

# **Committee: Cabinet Member**

**Date: 20<sup>th</sup> September 2009**

**Agenda item:**

**Wards: Trinity**

**Subject: Proposed Poets Area 'H2' CPZ (Garfield Road) – Outcome of Statutory consultation**

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

**Lead member: Councillor William Brierly, Planning & Traffic Management**

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

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## **Recommendations:**

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That the Cabinet Member for Planning and Traffic Management considers the issues detailed in this report and:

1. Notes the outcome of a second statutory re-consultation carried out between 24 July and 28 August 2009, on the proposals to reduce the operating days of the 'H2' Controlled Parking Zone (CPZ), from Monday to Saturday to Monday to Friday.
2. Notes and considers the representations received in respect of the proposals and officers' comments as detailed in [Appendix 2](#).
3. Considers the objections against the proposed measures and the arguments for their implementation as detailed in [Appendix 2](#).
4. Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of the proposed double yellow lines outside properties nos. 110 to 116 Garfield Road and at the cul de sac end, as presented to the Street Management Advisory Committee meeting on 10 June 2009 and agreed by the Cabinet Member
5. Agrees to proceed with the making of the relevant TMOs for the implementation of the proposed 'H2' CPZ, to include Caxton Road, Cowper Road, Dryden Road, Milton Road, Tennyson Road and property nos. 1 to 118 Garfield Road, operational Monday to Friday, between 8.30am and 6.30pm, as shown on Drawing No. [Z78-154-01D](#) in [Appendix 1](#).
6. Agrees the expenditure of £40k for the implementation of the recommended measures, to be met from the specific provision within the Capital budget for 2009/10.

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

- 1.1.1 This report presents the results of a second statutory re-consultation carried out within the Poets area on the Council's proposals to introduce 'H2' CPZ, as a result of a petition received from residents of these roads and comments received from first statutory consultation.
- 1.1.2 The original proposals for the CPZ were formally advertised with the operational days as Monday to Saturday. However, the decision by the Cabinet Member in view of the representations received was to reduce the operating days to Monday to Friday. The Road Traffic regulations Act **require** the Council to inform persons likely to be affected, giving those persons the opportunity to

make representations on the change and ensuring that any such representations are duly considered.

- 1.2 It recommends that the representations received for the re-consultation, as summarised in [Appendix 2](#), are considered.
- 1.3 It seeks approval to proceed with the making of the relevant TMOs to introduce 'H2' CPZ in Caxton Road, Cowper Road Dryden Road Milton Road Tennyson Road and part of Garfield Road), operational Monday to Friday, between 8.30am and 6.30pm, as shown on plan No. [Z78-154-01D](#) 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 A Controlled parking zones (CPZ), 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 nearby existing CPZs who do not wish to pay to park in their zone are causing parking difficulties for residents, the emergency services.

2.4 Additionally, the Council Services has received representations from other residents of the area 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 proposals mainly consist of the introduction 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 maximise the number of suitable parking spaces without jeopardising road safety and ensuring free movement of traffic.

2.5.2 Pay and display only bays are proposed in Caxton Road, Milton Road and Cowper Road near their junctions with Haydon's Road. A maximum stay of up to 2 hours will maximise the usage with a quick turnover of the parking spaces, which would benefit the local shops and other short term visitors.

2.5.3 Pay and display shared use bays are also proposed on the eastern side of Garfield Road outside the park with a maximum stay of 8 hours 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 Pay and display shared use bays are also proposed in Dryden Road near its junction with Haydon's Road with a maximum stay of 2 hours.

