

Committee: Street Management Advisory

Date: 13th January 2009

Agenda item:

Wards: Trinity

Subject: Proposed Poets Area 'H2' CPZ (Garfield Road) – Informal consultation results

Lead officer: Lyn Carpenter, Director of Environment & Regeneration

Lead member: Councillor William Brierly, Planning & Traffic Management

Forward Plan reference number: N/A

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Recommendations:

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

- A) Notes the result of the informal consultation carried out between September and October 2008 on the proposals to introduce a controlled parking zone (CPZ) in the Poets area to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road). For a summary of the results see the table in Appendix 2.
- B) Agrees that property nos. 167 to 317 Haydon's Road (odd numbers only) to remain within the existing zones 3E and 3F as shown in Appendix 1.
- C) Agrees to proceed with a statutory consultation to introduce H2 CPZ in the Poets area to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road) operational Mondays to Saturday between 8.30am to 6.30pm as shown in Drawing No. Z78-154-01A (on display) in Appendix 1.
- D) Agrees to proceed with a statutory consultation to convert permit bays on the east side of Haydon's Road between property nos. 197 to 295 (odd number) to pay and display shared use bays operational Mondays to Saturday between 8.30am to 6.30pm as shown in Drawing No. Z78-154-01A (on display) in Appendix 1

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried out within the Poets area (to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road), on the Councils' proposals to introduce H2 CPZ. This was as a result of a petition received from residents of these roads.
- 1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council's intention to introduce H2 CPZ in the Poets area (to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road), as shown on plan No. Z78-154-01A Appendix 1.

- 1.3 It seeks approval to proceed with the undertaking of a statutory consultation on the Council's intention to convert permit holder bays on the east side of Haydons Road between Nos. 197 to 295 to pay and display shared use bays as shown on plan No. Z78-154-01A in Appendix 1

2. DETAILS

- 2.1.1 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.
- 2.1.2 Parking: Chapter 7 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.
- 2.1.3 Key PEP policies include:
The Council will assess the need for parking controls at junctions.
The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
The Council will undertake a review of new CPZs 1 year after implementation.
The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.
The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.
- 2.1.4 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.
- 2.2 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 only bays: - for pay and display customer only (permit not valid)

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

2.3 Over the years the Council has received many requests from residents in the Poets area requesting parking controls. In January 2008, a petition (PT455) containing 130 signatures was received requesting the introduction of a residents' only parking scheme. They felt that staff of the nearby businesses, commuters using the Haydons Road train station and those in the existing CPZs who do not wish to pay to park in their zone are causing the parking difficulties.

2.4 Additionally, the Traffic and Highway team have received representations from residents in other areas with similar concerns. The Council's response to the petition and the representations received, in agreement with the Ward Councillors, was to investigate the problem with the possibility of considering parking controls.

2.5 Proposed measures

2.5.1 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 and some pay and display only bays. The layout of the parking bays are arranged in a manner to help provide the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

2.5.2 Pay and display only bays are proposed at Caxton Road, Drysden Road, Milton Road and Cooper Road near their junctions with Haydons Road. A maximum stay of up to 2 hours will enable quick turnover of the bays, which would help the local shops and short term visitors.

2.5.3 Pay and display-shared use bays are proposed on the eastern side of Garfield Road outside the park. A maximum stay of up to 8 hours is proposed to enable the bays to be fully utilised and to provide parking facilities for the teachers from Garfield Primary School and for their visitors.

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

3. **ALTERNATIVE OPTIONS**

3.1 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.

4. INFORMAL CONSULTATION

- 4.1 The informal consultation for the proposals to introduce parking controls in the Poet area commenced on 12th September and ended on 10th October 2008. 420 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. Exhibitions were held on three separate days at Wimbledon Community Hall, Haydon's Road.
- 4.2 The consultation resulted in a total of 183 questionnaires returned, representing a response rate of 43.6%, which is considered to be high for this type of consultation. A summary of the responses is shown in the tables in Appendix 2.
- 4.2.1 As it can be seen from the results, 71.3% majority of all respondents feel that they have a parking problem, as opposed to 24.9% who feel that they do not have a problem in their road.

