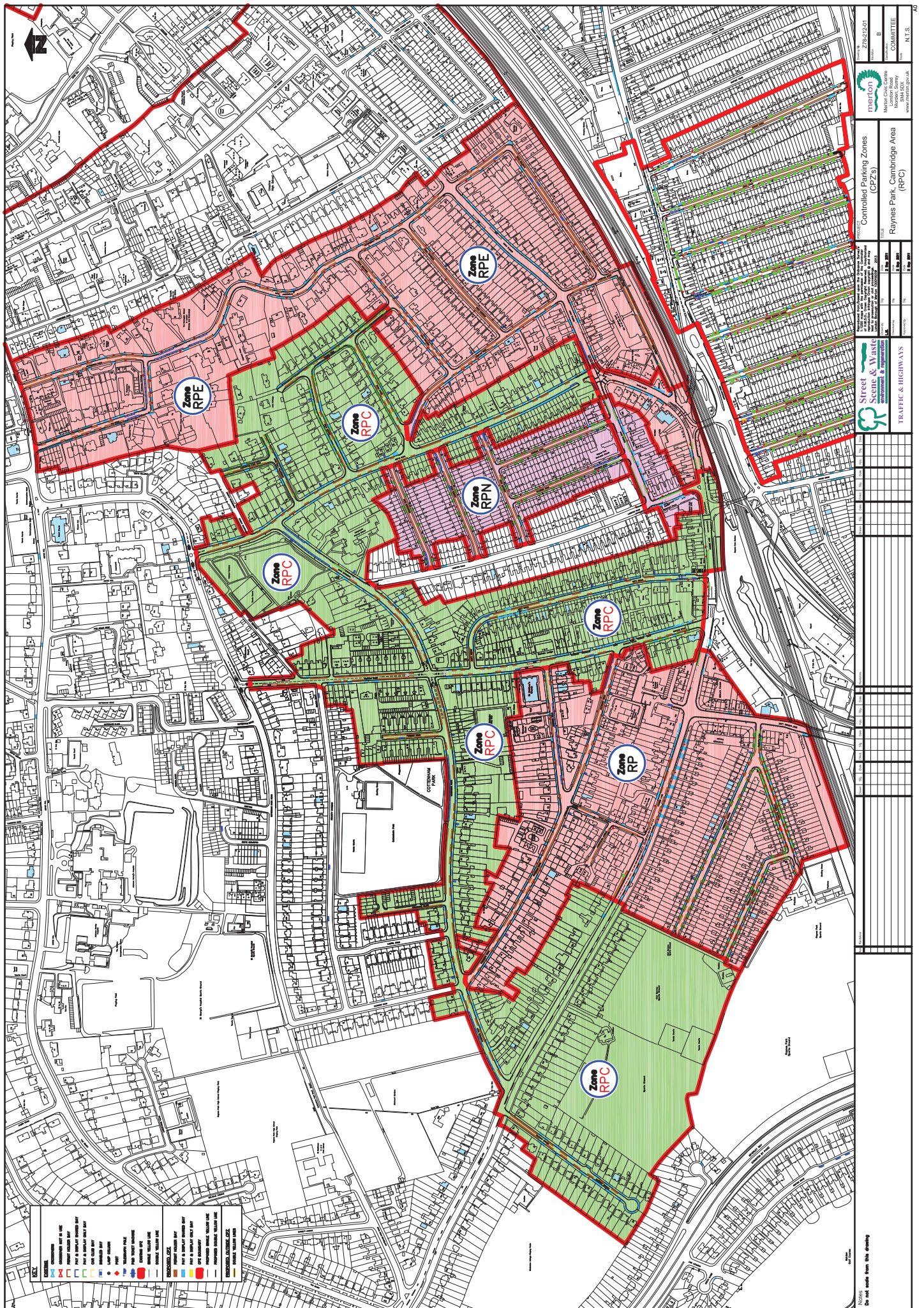
- 13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Amended proposals drawing no. Z78-212-01 Rev B