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

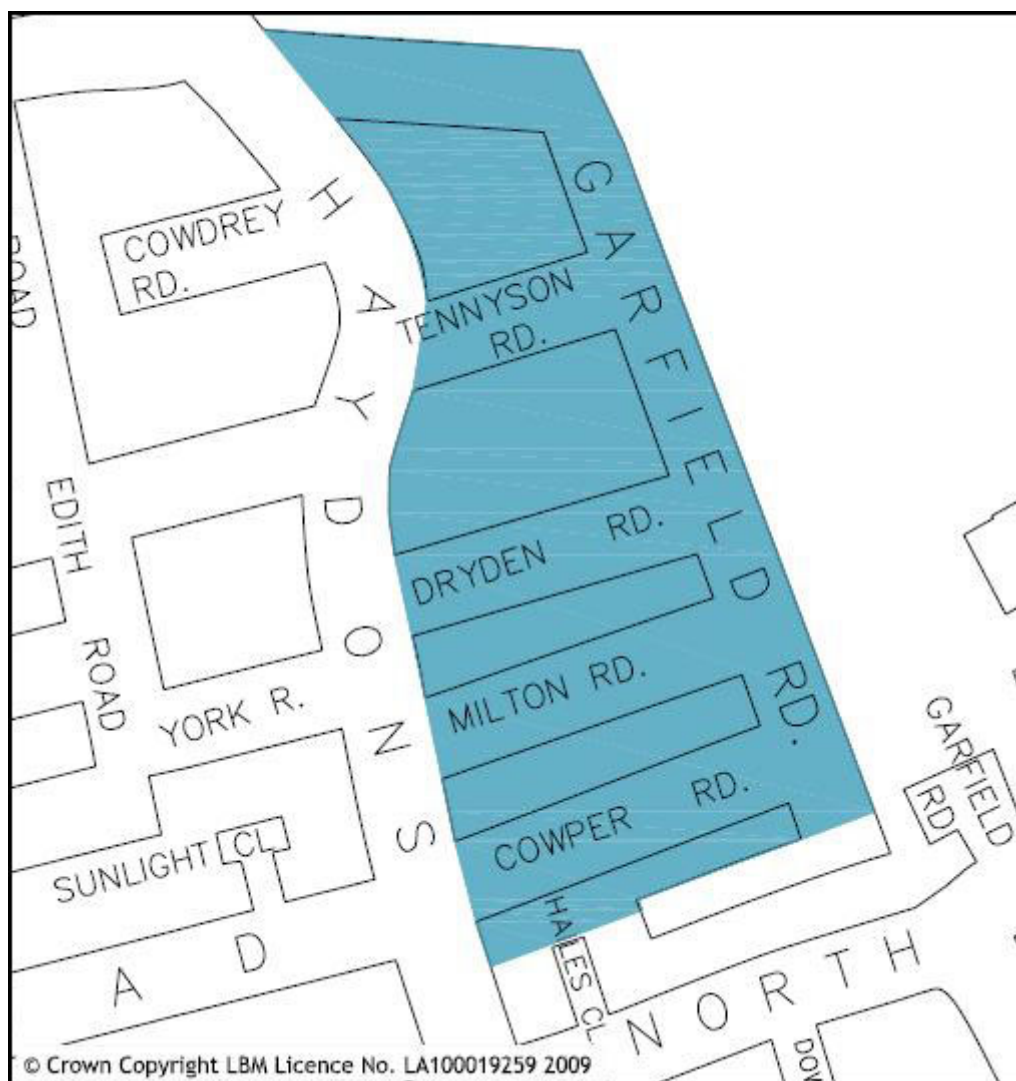
## 3. **ALTERNATIVE OPTIONS**

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.

3.2 The proposals for the CPZ to operate Monday to Saturday were not supported ward Councillors and residents.

#### 4. INFORMAL CONSULTATION

- 4.1.1 The informal consultation on the proposals to introduce parking controls in the Poets area commenced on 12<sup>th</sup> September and ended on 10<sup>th</sup> 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. 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.
- 4.1.2 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 clear majority of 64.1% of all residents who responded supported the introduction of parking controls, opposed to 28.7% who did not and 7.2% who were unsure.
- 4.1.3 The results of the informal consultation were presented in a report to the Street Management Advisory Committee meeting and on 13 January 2009. Following the meeting it was agreed by the Cabinet Member to proceed with the statutory consultation and to advertise the Council's intentions as set out in Appendix 3



#### First Statutory Consultation

- 4.2.1 The statutory consultation was carried out between 26<sup>th</sup> March and 24 April 2009.

- 4.2.2 The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available in Merton Link, Civic Centre and on the Council's website. At the same time a newsletter with a plan, was also circulated to all properties included within consultation area. The newsletter included hours of operation of the zone, being Monday to Saturday, between 8.30am and 6.30pm and that the parking controls within the zone would be include the following:
- Double yellow lines operating "At any times;
  - Single yellow lines (mainly between parking bays and across dropped kerbs);
  - Permit bays;
  - Pay and display shared use bays in Garfield Road with a maximum stay of 8 hours;
  - Pay and display only bays in Caxton Road, Milton Road and Cowper Road with a maximum stay of 2 hours;
  - Pay and display shared use bays in Dryden Road with a maximum stay of 2 hours;
- 4.2.3 The statutory consultation was undertaken for a period of 29 days. This period was longer than legally required for such consultations because of school holidays.
- 4.2.4 As a result of the consultation 56 representations were received. 19 letters expressed full support for the proposals, 13 with certain comments and 23 letters were against the proposals, excluding the representation from the Police.
- 4.2.5 A summary of the 55 representations received during the statutory consultation showed that 28 wanted the operational days of the CPZ changed to Monday to Friday. Their main contention is that:
- at the informal consultation stage the numbers of residents who opted for various times of the days between Monday to Friday when combined equate to more than those who opted for Monday to Saturday
  - there is no parking congestion on Saturday.
  - restrictions on Saturday will deter their visitors from visiting.
  - they do not want to pay for their visitors to park on Saturdays.
- 4.2.6 The results of the statutory consultation were presented in a report to the Street Management Advisory Committee meeting and on 10 June 2009. Following this meeting the Council made the following decisions.
- to amend the pay and display only bays in Dryden Road to pay and display shared use with permits.
  - to exclude property nos. 110 to 148 Garfield Road (even numbers) from the H2 CPZ, except for the proposed double yellow line at the junction and turning head at the end of the cul de sac, following the petition from residents and as detailed in section 4.4.1 and 4.4.2 of this report. (NB. Should exclusion be granted, there may not be any immediate resolution for inclusion if requested by its residents following implementation. Residents will not be entitled to obtain permits for the zone. Any request for later inclusion will be subject to the current works programme and available resources.)