(Table 1 – summary of results to questions 3)

ROAD NAME	Q3 DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Caxton Road	54	25	1	0	96.2	3.8	0.0
Cowper Road	91	22	12	2	61.1	33.3	5.6
Dryden Road	70	23	6	2	74.2	19.4	6.5
Garfield Road	96	23	13	1	62.2	35.1	2.7
Milton Road	63	26	11	0	70.3	29.7	0.1
Tennyson Road	26	10	1	1	83.3	8.3	8.3
Wilfred Owen Close	20	0	1	1	0.0	50.	50
Total	420	129	45	7	71.2	24.9	3.9

- 4.2.2 Of the 183 who responded (61.2%) 112 support the proposed CPZ in their road. This is compared to (32.2%) 59 who are against and (6.6%) 12 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
Caxton Road	54	22	2	2	84.6	7.7	7.7
Cowper Road	91	17	17	3	45.9	45.9	8.1
Dryden Road	70	22	8	2	68.8	25	6.3
Garfield Road	96	23	13	1	62.2	35.1	2.7
Milton Road	63	19	14	4	51.4	37.8	10.8

Tennyson Road	26	8	4	0	66.7	33.3	0.0
Wilfred Owen Close	20	1	1	0	50	50	0.0
Total	420	112	59	12	61.2	32.2	6.6

4.2.3 Residents were also asked if they would support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ. Majority of all respondents, 64.1% would like to be included if their neighbouring roads or part of their road support a CPZ.

(Table 3 – summary of results to questions 5)

ROAD NAME	Q5 WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD, IF THE NEIGHBOURING ROAD (S) OR PART OF YOUR ROAD, WERE INCLUDED IN A CPZ?						
	No. Consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Caxton Road	54	21	2	3	80.8	7.7	11.5
Cowper Road	91	19	16	1	52.8	44.4	2.8
Dryden Road	70	23	6	2	74.2	19.4	6.5
Garfield Road	96	23	13	1	62.2	35.1	2.7
Milton Road	63	20	12	5	54.1	32.4	13.5
Tennyson Road	26	9	2	1	75	16.7	8.3
Wilfred Owen Close	20	1	1	0	50	50	0.0
Total	420	116	52	13	64.1	28.7	7.2

4.2.4 A further question was afforded to residents that if a CPZ was introduced, which hours of operation would they prefer. (36.6%) 67 would prefer Mon – Sat 8.30 am – 6.30pm, (23%) 42 Mon – Fri 8.30 am – 6.30pm. Mon – Fri 11am – 3pm and 1 hour option only had 8.7% support.

(Table 4 – summary of results to questions 6)

ROAD NAME	Q6 IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU PREFER				
	Mon-Sat 8.30am -6.30pm %	Mon-Fri 8.30am – 6.30pm %	Mon-Fri 11am – 3pm	Mon-Sat 11am-12pm 1 hour option %	Unsure %
Caxton Road	50% (13)	23.1% (6)	3.8% (1)	7.7% (2)	15.4% (4)
Cowper Road	35.1% (13)	16.2% (6)	8.1% (3)	10.8% (4)	29.7% (11)
Dryden Road	34.4% (11)	31.3% (10)	12.5% (4)	6.3% (2)	15.6% (5)
Garfield Road	18.9% (7)	35.1% (13)	2.7% (1)	8.1% (3)	35.1% (13)
Milton Road	37.8% (14)	16.2% (6)	10.8% (4)	8.1% (3)	27% (10)
Tennyson Road	66.7% (8)	8.3% (1)	8.3% (1)	8.3% (1)	8.3% (1)
Wilfred Owen Close	50% (1)	0.0% (0)	0.0% (0)	50% (1)	0.0% (0)
Total	36.6% (67)	23.0% (42)	7.7% (14)	8.7% (16)	24% (44)

4.3 The unsure column 24% is made up of respondents that either ticked more than one option or those who did not indicate which hours of operation they would like.

- 4.4 The most frequent comment received and expressed at the exhibitions, which was attended by approximately 20 visitors, was the associated costs. Some residents felt that the cost for permits was exorbitant and that at least the first permit for residents should be reduced or even free. It was felt however residents would overwhelmingly welcome parking controls, if there was no cost to permit.

Haydons Road

- 4.5 The east side of Haydons Road between properties Nos. 166 – 317 is currently within the existing 3E and 3F CPZs. Residents and Businesses were consulted on whether or not they want this section of Haydon’s Road to be rezoned to include them in the proposed H2 CPZ. The consultation resulted in a total of 9 returns out of 97 households, representing a response rate of 9.3%. A summary of the responses is shown in the tables below and in Appendix 3.

(Table 5 – summary of results to questions 4)

ROAD NAME	Q3.1 DO YOU HAVE A PARKING PROBLEM IN YOUR STREET						
	No consulted	Yes	No	Unsure	% Yes	% No	% Unsure
Haydons Road	97	1	6	2	11.1	66.7	22.2

- 4.6 A majority of 66.7% residents who responded feel that they do not want to be included into the proposed H2 CPZ, as opposed to 11% who want Haydons Road rezoned.
- 4.7 Within the H2 consultation, it was proposed to convert permit holder only bays on the east side of Haydons Road between property nos. 197 to 295 to pay & display shared use bays, to make efficient use of these bays by allowing visitors to businesses in Haydons Road to utilise these bays. Currently the permit holder only bays on this section remain empty all day as visitors to businesses are unable to use them. By converting the bays to pay and display shared use, all visitors to the area, including permit holders would be afforded the opportunity to make use of these bays.
- 4.8 In view of the informal consultation results, the local Ward Councillors, agreed with officers’ recommendations as set out below.