Appendix 2 – Informal consultation results tables

Appendix 3 – Informal Consultation Documents







SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q3. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	136	64	47.1%	64	0	0	0	0	35	27	2	0	54.7%	42.2%	3.1%	0.0%
CAMBRIDGE CLOSE	16	12	75.0%	12	0	0	0	0	4	7	0	1	33.3%	58.3%	0.0%	8.3%
CAMBRIDGE ROAD	143	76	53.1%	75	0	0	1	0	58	13	4	1	76.3%	17.1%	5.3%	1.3%
CONWAY ROAD	18	12	66.7%	12	0	0	0	0	10	1	1	0	83.3%	8.3%	8.3%	0.0%
COOMBE GARDENS	33	13	39.4%	13	0	0	0	0	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	149	27	18.1%	24	2	1	0	0	8	18	1	0	29.6%	66.7%	3.7%	0.0%
COTTENHAM DRIVE	27	22	81.5%	22	0	0	0	0	2	18	2	0	9.1%	81.8%	9.1%	0.0%
COTTENHAM PARK ROAD	163	72	44.2%	71	0	0	1	0	10	56	6	0	13.9%	77.8%	8.3%	0.0%
COTTENHAM PLACE	11	5	45.5%	5	0	0	0	0	0	4	0	1	0.0%	80.0%	0.0%	20.0%
CRANFORD CLOSE	31	9	29.0%	9	0	0	0	0	3	6	0	0	33.3%	66.7%	0.0%	0.0%
DEVAS ROAD	19	8	42.1%	8	0	0	0	0	5	1	2	0	62.5%	12.5%	25.0%	0.0%
DURHAM ROAD	219	52	23.7%	51	1	0	0	0	30	20	2	0	57.7%	38.5%	3.8%	0.0%
DURRINGTON AVENUE	12	7	58.3%	7	0	0	0	0	0	6	1	0	0.0%	85.7%	14.3%	0.0%
DURRINGTON PARK ROAD	16	8	50.0%	8	0	0	0	0	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HAMPTON CLOSE	12	4	33.3%	4	0	0	0	0	2	2	0	0	50.0%	50.0%	0.0%	0.0%
HEIGHTS CLOSE	25	17	68.0%	17	0	0	0	0	2	15	0	0	11.8%	88.2%	0.0%	0.0%
HILLVIEW	23	13	56.5%	13	0	0	0	0	1	12	0	0	7.7%	92.3%	0.0%	0.0%
HUNTER ROAD	18	13	72.2%	13	0	0	0	0	8	4	1	0	61.5%	30.8%	7.7%	0.0%
LAMBTON ROAD	147	68	46.3%	67	1	0	0	0	32	35	1	0	47.1%	51.5%	1.5%	0.0%
LAUREL ROAD	39	21	53.8%	21	0	0	0	0	0	19	2	0	0.0%	90.5%	9.5%	0.0%
MELBURY GARDENS	121	39	32.2%	39	0	0	0	0	5	31	3	0	12.8%	79.5%	7.7%	0.0%
OAKWOOD ROAD	48	18	37.5%	18	0	0	0	0	1	15	2	0	5.6%	83.3%	11.1%	0.0%
ORCHARD LANE	14	4	28.6%	4	0	0	0	0	0	4	0	0	0.0%	100.0%	0.0%	0.0%
PANMUIR ROAD	53	32	60.4%	30	0	2	0	0	25	7	0	0	78.1%	21.9%	0.0%	0.0%
PEPYS ROAD	175	61	34.9%	59	1	1	0	0	38	17	6	0	62.3%	27.9%	9.8%	0.0%
WORPLE ROAD	52	6	11.5%	4	2	0	0	0	3	3	0	0	50.0%	50.0%	0.0%	0.0%
	1720	683	39.7%	670	7	4	2	0	288	354	38	3	42.2%	51.8%	5.6%	0.4%

**SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING**

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?									
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	UNDECIDED	NO RESPONSE	% YES	% NO	UNSURE	% NO RESPONSE				
AMITY GROVE	29	31	4	0	45.3%	48.4%	0	0.0%	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	1	8.3%	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	0	0.0%	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	0	0.0%	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	0	0.0%	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	6	20	1	0	22.2%	74.1%	0	0.0%	10	15	2	0	37.0%	55.6%	7.4%	0.0%
COTTENHAM DRIVE	5	16	1	0	22.7%	72.7%	0	0.0%	6	14	1	1	27.3%	63.6%	4.5%	4.5%
COTTENHAM PARK ROAD	13	55	4	0	18.1%	76.4%	0	0.0%	22	40	9	1	30.6%	55.6%	12.5%	1.4%
COTTENHAM PLACE	0	5	0	0	0.0%	100.0%	0	0.0%	0	4	1	0	0.0%	80.0%	20.0%	0.0%
CRANFORD CLOSE	1	7	0	1	11.1%	77.8%	0	0.0%	1	8	0	0	11.1%	88.9%	0.0%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	0	0.0%	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	0	0.0%	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON AVENUE	2	4	0	1	28.6%	57.1%	0	0.0%	4	2	0	1	57.1%	28.6%	0.0%	14.3%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	0	0.0%	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HAMPTON CLOSE	2	1	1	0	50.0%	25.0%	0	0.0%	3	0	1	0	75.0%	0.0%	25.0%	0.0%
HEIGHTS CLOSE	1	15	1	0	5.9%	88.2%	0	0.0%	2	15	0	0	11.8%	88.2%	0.0%	0.0%
HILLVIEW	1	12	0	0	7.7%	92.3%	0	0.0%	2	11	0	0	15.4%	84.6%	0.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	45.2%	0	0.0%	8	4	0	1	61.5%	30.8%	0.0%	7.7%
LAMBTON ROAD	26	39	2	1	38.2%	57.4%	0	0.0%	28	38	2	0	41.2%	55.9%	2.9%	0.0%
LAUREL ROAD	1	17	3	0	4.8%	81.0%	0	0.0%	2	15	4	0	9.5%	71.4%	19.0%	0.0%
MELBURY GARDENS	4	32	2	1	10.3%	82.1%	0	0.0%	11	25	3	0	28.2%	64.1%	7.7%	0.0%
OAKWOOD ROAD	2	14	1	1	11.1%	77.8%	0	0.0%	4	13	0	1	22.2%	72.2%	0.0%	5.6%
ORCHARD LANE	0	3	1	0	0.0%	75.0%	0	0.0%	1	3	0	0	25.0%	75.0%	0.0%	0.0%
PANMUIR ROAD	24	5	2	1	75.0%	15.6%	0	0.0%	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	0	0.0%	33	23	5	0	54.1%	37.7%	8.2%	0.0%
WORPLE ROAD	1	5	0	0	16.7%	83.3%	0	0.0%	1	5	0	0	16.7%	83.3%	0.0%	0.0%
	268	370	38	7	39.2%	54.2%	7	1.0%	328	306	42	7	48.0%	44.8%	6.1%	1.0%

**SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING**

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?										Q7. WHICH HOURS OF OPERATION WOULD YOU PREFER?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE	
AMITY GROVE	49	7	3	5	76.6%	10.9%	4.7%	7.8%	20	16	25	3	31.3%	25.0%	39.1%	4.7%	
CAMBRIDGE CLOSE	9	1	1	1	75.0%	8.3%	8.3%	8.3%	5	2	4	1	41.7%	16.7%	33.3%	8.3%	
CAMBRIDGE ROAD	59	12	2	3	77.6%	15.8%	2.6%	3.9%	16	28	29	3	21.1%	36.8%	38.2%	3.9%	
CONWAY ROAD	11	0	1	0	91.7%	0.0%	8.3%	0.0%	1	2	8	1	8.3%	16.7%	66.7%	8.3%	
COOMBE GARDENS	8	5	0	0	61.5%	38.5%	0.0%	0.0%	4	4	4	1	30.8%	30.8%	30.8%	7.7%	
COOMBE LANE	22	0	1	4	81.5%	0.0%	3.7%	14.8%	4	6	12	5	14.8%	22.2%	44.4%	18.5%	
COTTENHAM DRIVE	15	1	4	2	68.2%	4.5%	18.2%	9.1%	4	3	13	2	18.2%	13.6%	59.1%	9.1%	
COTTENHAM PARK ROAD	53	4	4	11	73.6%	5.6%	5.6%	15.3%	10	12	40	10	13.9%	16.7%	55.6%	13.9%	
COTTENHAM PLACE	1	0	0	4	20.0%	0.0%	0.0%	80.0%	0	1	0	4	0.0%	20.0%	0.0%	80.0%	
CRANFORD CLOSE	6	0	1	2	66.7%	0.0%	11.1%	22.2%	2	2	3	2	22.2%	22.2%	33.3%	22.2%	
DEVAS ROAD	6	0	2	0	75.0%	0.0%	25.0%	0.0%	3	1	4	0	37.5%	12.5%	50.0%	0.0%	
DURHAM ROAD	45	3	1	3	86.5%	5.8%	1.9%	5.8%	17	14	18	3	32.7%	26.9%	34.6%	5.8%	
DURRINGTON AVENUE	3	1	2	1	42.9%	14.3%	28.6%	14.3%	2	2	2	1	28.6%	28.6%	28.6%	14.3%	
DURRINGTON PARK ROAD	8	0	0	0	100.0%	0.0%	0.0%	0.0%	3	2	3	0	37.5%	25.0%	37.5%	0.0%	
HAMPTON CLOSE	1	3	0	0	25.0%	75.0%	0.0%	0.0%	3	0	1	0	75.0%	0.0%	25.0%	0.0%	
HEIGHTS CLOSE	10	1	1	5	58.8%	5.9%	5.9%	29.4%	2	2	8	5	11.8%	11.8%	47.1%	29.4%	
HILLVIEW	8	0	3	2	61.5%	0.0%	23.1%	15.4%	3	0	5	5	23.1%	0.0%	38.5%	38.5%	
HUNTER ROAD	9	0	1	3	69.2%	0.0%	7.7%	23.1%	4	2	4	3	30.8%	15.4%	30.8%	23.1%	
LAMBTON ROAD	57	6	1	4	83.8%	8.8%	1.5%	5.9%	14	11	38	5	20.6%	16.2%	55.9%	7.4%	
LAUREL ROAD	14	0	1	6	66.7%	0.0%	4.8%	28.6%	3	5	7	6	14.3%	23.8%	33.3%	28.6%	
MELBURY GARDENS	29	3	1	6	74.4%	7.7%	2.6%	15.4%	5	8	20	6	12.8%	20.5%	51.3%	15.4%	
OAKWOOD ROAD	16	0	1	1	88.9%	0.0%	5.6%	5.6%	5	2	10	1	27.8%	11.1%	55.6%	5.6%	
ORCHARD LANE	3	0	0	1	75.0%	0.0%	0.0%	25.0%	0	0	3	1	0.0%	0.0%	75.0%	25.0%	
PANMUIR ROAD	20	6	6	0	62.5%	18.8%	18.8%	0.0%	13	9	10	0	40.6%	28.1%	31.3%	0.0%	
PEPYS ROAD	52	3	3	3	85.2%	4.9%	4.9%	4.9%	18	9	31	3	29.5%	14.8%	50.9%	4.9%	
WORPLE ROAD	5	0	0	1	83.3%	0.0%	0.0%	16.7%	0	4	2	0	0.0%	66.7%	33.3%	0.0%	
	519	56	40	68	76.0%	8.2%	5.9%	10.0%	161	147	304	71	23.6%	21.5%	44.5%	10.4%	



**SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING (REDUCED)**

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE	Q3. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD							
									YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	136	64	47.1%	64	0	0	0	0	35	27	2	0	54.7%	42.2%	3.1%	0.0%
CAMBRIDGE CLOSE	16	12	75.0%	12	0	0	0	0	4	7	0	1	33.3%	58.3%	0.0%	8.3%
CAMBRIDGE ROAD	143	76	53.1%	75	0	0	1	0	58	13	4	1	76.3%	17.1%	5.3%	1.3%
CONWAY ROAD	18	12	66.7%	12	0	0	0	0	10	1	1	0	83.3%	8.3%	8.3%	0.0%
COOMBE GARDENS	33	13	39.4%	13	0	0	0	0	4	9	0	0	30.8%	69.2%	0.0%	0.0%
COOMBE LANE	149	27	18.1%	24	2	1	0	0	8	18	1	0	29.6%	66.7%	3.7%	0.0%
DEVAS ROAD	19	8	42.1%	8	0	0	0	0	5	1	2	0	62.5%	12.5%	25.0%	0.0%
DURHAM ROAD	219	52	23.7%	51	1	0	0	0	30	20	2	0	57.7%	38.5%	3.8%	0.0%
DURRINGTON PARK ROAD	16	8	50.0%	8	0	0	0	0	2	4	2	0	25.0%	50.0%	25.0%	0.0%
HUNTER ROAD	18	13	72.2%	13	0	0	0	0	8	4	1	0	61.5%	30.8%	7.7%	0.0%
PANMUJR ROAD	53	32	60.4%	30	0	2	0	0	25	7	0	0	78.1%	21.9%	0.0%	0.0%
PEPYS ROAD	175	61	34.9%	59	1	1	0	0	38	17	6	0	62.3%	27.9%	9.8%	0.0%
	995	378	38.0%	369	4	4	1	0	227	128	21	2	60.1%	33.9%	5.6%	0.5%

**SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING (REDUCED)**

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD						Q5. WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
AMITY GROVE	29	31	4	0	45.3%	48.4%	32	26	6	0	50.0%	40.6%	9.4%	0.0%
CAMBRIDGE CLOSE	4	6	1	1	33.3%	50.0%	10	1	0	1	83.3%	8.3%	0.0%	8.3%
CAMBRIDGE ROAD	58	12	6	0	76.3%	15.8%	59	11	6	0	77.6%	14.5%	7.9%	0.0%
CONWAY ROAD	10	2	0	0	83.3%	16.7%	10	2	0	0	83.3%	16.7%	0.0%	0.0%
COOMBE GARDENS	4	9	0	0	30.8%	69.2%	7	5	0	1	53.8%	38.5%	0.0%	7.7%
COOMBE LANE	6	20	1	0	22.2%	74.1%	10	15	2	0	37.0%	55.6%	7.4%	0.0%
DEVAS ROAD	5	2	1	0	62.5%	25.0%	5	2	1	0	62.5%	25.0%	12.5%	0.0%
DURHAM ROAD	28	23	1	0	53.8%	44.2%	31	20	1	0	59.6%	38.5%	1.9%	0.0%
DURRINGTON PARK ROAD	2	4	2	0	25.0%	50.0%	6	2	0	0	75.0%	25.0%	0.0%	0.0%
HUNTER ROAD	7	6	0	0	53.8%	46.2%	8	4	0	1	61.5%	30.8%	0.0%	7.7%
PANMUJR ROAD	24	5	2	1	75.0%	15.6%	30	2	0	0	93.8%	6.3%	0.0%	0.0%
PEPYS ROAD	32	25	4	0	52.5%	41.0%	33	23	5	0	54.1%	37.7%	8.2%	0.0%
	209	145	22	2	55.3%	38.4%	241	113	21	3	63.8%	29.9%	5.6%	0.8%

**SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE RPC - CAMBRIDGE AREA CONTROLLED PARKING (REDUCED)**

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?										Q7. WHICH HOURS OF OPERATION WOULD YOU PREFER?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE	
AMITY GROVE	49	7	3	5	76.6%	10.9%	4.7%	7.8%	20	16	25	3	31.3%	25.0%	39.1%	4.7%	
CAMBRIDGE CLOSE	9	1	1	1	75.0%	8.3%	8.3%	8.3%	5	2	4	1	41.7%	16.7%	33.3%	8.3%	
CAMBRIDGE ROAD	59	12	2	3	77.6%	15.8%	2.6%	3.9%	16	28	29	3	21.1%	36.8%	38.2%	3.9%	
CONWAY ROAD	11	0	1	0	91.7%	0.0%	0.0%	0.0%	1	2	8	1	8.3%	16.7%	66.7%	8.3%	
COOMBE GARDENS	8	5	0	0	61.5%	38.5%	0.0%	0.0%	4	4	4	1	30.8%	30.8%	30.8%	7.7%	
COOMBE LANE	22	0	1	4	81.5%	0.0%	3.7%	14.8%	4	6	12	5	14.8%	22.2%	44.4%	18.5%	
DEVAS ROAD	6	0	2	0	75.0%	0.0%	25.0%	0.0%	3	1	4	0	37.5%	12.5%	50.0%	0.0%	
DURHAM ROAD	45	3	1	3	86.5%	5.8%	1.9%	5.8%	17	14	18	3	32.7%	26.9%	34.6%	5.8%	
DURRINGTON PARK ROAD	8	0	0	0	100.0%	0.0%	0.0%	0.0%	3	2	3	0	37.5%	25.0%	37.5%	0.0%	
HUNTER ROAD	9	0	1	3	69.2%	0.0%	7.7%	23.1%	4	2	4	3	30.8%	15.4%	30.8%	23.1%	
PANMUJR ROAD	20	6	6	0	62.5%	18.8%	18.8%	0.0%	13	9	10	0	40.6%	28.1%	31.3%	0.0%	
PEPYS ROAD	52	3	3	3	85.2%	4.9%	4.9%	4.9%	18	9	31	3	29.5%	14.8%	50.8%	4.9%	
	298	37	21	22	78.8%	9.8%	5.6%	5.8%	108	95	152	23	28.6%	25.1%	40.2%	6.1%	