- to proceed with the making of the Traffic Management Order to convert the existing permit holder bays on the east side of Haydons Road between property nos. 197 to 295 (odd numbers) to pay and display shared use with zone 3E permit holders, with maximum stay of two hours (except for permit holders).
- agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'H2' CPZ to include Caxton Road, Cowper Road, Dryden Road, Milton Road, Tennyson Road and property nos. 1 to 108 Garfield Road, operational Monday to Friday, between 8.30am and 6.30pm.
- to proceed with the making of the TMO for the implementation of the proposed double yellow lines at the passing places, bends and cul-de-sac.

4.2.7 The Council's decision to proceed with the proposed amendment to the operational days of the CPZ, to operate Monday to Friday, constitutes a substantial change to the original proposals of Monday to Saturday. current Regulations **require** the Council to inform persons likely to be affected, giving those persons the opportunity to make representations and ensuring that any such representations are duly considered. The only practical way of informing people likely to be affected is through the publication of a Notice. In order to allow sufficient time for any persons objecting to the change to make representation, a minimum of 21 days should be allowed. Article 14 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996(S.I. 1996 paragraph 3 states that, before an order is made with modifications, which appear, to the order making authority or, in a consent case, to the Secretary of State to make a substantial change in the order, the order making authority shall take the steps required by paragraph (4).

- (4) The steps are such steps as appear to the order making authority appropriate or (in a consent case) as the Secretary of State may require for-
  - (a) informing persons likely to be affected by the modifications;
  - (b) giving those persons an opportunity of making representations; and
  - (c) ensuring that any such representations are duly considered by the authority and, in a consent case where he so requests, by the Secretary of State.
- (5) In this regulation-
  - (a) "consent case" means a case where the Secretary of State's consent is required to the making of an order; and
  - (b) "modifications" has, in the case of an order made by a London authority, the meaning given by paragraph 23(2) of Schedule 9 to the 1984 Act and in any other case the same meaning as in paragraph 22 of that Schedule and "modify" shall be construed accordingly. "modifications" shall be construed as including additions, exceptions or other modifications of any description.

### 4.3. Statutory Second Consultation

4.3.1 The Second statutory consultation was carried out between 24<sup>th</sup> July and 28 August 2009.

4.3.2 The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local Guardian and the London Gazette. Consultation documents were available in Merton Link, Civic Centre and on the Council's website. At the same time a newsletter with a plan as shown in **Appendix 3**, was also circulated to all properties included within consultation area. The newsletter includes proposals

to amend the hours of operation of the zone, Monday to Friday, between 8.30am and 6.30pm

- 4.3.3 As a result of the consultation, 23 representations were received. 12 letters expressed full support for Monday to Friday, 2 letters expressed support for Monday to Saturday, 2 letters expressed support for Monday to Friday with the zone operating one hour only, 2 with certain comments and 4 letters were against the proposals. These representation excluded the representation received from the Met Police.

Garfield Road, property Nos 110 to 118 (even side)

- 4.3.3 A petition (PT485) was received from residents of property Nos.110 to 116 requesting that the proposed double yellow lines at this location should be removed from the proposals. Their main reasons of concerns are as follows:

- The proposed double yellow lines are not necessary because the road is not a main road.
- They do not want to get a parking ticket if they are washing their cars outside their property.
- A resident has a disabled relative and he would like to pull up outside the house once a month on a weekend.

- 4.3.4 The petitioner believe that the section of Garfield Road between properties Nos.110 and 148 (cul de sac end) is not adopted highway and maintainable at the public expense. It was also implied that the Council does not have the right to introduce any parking management measures. Subsequent clarification has established that this section of the road is indeed adopted highway. This means that the Council as the Traffic Authority can exercise powers and duties under the Road Traffic Act 1984 (as amended). These include powers to introduce parking management.