5. RECOMMENDATIONS

- 5.1 It is recommended that the Cabinet Member considers the result of the informal consultation and the proposal to rezone the eastside of Haydons Road along with officer’s recommendations and agrees:
- to proceed with a formal consultation to introduce H2 CPZ in the Poets area (to include Caxton Road, Comper Road Dryden Road Milton Road Tennyson Road and Garfield Road), operational Mondays to Saturday between 8.30 am to 6.30 pm as shown in Drawing No. Z78/154-01A (in Appendix 1 and on display).
 - that a formal consultation is undertaken to convert permit bays on the east side of Haydon’s Road between property nos. 197 to 295 to pay & display shared use bays, to make efficient use of these bays by allowing visitors to businesses in Haydon’s Road to utilise these bays, as shown in Drawing No. Z78/135/01A in Appendix 1.

- Agrees that property Nos. 167 to 317 Haydon's Road (odd numbers only) to remain within the existing zones 3E and 3F as shown in Appendix 1

5.2 The recommendations are based on the support expressed by the residents of all the roads within the Poets area during the informal consultation carried out during September/October 2008.

5.3 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.

5.4 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:

5.5 The proposed H2 CPZ hours of operation would be Mondays to Saturdays, between 8.30 am and 6.30 pm.

Permit Issue Criteria:

5.6 It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton. The existing cost of the first permit in each household is £60 per annum; the second permit is £95 and the third permit cost is £120. An annual Visitor permit cost is £120.

Visitors' permits:

5.7 It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day Visitor permits will remain at £3 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:

5.8 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the current charges of £201 per 6 months with a maximum of only two permits per business without off- street parking facilities.

Pay & Display tickets:

5.9 It is recommended that the charge for parking within the pay and display shared use/permit holder bays is applied according to the current charges in the borough. The cost will be 80 pence per hour, with a maximum stay of up to 8 hours. Purchase of tickets will be available before 8.30am.

6 TIMETABLE

6.1 The making of the Traffic Management Orders to extend MP1 CPZ to include Poplar Road and Erridge Road will be published six weeks after a decision is made. This 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. A newsletter will also be distributed to all the premises in the consulted area. The information will also be available on the Council's website.

- 6.2 The advertisement of the Traffic Management Orders to extend MP1 CPZ to include Circle Gardens will be published as soon as a decision is made. This 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 Council's website. It will detail the results of the informal consultation; Council's intentions and the undertaking of the formal consultation on the proposed extension of MP1 (CPZ) and will invite all to make representations. The result of this consultation will be reported to this Committee and the Cabinet Member.

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 2008/09 contains a provision of £380k 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. This does not include consultation and staff costs.

8 LEGAL AND STATUTORY IMPLICATIONS

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

9 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of the 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/orange badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

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

10 CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist the residents.
- 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.
- 11.3 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweighs the risk of doing nothing.
- 11.4 The risk of introducing the proposed measures would be a possible increase in demand for parking within the immediate vicinity of the proposed zone. This, however, is considered to be minimal risk and the benefits of the proposals outweigh this risk.