## Controlled Parking Zone (CPZ)

### Proposed Zone RPC - Cambridge Road Area



Councillor Andrew Judge

Cabinet Member for  
Environmental Sustainability  
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ISSUE DATE : 29 AUGUST 2013

Dear Resident / Business

The safety of our residents and visitors to the borough is of high priority for us. The quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the uncontrolled roads in the Raynes Park area. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually only be implemented where a majority of households who respond within a proposed area, want one in defined circumstances.

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

- Commuters who park and complete their journey by public transport.
- Residents within the neighbouring CPZ's avoiding parking charges.
- Staff of nearby businesses.

In anticipation of the likely parking displacement into the roads neighbouring Cambridge Road it has been agreed that the Council would carry out an informal consultation on a larger area, beyond Cambridge Road to give those residents a further opportunity to air their views.

This area is currently being proposed as a new stand alone zone thereby allowing the residents to choose the hours of operation. However, based on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to existing neighbouring zone.

If roads are added as extensions to existing zones they will be adopting the hours of operation of the existing zone it is added to.

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road.

### WHAT IS A CONTROLLED PARKING ZONE (CPZ)?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on zone entry signs. In some cases there may be single yellow lines that may operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions on yellow lines, loading or unloading of goods is permitted 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 property, 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 the introduction of 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 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 the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage 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 Cabinet Member agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

## PROPOSAL

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 Cost of the annual parking permits remains unchanged whether the CPZ operates all day, part time or for one hour only.***

**Parking Controls** - 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)

## 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 that you submit your questionnaire online using this link [www.merton.gov.uk/cpzrpc\\_cambridge](http://www.merton.gov.uk/cpzrpc_cambridge). 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 **27 SEPTEMBER 2013**.

We regret that due to the number of responses received during an informal 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 **14 SEPTEMBER 2013** 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.

## 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/cpzrpc\\_cambridge](http://www.merton.gov.uk/cpzrpc_cambridge). 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 or Raynes Park Library.

**EXHIBITION INVITE**

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

**Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA**

at the following time:

**Sat 14 September 2013 from 12pm to 4pm**



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**RAYNES PARK WARD COUNCILLORS**

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

**CONTACT US**

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**Request for document translation**