- 4.3.5 It is acknowledged that residents from this end of the road do not support the CPZ and wanted these premises and section of the road excluded from the CPZ boundary this means that residents who live in this section of the road would be unable to purchase a permit. In view of their concerns relating to the introduction of double yellow lines, residents would still be able to wash their cars at that location, but must not leave the vehicle unattended and must move after this activity. As for access for the disabled visitor, assuming he/she has a disabled person's blue badge, the proposed waiting restrictions would make it easier to pull up and park outside the property when he/she is visiting, as disabled badge holders are allowed to park on yellow lines without loading restrictions for up to 3 hours, as long as the vehicles is not causing an obstruction. All the properties have access to off street parking that can accommodate up to two vehicles. It is not essential for residents to park their vehicles on the road. Additionally, the proposed waiting restrictions would protect residents' accesses from any obstructive parking.

Overall comments from the Police

- 4.3.5 The Police do not object to the proposals in principle, but made the following observations. They would support the provision of the double yellow lines restrictions around the corners of the junctions of Cowper Road, Milton Road, Dryden Road and Tennyson Road with Garfield Road. However they do not support the provision of parking bays opposite junctions as they do not consider junctions to be an appropriate place in which to park vehicles as there are numerous turning movements and parked vehicles can cause reduced sightlines and reduce pedestrian visibility. They stated that parking around junctions has long been recognised as a contributory factor in accidents and yet it is being formalized by the Council in a scheme apparently designed to

improve safety for both motorists and pedestrians. They note the provision of passing places in Cowper Road and Milton Road. However there is no such provision in Dryden Road, Tennyson Road and Caxton Road and they believe they should be provided. In the case of Dryden and Caxton Roads, it could be done by introducing double yellow lines across existing dropped kerbs, thus providing both passing places and protecting access to the those properties.

#### Officers comment

The Council notes and accepts the comments regarding junction protection. However, there needs to be a sensible balance between the parking demands by local residents and needs to provide suitable protection for road users at locations such as junctions. Restricting parking opposite junctions is often met with strong resistance from those residents directly affected and consideration on the extent of the restriction is always kept to a minimum (approximately 6 metres) where appropriate. Since the safety risks are considered to be relatively low, and the demand for parking usually high, it is therefore felt that the proposed parking arrangements are acceptable.

#### Local Ward Councillors comments

- 4.3.6 One of the Ward Councillors is dissatisfied about having to carry out another consultation. It was felt that this was not made absolutely clear at the Street Management Advisory Committee Meeting and that residents have waited long enough for a CPZ to be introduced. Concerns were also raised about carrying out the re-consultation during the summer school holidays.

Regarding the proposed double yellow lines in Garfield Road outside property nos 110 to 118, these should be excluded from the scheme as the majority of residents between nos. 110 and 148 opted for exclusion from the zone.

#### Officers comment

The need to re-consult residents on amendments to the days of operation is as follows. In terms of legislation, this amendment represents a substantial change to the original proposals (i.e Monday to Saturday) see section 4.2.7. The regulations require that the Council inform those that are likely to be affected by the amendment and provide them with an opportunity to comment and make representations. It is likely that while a number of residents oppose Monday to Saturday, an equal number may also oppose the H2 CPZ operating Monday to Friday. Therefore the decision to implement the amendments without consultation would potentially put the Council at risk of a challenge by those supporting Monday to Saturday operating days. It is regretted that the minutes of the SMAC meeting are not explicit on this issue.

The "At Any Time" waiting restrictions was proposed for the bend outside 110 to 118 and there is also a shared pedestrian/cycle path along the eastern boundary wall of 118 Garfield Road. The Council has received numerous calls from members of the public complaining about obscured sightlines when vehicles are parked on this section of the road. Therefore the aim of the double yellow lines waiting restrictions at this location is to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, parents with push chairs and wheelchair users. The proposals are part of risk assessment measures that the Council has a duty to address and implement within controlled parking schemes.

## **5. RECOMMENDATIONS**

- 5.1 That the Cabinet Member for Planning and Traffic Management considers the issues detailed in this report:



- Notes the outcome of a second statutory re-consultation carried out between 24 July and 28 August 2009, on the proposals to reduce the operating days of the 'H2' Controlled Parking Zone (CPZ), from Monday to Saturday to Monday to Friday.
  - Notes and considers the representations received in respect of the proposals and officers' comments as detailed in [Appendix 2](#).
  - Considers the objections against the proposed measures and the arguments for their implementation as detailed in [Appendix 2](#).
  - Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of the proposed double yellow lines outside properties nos. 110 to 116 Garfield Road and at the cul de sac end, as presented to the Street Management Advisory Committee meeting on 10 June 2009 and agreed by the Cabinet Member.
  - Agrees to proceed with the making of the relevant TMOs for the implementation of the proposed 'H2' CPZ, to include Caxton Road, Cowper Road, Dryden Road, Milton Road, Tennyson Road and property nos. 1 to 118 Garfield Road, operational Monday to Friday, between 8.30am and 6.30pm, as shown on Drawing No. [Z78-154-01D](#) in [Appendix 1](#)
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5.2 The recommendations are based on the support expressed by the majority of residents in all the roads within the Poets area, who participated in both the informal and statutory consultations.