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

Appendix 1 – Drawing No. Z78- 154-01A

Appendix 2 – informal consultation results

Appendix 3 – informal consultation document

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

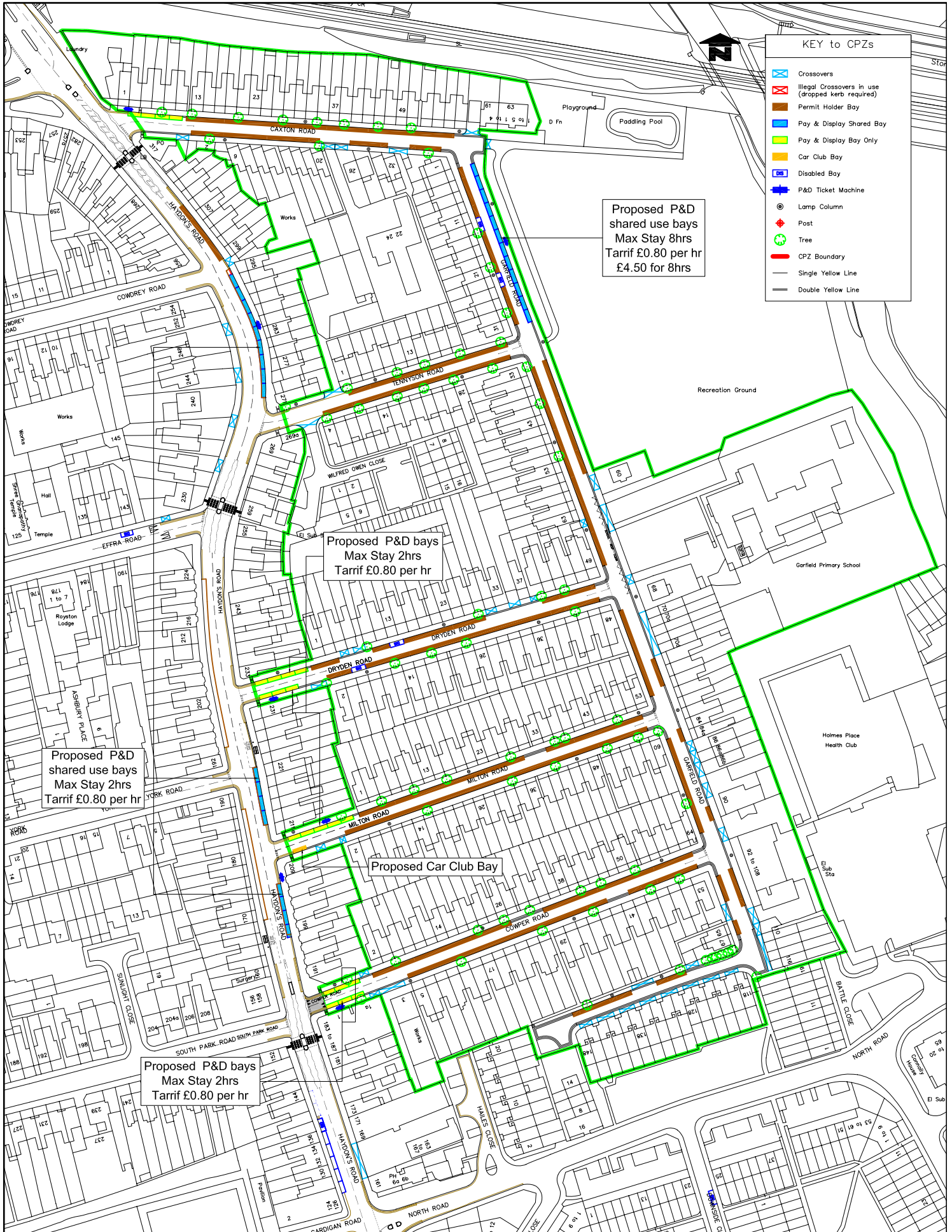
Useful links

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

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

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

This disclaimer also applies to any links provided here.



KEY to CPZs

- Crossovers
- Illegal Crossovers in use (dropped kerb required)
- Permit Holder Bay
- Pay & Display Shared Bay
- Pay & Display Bay Only
- Car Club Bay
- Disabled Bay
- P&D Ticket Machine
- Lamp Column
- Post
- Tree
- CPZ Boundary
- Single Yellow Line
- Double Yellow Line

Proposed P&D shared use bays
Max Stay 8hrs
Tarrif £0.80 per hr
£4.50 for 8hrs

Proposed P&D bays
Max Stay 2hrs
Tarrif £0.80 per hr

Proposed P&D shared use bays
Max Stay 2hrs
Tarrif £0.80 per hr

Proposed Car Club Bay

Proposed P&D bays
Max Stay 2hrs
Tarrif £0.80 per hr

Notes
Do not scale from this drawing

Boundary amended to exclude Haydon Road	LK	11/06/2016	11/06/2016
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Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Proposed Zone H2 Garfield Road Area	DATE	BY
PROJECT	DATE	BY
TITLE	DATE	BY

merton
Merton Civic Centre
London Road
Morden, Surrey
S24 6DX
www.merton.gov.uk

278-154-01
Report
1:1000

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR H2 - SEPTEMBER 2008

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	NUMBER OF CARS	DO YOU FEEL THAT YOU HAVE A PARKING PROBLEM IN YOUR ROAD					
								YES	NO	UNSURE	% YES	% NO	% UNSURE
CAXTON ROAD	54	26	48.1%	26	0	0	25	25	1	0	96.2%	3.8%	0.0%
COWPER ROAD	91	37	40.7%	37	0	0	33	22	12	2	61.1%	33.3%	5.6%
DRYDEN ROAD	70	32	45.7%	32	0	0	27	23	6	2	74.2%	19.4%	6.5%
GARFIELD ROAD	96	37	38.5%	37	0	0	41	23	13	1	62.2%	35.1%	2.7%
MILTON ROAD	63	37	58.7%	37	0	0	38	26	11	0	70.3%	29.7%	0.0%
TENNYSOON ROAD	26	12	46.2%	12	0	0	14	10	1	1	83.3%	8.3%	8.3%
WILFRED OWEN CLOSE	20	2	10.0%	2	0	0	3	0	1	1	0.0%	50.0%	50.0%
	420	183	43.6%	183	0	0	181	129	45	7	71.3%	24.9%	3.9%