**PROPOSED CPZ RPC - CAMBRIDGE RD AREA**

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

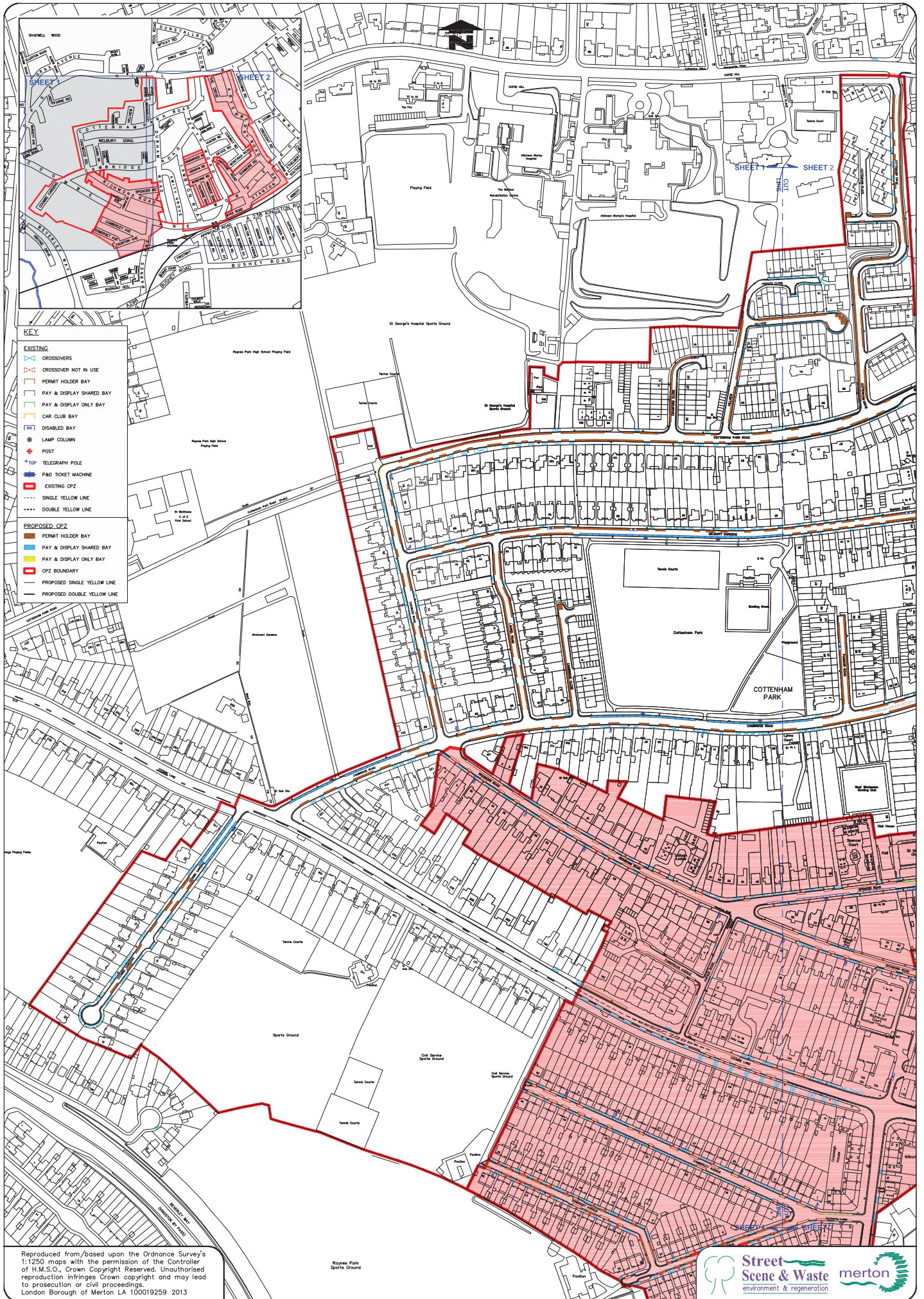
- Albanian **Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.**
- Bengali **এই অংশের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবতে (বক্স) টিক চিহ্ন দিন এবং চিঠি দিয়ে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।**
- French **Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.**
- Korean **만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명될 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.**
- Polish **Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.**
- Portuguese **Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.**
- Somali **Haddii aad u baahan tahay in qayb dukumentiga ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.**
- Spanish **Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefonicamente utilizando nuestra información de contacto que encontrará más abajo.**
- Tamil **இந்த ஆவணத்தின் எந்த ஒரு பகுதியும் உங்களின் தாய்மொழியில் விளக்கப்பட வேண்டினால், கீழ்க்கண்ட பெட்டியில் குறியிடவும். உங்கள் மொழியில் எந்த ஒரு பகுதியை விளக்க வேண்டுமோ, அதற்கு தொடர்பு கொள்ளும் முறை கீழ்க்கண்டிருக்கிறது.**
- Urdu **اگر آپ اس دستاویز کے کسی حصے کا ترجمہ چاہتے ہیں تو ذیل کے ٹیک بکس کو نشان لگائیے اور اس حصے پر مزید تفصیلات کے ذریعے ہمیں خبر دیا کریں۔**