5.3 The Council must consider whether or not the problems currently being experienced in these two roads are of sufficient significance for a 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 will operate Monday to Friday between the hours of 8.30am and 6.30pm. .

5.6 Permit Issue Criteria:

5.7 The Council periodically reviews the permit and pay and display parking costs. However, the prices presented at the initial informal consultation stage will be unaffected for the first year, after which the current charges Borough wide will apply.

5.6 Therefore, it is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton as the time of consultation. The cost of the first permit in each household is £60 per annum; the second permit is £95 and the third permit cost is £120. An annual visitor permit cost is £120.

Visitor's permits:

5.7 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor's permits should also be introduced. All-day and half day visitor permits will be £2.50. 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 charges at the time of consultation of £201 per 6 months, at the time of consultation, with a maximum of only two permits per business without off- street parking facilities.

Pay & Display tickets:

- 5.9 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the Borough, at the time of consultation. The cost will be 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 If approved, the making of the relevant TMOs will be advertised with expected implementation commencement in November and full operation in December 2009
- 6.2 This will include the erection of the Notices on lamp columns in the area, the publication of the Council's making of the orders in the local Guardian and the London Gazette. The documents will also be available at the Link, Civic Centre. A newsletter will be distributed to all the premises in the consulted area informing them of the final decision and implementation dates. The information will be available on the Council's website.

## **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 TMOs, road markings, Pay and display machines and the signs. This does not include consultation and staff costs.
- 7.2 The Environment and Regeneration capital budget for 2009/10 contains a provision of £380k for parking management schemes. The cost of this proposal can be met from this budget.
- 7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

## **8 LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The TMOs 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.

## **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 collisions.

- 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 CPZ 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 in Garfield Road, would be the potential collusion 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 and statutory consultations 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) Regulations 1996. 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 – Proposed 'H2' CPZ Drawing No. Z78- 154-01 Revision D

Appendix 2 – Representations and officers' comments

Appendix 3 – Statutory consultation newsletter

Appendix 4 – letter from Police

Appendix 5 – Petition (PT485)

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

- Report of informal consultation results presented to SMAC on
- Previous correspondence from Police regarding junction parking
- Petitions (PT485 & 455)