ROAD	DO YOU SUPPORT A CPZ IN YOUR ROAD						WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR					
	YES	NO	UNSURE	% YES	% NO	% UNSURE	YES	NO	UNSURE	% YES	% NO	% UNSURE
CAXTON ROAD	22	2	2	84.6%	7.7%	7.7%	21	2	3	80.8%	7.7%	11.5%
COWPER ROAD	17	17	3	45.9%	45.9%	8.1%	19	16	1	52.8%	44.4%	2.8%
DRYDEN ROAD	22	8	2	68.8%	25.0%	6.3%	23	6	2	74.2%	19.4%	6.5%
GARFIELD ROAD	23	13	1	62.2%	35.1%	2.7%	23	13	1	62.2%	35.1%	2.7%
MILTON ROAD	19	14	4	51.4%	37.8%	10.8%	20	12	5	54.1%	32.4%	13.5%
TENNYSOON ROAD	8	4	0	66.7%	33.3%	0.0%	9	2	1	75.0%	16.7%	8.3%
WILFRED OWEN CLOSE	1	1	0	50.0%	50.0%	0.0%	1	1	0	50.0%	50.0%	0.0%
	112	59	12	61.2%	32.2%	6.6%	116	52	13	64.1%	28.7%	7.2%

ROAD	IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU PREFER									
	MON-SAT 8.30AM - 6.30PM	MON-FRI 8.30AM 6.30PM	MON-FRI 11AM-3PM	MON-FRI 11AM-12PM (1 HOUR OPTION)	UNSURE	% MON-SAT 8.30AM - 6.30PM	% MON-FRI 8.30AM - 6.30PM	% MON-FRI 11AM-3PM	% MON-FRI 11AM-12PM (1 HOUR OPTION)	% UNSURE
CAXTON ROAD	13	6	1	2	4	50.0%	23.1%	3.8%	7.7%	15.4%
COWPER ROAD	13	6	3	4	11	35.1%	16.2%	8.1%	10.8%	29.7%
DRYDEN ROAD	11	10	4	2	5	34.4%	31.3%	12.5%	6.3%	15.6%
GARFIELD ROAD	7	13	1	3	13	18.9%	35.1%	2.7%	8.1%	35.1%
MILTON ROAD	14	6	4	3	10	37.8%	16.2%	10.8%	8.1%	27.0%
TENNYSOON ROAD	8	1	1	1	1	66.7%	8.3%	8.3%	8.3%	8.3%
WILFRED OWEN CLOSE	1	0	0	1	0	50.0%	0.0%	0.0%	50.0%	0.0%
	67	42	14	16	44	36.6%	23.0%	7.7%	8.7%	24.0%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR H2 HAYDON'S ROAD - SEPTEMBER 2008

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	NUMBER OF CARS	DO YOU WANT TO BE TRANSFERRED INTO ZONE H2					
								YES	NO	UNSURE	% YES	% NO	% UNSURE
HAYDON'S ROAD	97	9	9.3%	9	0	0	9	1	6	2	11.1%	66.7%	22.2%
	97	9	9.3%	9	0	0	9	1	6	2	11.1%	66.7%	22.2%

ROAD	IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU PREFER									
	MON-SAT 8.30AM - 6.30PM	MON-FRI 8.30AM 6.30PM	MON-FRI 11AM- 3PM	MON-FRI 11AM - 12PM (1 HOUR OPTION)	UNSURE	% MON-SAT 8.30AM - 6.30PM	% MON-FRI 8.30AM - 6.30PM	% MON-FRI 11AM-3PM	% MON-FRI 11AM - 12PM (1 HOUR OPTION)	% UNSURE
HAYDON'S ROAD	1	0	0	0	8	11.1%	0.0%	0.0%	0.0%	88.9%
	1	0	0	0	8	11.1%	0.0%	0.0%	0.0%	88.9%

PROPOSAL

The Council is considering three options relating to the operational times of the proposed parking measures in your area. These include:

- Mondays to Saturdays, between the hours of 8.30am and 6.30pm. This will provide maximum protection to the residents by removing commuter parking for a longer period of time. 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.
- Mondays to Fridays or Saturday, between 11am and 3pm. This will provide less restriction for residents and their visitors, whilst still preventing most commuters from parking in the area. However, residents returning from work later in the afternoon, outside the controlled times, may have difficulties finding available parking due to shoppers, evening shift workers and those from neighbouring zones.
- One-hour controls - Mondays to Fridays, between 11am and 12 noon. This is the minimum restriction that can be applied. The advantage would be that it would mean less number of visitors' permits and more flexibility for all. However, the price of a permit is the same and a one-hour zone will do nothing to prevent others parking in the area outside the controlled time to access the local shops and use the nearby train station. Such zones have enforcement implications and make the enforcement of the zone less effective.