- Large print
- Braille
- Audiotape

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

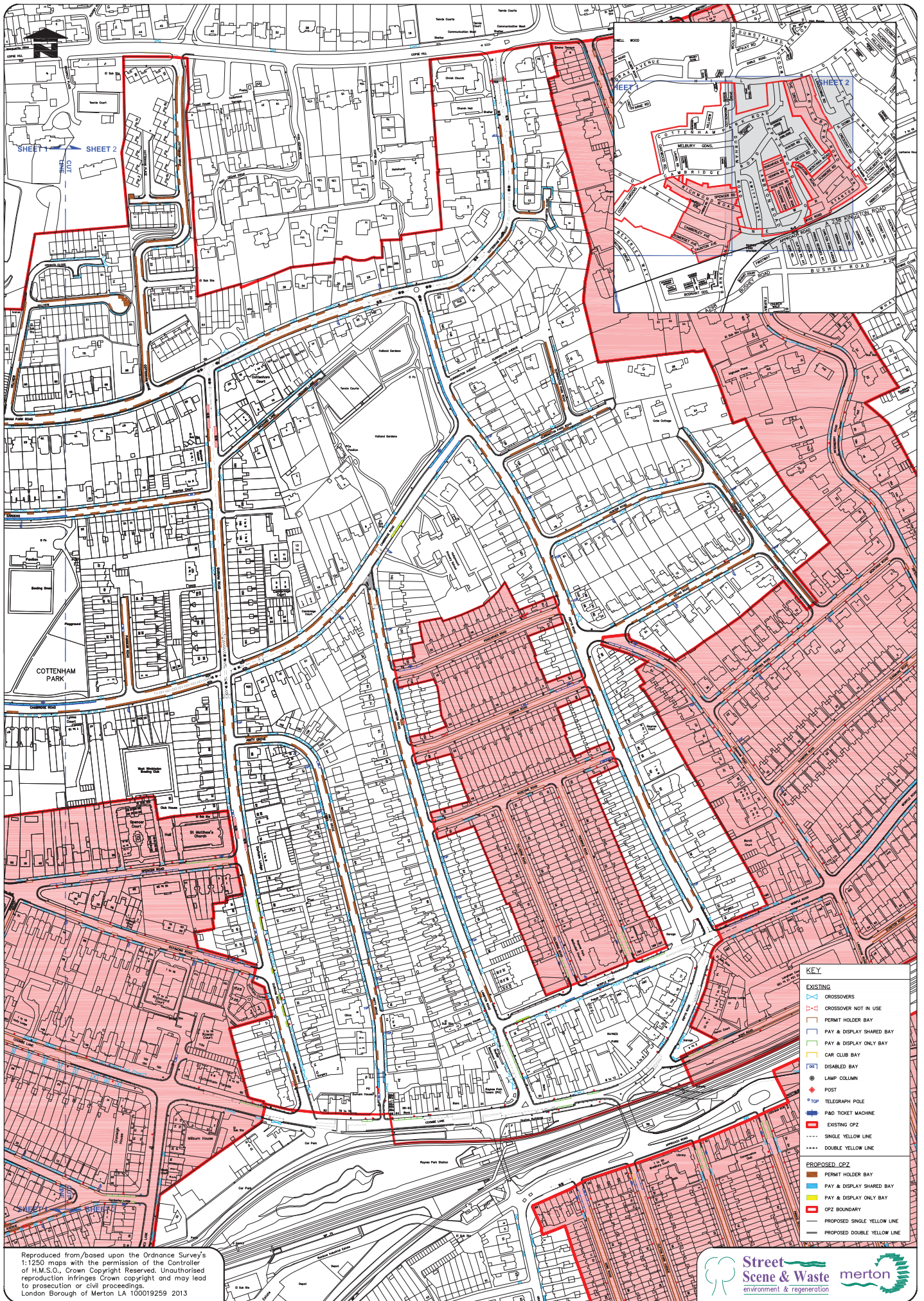
**Leonardo Morris,**  
 Merton Civic Centre,  
 London Road, Morden,  
 SM4 5DX





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# Frequently Asked Questions



## Where may I park in a CPZ?

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

## What is a permit holder bay?

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

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

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

## What is a shared use bay?

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

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

Tariffs vary across the Borough from £1.00 per hour to £4.00 per hour.

## Where may 'blue badge' holders park?

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

## Where may motorcyclists park?

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

## Where can't I park?

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

## Can a CPZ be reviewed after implementation?

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

## How 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.



## 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** £331.00 per 6 months (All zones except W1, W2, W3, W4 & W5)

**Central Wimbledon Business Permit** £376.00 per 6 months (Zones W1, W2, W3, W4 & W5)

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

## How much do resident visitor permits cost?

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

## What is the cost of a PCN?

All Penalty Charge Notices (PCNs) are discounted by 50 % of the initial charge if paid within 14 days from the date of issue. Parking penalty charges vary between contraventions, generally parking offences range from £60 (£30) to £110 (£55), Bus Lane charges are £130 (£65), for a more detailed summary of the contraventions and charges please go to the following link;

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

## 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.

## Further information?

Please see the following link, <http://www.merton.gov.uk/transport-streets/parking/parkingfaq.htm>