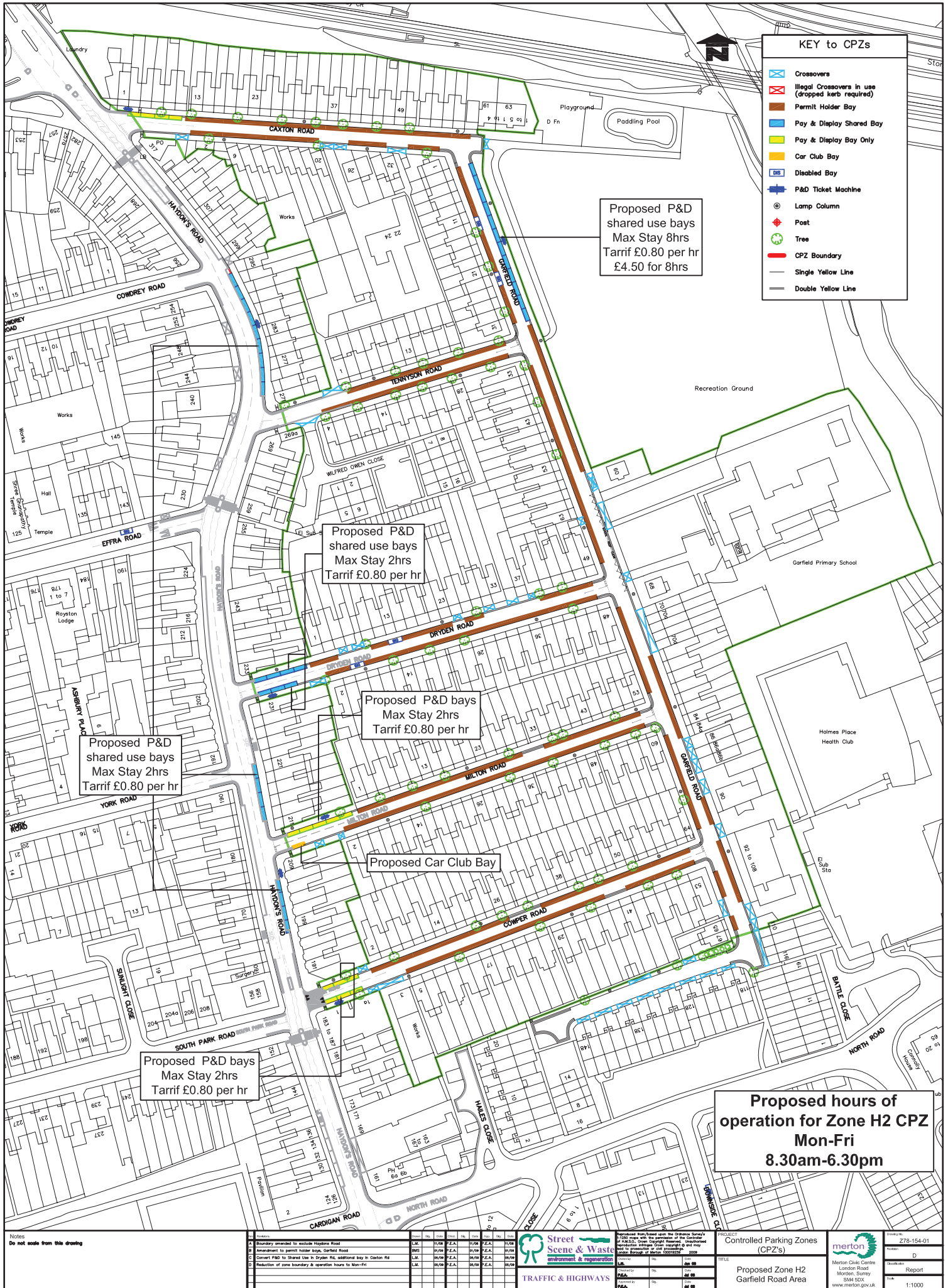
**Useful links**

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 shared use bays  
Max Stay 2hrs  
Tarrif £0.80 per hr

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

**Proposed hours of operation for Zone H2 CPZ**  
**Mon-Fri**  
**8.30am-6.30pm**

Notes  
Do not scale from this drawing

Rev	Description	By	Date	App'd	Date
1	Boundary amended to exclude Hopton Road	LM	06/09/2024	LM	06/09/2024
2	Amendment to permit holder bays, Garfield Road	BMS	07/09/2024	LM	07/09/2024
3	Convert P&D to Shared Use in Dryden Rd, additional bay in Caxton Rd	LM	09/09/2024	LM	09/09/2024
4	Reduction of zone boundary in operation hours to Mon-Fri	LM	09/09/2024	LM	09/09/2024

**PROJECT** Controlled Parking Zones (CPZs)

**TITLE** Proposed Zone H2 Garfield Road Area

**PROJECT NO.** Z78-154-01

**REPORT NO.** D

**REPORT TYPE** Report

**SCALE** 1:1000

**DATE** 09/09/2024

**PROJECT MANAGER** Merton Civic Centre, London Road, Merton, Surrey, SM5 5DX, www.merton.gov.uk



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## Support for Mon - Fri

Confirm Number Road	Comments	Officer Comments
22014804 Milton Road	I am writing to give my full approval for the new proposed plans for the controlled parking. I am disappointed this will not be Saturday also as I feel that those who have 2 cars will now vote against this which I hope not. We live very near to Haydon's Road and we have all the problems with the Haydon's Road residents who refuse to purchase permits, hopefully this will ease our pressure - we sometimes have to park 5 streets away with a young child whilst they could park outside their house if they wish as those bays are always empty and we cannot use them which as you can imagine is hugely frustrating.	Support noted.  The approval given was for the proposed operational days to be changed to Monday to Friday. The aim of a CPZ is to prioritise parking spaces for residents and businesses in the area. Therefore if implemented the CPZ would make it easier for residents to park closer to their home.
22014809 Caxton Road	Having read your latest proposals for the CPZ in the poet area and leasing that all my original objections have been resolved, I am writing to say I support the revised proposal for a CPZ operating Mon – Fri 8.30am – 6.30pm in the poets area.	Support noted.
22015167 Cowper Road	We write to support without reservation the implementation of the proposals set out in your newsletter dated 24 July 2009. Having lived in Cowper Road for 18 years we are acutely aware of the need for a CPZ and urge you to carry out this much needed change as soon as possible. We have previously commented on the increased parking and traffic caused by Garfield School's change to two form entry in addition the pressure from overspill parking from those unwilling to pay for spaces in adjacent CPZs. Whilst this change is now a little late for our own children to benefit from what we perceive as increased safety and a more pleasant environment, we would like to see this benefit in place for all in the area.	Support noted.  The aim of a CPZ is to prioritise parking spaces for residents and businesses in the area. Also see officers' earlier comments
22014807 Cowper Road	I would like to add my voice to the yes vote on CPZ H2 Poets Area. I have no objection to the plan currently being consulted on (as per your newsletter issue date 24th July 2009). I am particularly keen that the layout of P&D bays at the Haydons Road end of Cowper Road be adhered to as the plan shows.	Support noted.  The consultation is to inform and give residents and interested parties the opportunity to make representation to the changes in the operating days. No changes were proposed for the pay and display bays.
22015249 Dryden Road	I write in response to the latest statutory consultation for the proposed H2 controlled Parking Zone. I was surprised	Support noted.