In addition to the measures for the proposed H2 zone, it is proposed:

- To re-zone Haydon's Road (between nos 169 to 317 Haydon's Road) from zone 3E to proposed H2.
- To convert permit bays on the east side of Haydon's Road between property nos 197 to 295 to pay & display shared use bays, to make efficient use of these bays by allowing visitors to businesses in Haydon's Road to utilise these bays.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a formal consultation on the proposals, will be subject to the responses received during this consultation.

Please complete and return the enclosed prepaid questionnaire (no stamp required), with any further comments/suggestions you may have by **10 October 2008**.

We regret that due to the number of responses received during a public consultation it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. It should be noted that subject to responses received recommendation may be made to include those roads or parts of those roads who support the proposed measures within a CPZ. You are also invited to speak to officers at our drop-in sessions. See below for details.

WHAT HAPPENS NEXT?

It is envisaged that the result of the consultation along with officers' recommendations will be reported to the Street Management Advisory Committee and the Cabinet Member for Planning and Traffic Management on 13 January 2009. Once a decision is made you will be informed accordingly.

CONTACT US

If you require further information please contact Paul Ate on 020 8545 3214 or email paul.ate@merton.gov.uk. Alternatively you can visit our website using the following link www.merton.gov.uk/cpz/h2. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our workings hours, Monday to Friday between 9am and 5pm.

EXHIBITION INVITE

(Drop in session)

You may wish to attend one of our public exhibitions to be held at:

**SOUTH WIMBLEDON COMMUNITY CENTRE,
74 HAYDON'S ROAD, SW19 1HL**

at the following times:

Tue 23 September 2008 from 1pm to 7.30pm
Wed 24 September 2008 from 1pm to 7.30pm
Sat 27 September 2008 from 10am to 4pm



INFORMAL CONSULTATION

Proposed Controlled Parking Zone 'H2' Poets Area

Issue Date : 12 September 2008

Merton - Putting you first

Dear Resident / Business

The purpose of this newsletter is to consult you on proposals to introduce a Controlled Parking Zone (CPZ) in your road/area. This proposal is in response to concerns and a petition received from local residents who are experiencing parking difficulties in their road/s. Generally residents feel that the problem is being caused by:

- Commuters who park and complete their journey by public transport from either Haydon's Road or Wimbledon Train Stations.
- Displaced Parking from neighbouring CPZs
- Residents within the neighbouring CPZs avoiding parking charges.

WHAT IS A CONTROLLED PARKING ZONE OR CPZ?

A controlled parking zone is an area where parking bays and yellow line restrictions are marked on the carriageway to indicate to motorist where it is safe/unsafe to park. In a CPZ the operational times for the single yellow lines are indicated on the zone entry signs. There may be single yellow lines that operate at different times and these would be signed separately. Double yellow line restrictions at key locations do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places are individually signed to ensure that they are fully enforceable. To help reduce the number of new posts required, every effort is made to ensure that signs are placed on existing street furniture, such as lamp columns.

In a CPZ, the 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. A permit does not give the holder the right to park outside a particular premise, and does not guarantee a parking space.

HOW WILL IT WORK?

The key objective of any parking management proposal 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 commuters and others will not be able to park within permit bays during the hours of operation. The incremental pricing structure for subsequent permits also assists in minimising the number of permits issued to individual residents and discourages multicar ownerships.