	<p>that the Council felt the need to yet again consult on this matter after the Street Management Committee made what appeared to be a final decision in its meeting in June. On balance, I still have qualified support for parking controls in the H2 zone. I am pleased that the Committee made the sensible decision to opt only for Monday to Friday days of operation. This change - and the change of use of the proposed Pay and Display bays on Dryden Road to Shared Use - removes my two main objections to the previous proposals, although I still note that overall parking capacity available to residents will be reduced under the current proposals. My main remaining concern is with hours of operation. Having had multiple opportunities to reflect on this since the original informal survey last year, I have come to believe that having the zone operate for only a single hour each day instead of all day would better serve residents and local businesses. However, I do acknowledge that the survey responses indicate that all day operation is the more popular option.</p>	<p>The Council's decision to amend the operational days to Monday to Friday constitute a substantial change to the original proposals and therefore legally required re-consulting</p> <p>The original proposals were advertised, operating Monday to Saturday between 8.30am to 6.30pm. Regulations <b>require</b> the Council to inform persons likely to be affected, giving those persons the opportunity to make representations and ensuring that any such representations are duly considered. The only practical way of informing people likely to be affected is through public notice, and in order to allow time for any persons to make representation, a minimum of 21 days should be given. Article 14 of Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996(S.I. 1996 paragraph 3 states. Before an order is made with modifications, which appear, to the order making authority or, in a consent case, to the Secretary of State to make a substantial change in the order, the order making authority shall take the steps required by paragraph (4).</p> <p>(4) The steps are such steps as appear to the order making authority appropriate or (in a consent case) as the Secretary of State may require for-</p> <p>(a) informing persons likely to be affected by the modifications;</p> <p>(b) giving those persons an opportunity of making representations; and</p> <p>(c) ensuring that any such representations are duly considered by the authority and, in a consent case where he so requests, by the Secretary of State.</p>
<p>22015247 Cowper Road</p>	<p>Please limit operating time to Mon – Fri only. Please do not include Saturday as an operating day within the proposed CPZ</p>	
<p>22015244 Cowper Road</p>	<p>I am writing once again to express my strong support for the introduction of a CPZ in the Poets area for the reasons set out in my previous correspondence. I strongly support the initial proposal that the CPZ should operate from 8.30am and 6.30pm Monday to Saturday. If Saturdays are not included, my second preference would be for the CPZ to be introduced from 8.30am to 6.30pm Monday to Friday. I hope the Council listen to the strong support that has previously been expressed and introduces a CPZ for the Poets area.</p>	<p>Support noted See officers earlier comments</p>
<p>22015243 Cowper Road</p>	<p>I fully support the updated plans for the proposed CPZ boundary and timings of Monday to Friday (8am-6.30pm). I would like to propose the following amendments:-</p>	<p>Support noted. The proposed pay and display bays in Cowper Road and Milton Road are designated in sections of these roads</p>

	<p>. Change the Pay &amp; Display Only bays in Cowper and Milton Roads to Shared Use bays. Considering the number of residents in the area owning cars, it is evident that space is critical. Shared use P&amp;D Bays will help to provide the flexibility for local residents who find it difficult to find a spot to park in and those visitors to the area requiring to park to use the local shops. Considering also, that there is free parking in North Road and at the recreation ground off Hacombe Road for local visitors, I think that it is imperative to allow the local residents to use the proposed P&amp;D Bays.</p> <p>. Reduce the two proposed double yellow line passing bays to one in Cowper Road Given the greatly reduced space for parking in Cowper Road in comparison to the other Poets Area roads, (caused by the high proportion of flats to houses in the street), the demand for spaces on Cowper Road is considerably higher than for the other roads in the CPZ. Should the Council think it necessary to install double yellow bays, would it therefore, not be appropriate to limit these to just one for this particular road? This would maximise the space available for parking in the road whilst still allowing vehicles to pass each other using the double yellow lines at each end of the street and significantly, the area outside of the driveway of NO.3 Cowper Road, which currently works well. I do hope that it will be possible for you and your team to consider my comments on the proposed scheme. I believe the most important thing is to free up as much space as possible for car parking, in order to achieve the original goal of easing congestion for local residents. I very much hope that the CPZ scheme will go ahead and I look forward to your comments.</p>	<p>with existing single yellow lines. Currently residents are restricted to use the sections of road when the single yellow lines are in operation. Therefore these will remain as proposed.</p> <p>It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area. Therefore the Council cannot implement a scheme that would impede traffic flow, hence the requirement for passing gaps at certain locations.</p>
<p>22014963 Dryden Road</p>	<p>My wife, daughter and I are bemused as to why further time and monies must be spent on an additional phase of consultation but are prepared to contribute further before this next phase of the Poets Area CPZ consultation closes on 28.08.09. We cannot stress enough how important this CPZ is for the area hemmed in as we are on all sides by neighbouring parking zones especially Haydons Road whose residents can be seen moving their vehicles around the zones' hours of operation to avoid paying for resident permits. Please find to follow points we'd like to draw to your attention with regards to the Poets area (zone H2) CPZ:</p> <ul style="list-style-type: none"> <li>- we'd like to see all proposed 'pay &amp; display bays' in the H2 zone changed to 'shared pay &amp; display bays', so helping residents park more easily - surely this being the main aim of the CPZ in the first place?</li> </ul>	<p>Support noted</p> <p>see officers' comments</p> <p>Small businesses with no off-street parking facilities within a CPZ are allowed to purchase two business permits. These permits are essential to the operation of the business. As GS Roofing, it is possible that the business may not be entitled to business permit as the business has an off-street parking facilities for more than two vehicles. Also</p>