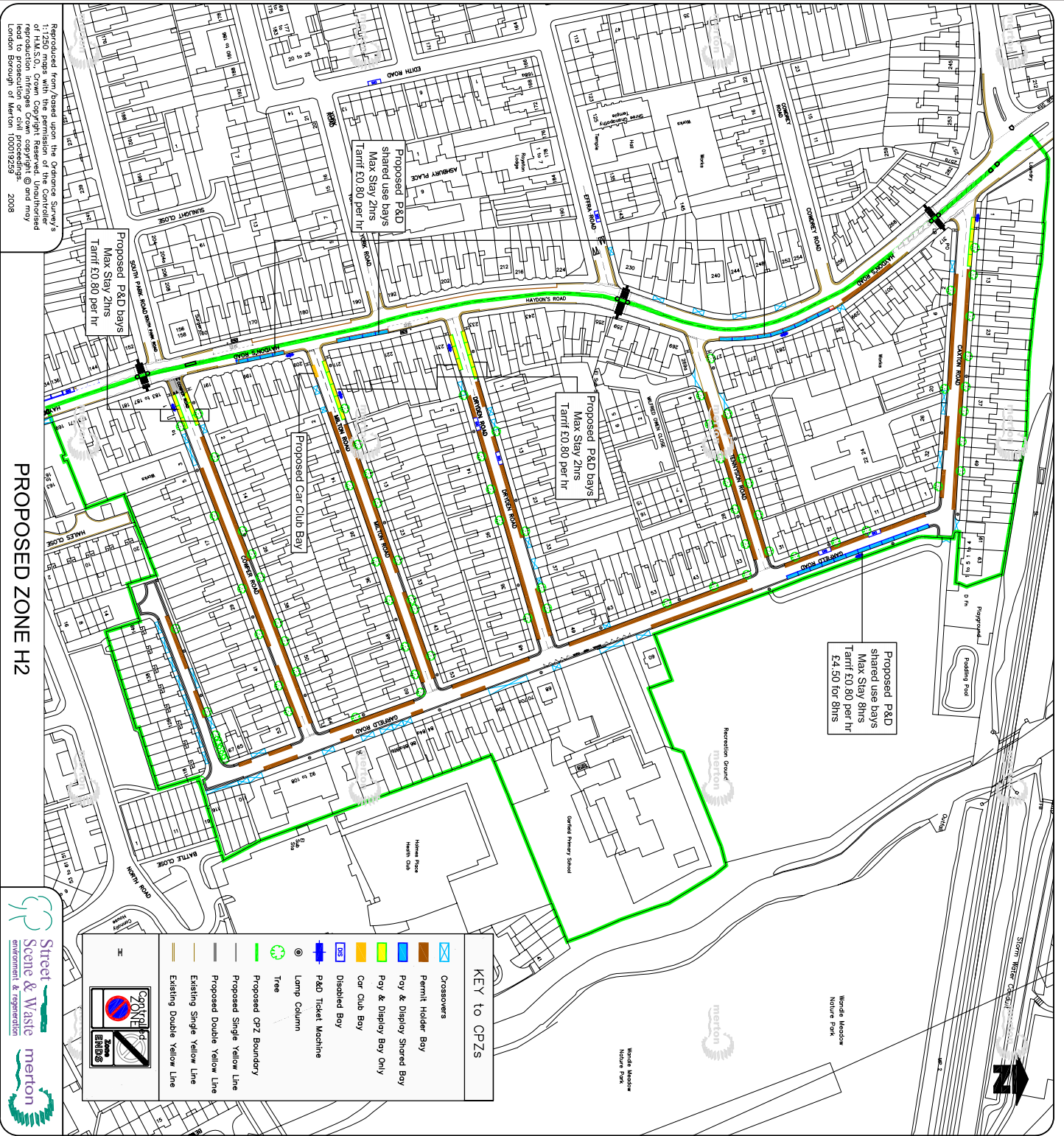
CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permit); shared use bays (for permit holders and pay and display) and pay and display only bays. Within any proposed controlled parking zone the Council aims to reach a compromise between the needs of the residents, businesses and their visitors.

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety, access and sightlines are not compromised. It is therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It would also be necessary to provide yellow lines (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. crossovers for driveways.

Within any proposed CPZ the Council will aim to reach a sensible balance between the residents/businesses needs and the safety of all road users. In the event that the majority of those consulted reject the CPZ in their road, and the Council agrees not to proceed, officers may recommend that the proposed double yellow lines identified at key locations are introduced for safety and access purposes.

Council appointed parking attendants 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, attendants 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.



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PROPOSED ZONE H2

Street & Waste
environment & regeneration
merton

Z/18/154/01 Proposed CPZ H2

Councillors for Trinity Ward

- Cllr David Dean** Tel: 020 8542 2434
Email: david.dean@merton.gov.uk
- Cllr Krystal Miller** Tel: 0208 543 3786
Email: krystal.miller@merton.gov.uk
- Cllr Simon Withey** Tel: 020 8543 3871
Email: simon.withey@merton.gov.uk

If you would like more information in your own language, please contact us at the address shown in the bottom box. Note: deshiyon me shime information ne gullien usji, ju lueni te na konkeshon ni adressen e dhene ne kutnie me posthe.

Arabic: إذا كنت ترغب في الحصول على معلومات إضافية بلغتك الأم، يرجى الاتصال بنا على العنوان المذكور في الجزء السفلي من الصفحة.

Chinese: 如果您需要中文印成的資料，請按左邊方格內提供的地址與我們聯絡。

French: Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l'adresse figurant dans l'encadré du bas.

Gujarati: જો તમને તમારી માતાની ભાષામાં વધુ માહિતી જાણવી હોય, તો કૃપા કરીને નીચે સૂચવેલ સરનામો પર સંપર્ક કરવાનું વિનંતી કરવામાં આવેલું છે.

Urdu: اگر آپ کو اپنی زبان میں مزید معلومات کی ضرورت ہے تو براہ کرم نیچے دیے گئے پتے پر ہمیں رابطہ کریں۔

Tamil: உங்கள் தாய்மொழியில் மேலும் தகவலைப் பெற விரும்பினால், கீழ்க்கண்ட முகவரிக்கு தொடர்பு கொள்ளவும்.

Spanish: Si usted desea más información en su propia lengua, por favor contactenos en la dirección al pie del formulario.

Somali: Hadii aad u baahan ahay faahfaahin inaa kaahadan oo ku soobsan afkaaka hooyo ama Af Somali fadhlan lana soo xirta cilmawanka hoos ku qoran.

Punjabi: ਜੇਕਰ ਤੁਸੀਂ ਆਪਣੀ ਮਾਂ ਦੀ ਭਾਸ਼ਾ ਵਿੱਚ ਵੱਧ ਜਾਣਕਾਰੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਹੇਠਾਂ ਦਿੱਤੇ ਪਤਿਆਂ ਵਿੱਚੋਂ ਕਿਸੇ ਇੱਕ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।

Paul Atey, Merton Civic Centre, London Road, Morden, SM4 5PX

Public Consultation

Proposed Controlled Parking Zone H2

We would like to know your views.

Please tick the appropriate boxes and return this card by **10 October 2008**

Please write in BLOCK capitals

Name: Signature:

Address: Postcode:

Please tick if you would like the above information to be confidential.

1. Are you a resident or business? Resident Business 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 hours of operation would you prefer? Mon - Sat : 8.30am - 6.30pm
 Mon - Fri : 8.30am - 6.30pm
 Mon - Fri : 11am - 3pm
 Mon - Fri : 11am - 12pm (1hour)

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)

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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)

<p><u>White</u></p> <input type="checkbox"/> White - English <input type="checkbox"/> White - Scottish <input type="checkbox"/> White - Welsh <input type="checkbox"/> White - Irish <input type="checkbox"/> Gypsy / Roma / Traveller <input type="checkbox"/> Other (please specify) <input style="width: 150px; height: 15px;" type="text"/>	<p><u>Mixed Ethnicity</u></p> <input type="checkbox"/> White & Black Caribbean <input type="checkbox"/> White & Black African <input type="checkbox"/> White & Asian <input type="checkbox"/> Other (please specify) <input style="width: 150px; height: 15px;" type="text"/>	<p><u>Asian or Asian British</u></p> <input type="checkbox"/> Indian <input type="checkbox"/> Pakistani <input type="checkbox"/> Bangladeshi <input type="checkbox"/> Tamil <input type="checkbox"/> Other (please specify) <input style="width: 150px; height: 15px;" type="text"/>	<p><u>Black or Black British</u></p> <input type="checkbox"/> Caribbean <input type="checkbox"/> African <input type="checkbox"/> Other (please specify) <input style="width: 150px; height: 15px;" type="text"/> <p><u>Chinese & Other Ethnic Groups</u></p> <input type="checkbox"/> Chinese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify) <input style="width: 150px; height: 15px;" type="text"/>
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Public Consultation

Proposed Controlled Parking Zone H2 - Haydons Road

We would like to know your views.

Please tick the appropriate boxes and return this card by 10 October 2008

Please write in BLOCK capitals

Name: Signature:

Address:Postcode:

Please tick if you would like the above information to be confidential.

1. Are you a resident or business? Resident Business Other - Specify

2. How many vehicles do you have in your household/business?

You are currently in Zone 3E.

3.1 Do you want to be transferred to the proposed H2 CPZ? Yes No Undecided

3.2 If yes which hours of operation would you prefer?
 Mon - Sat : 8.30am - 6.30pm
 Mon - Fri : 8.30am - 6.30pm
 Mon - Fri : 11am - 3pm
 Mon - Fri : 11am - 12pm (1hour)

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.

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Gender Male Female Do you consider yourself to have a disability? Yes No

Age Group (please tick one box)

15 or under 20 - 24 30 - 34 40 - 44 50 - 54 60 - 64 70 - 74
 16 - 19 25 - 29 35 - 39 45 - 49 55 - 59 65 - 69 75 or over

Ethnic Origin (please tick one box)

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