	<p>- we're concerned that GS Roofing (a roofing contractor who has one of their yards located on Dryden Road), and who sometimes have as many as six branded works vehicles plus at least as many employee vehicles parked along Dryden Road/in the immediate area could somehow retain this 'unreasonable level' of parking provision as/when the CPZ comes into operation. Indeed their Dryden Road yards' location is both wholly inappropriate and dangerous for a residential street in such close proximity to the recently expanded Garfield primary school. We are therefore keen that the opportunity afforded by the forthcoming CPZ used to 'encourage' this company to stable their heavy vehicles off-road elsewhere - may be at their other yard off Colliers Wood High Street.</p> <p>- on a daily basis the Poets area is inundated by commuters using it as a free, all-day car park for nearby Haydons Road station, I've even followed commuters (on my way to work) parking in Dryden Road and walking to Wimbledon station (15/20 minutes walk away) - that is how far and wide the area is currently suffering from non-resident parking - this happens during the weekend as well as through the week.</p> <p>- we're also keen to keep the initial days of operation (Mon - Sat) for two reasons: firstly, we currently suffer from businesses using the area to 'turn over vehicles' - where work vehicles are parked overnight then replaced by employees private vehicles during the day. Secondly, we are overrun especially at weekends by worshippers attending the temple on Effra road and Jehovah Hall on Haydons road whose numbers arrive in their droves constantly throughout the weekend. Both of these we feel are solid reasons why the original days (Mon- Sat) should be retained, otherwise the CPZ will only begin resolving part of the areas existing parking problems.</p>	<p>vehicles above a certain height and length are not allowed to park in bays within a CPZ except for loading/unloading of goods.</p> <p>.</p> <p>The Council's decision to amend the operational days of the CPZ to Monday to Friday as a result of residents requesting this change due to the followings</p> <ul style="list-style-type: none"> <li>▪ at the informal consultation stage the numbers of residents who opted for various times of the days between Monday to Friday when combined equate to more than those who opted for Monday to Saturday</li> <li>▪ there is no parking congestion on Saturday.</li> <li>▪ restrictions on Saturday will deter their visitors from visiting.</li> <li>▪ they do not want to pay for their visitors to park on Saturdays.</li> </ul> <p>It is appreciated that there may be more vehicles on Saturdays and the Council will monitor the scheme after implementation to determine the extent of the problem and make any necessary recommendations for the review of the zone.</p> <p>Also see officers' earlier comments</p>
<p>22015246 Cowper Road</p>	<p>I fully support the new proposed CPZ. I feel the CPZ is much needed for the local residents. This is because the parking situation is getting very difficult for local residents in the Poet area.</p> <p>I believe the introduction of CPZ will limit commuters to Wimbledon or Haydons Road train station using the Poet area as 'free parking' for their journey, and also other non-residents who park their cars and go to Wimbledon High Street.</p> <p>Given that the South Park Area has CPZ, it makes people park their cars freely in Poet Area if it does not have CPZ.</p>	<p>Support noted.</p> <p>Also see officers' earlier comments</p>

<p>22015238 Garfield Road</p>	<p>Having attended the council meeting in which after a lengthy discussion it was democratically agreed by our elected Councillors attending that the CPZ for Caxton Road should be implemented Mon-Fri, it beggars belief that Merton Council is now coming up with a further consultation with all the delay and cost that this will entail simply on the apparent basis that the hard sell by a member of the traffic department intent on pushing through a Mon-Sat scheme backfired. I am not a supporter of CPZ but will accept a democratic majority decision, so why should Merton Council consider that it has a right to unilaterally try to overturn a democratically taken decision? On the basis of the above, please consider this letter as a resounding indication that! OPPOSE AMON-SAT CPZ and I am hereby VOTING AGAINST such decision.</p>	<p>Also see officers' earlier comments</p>
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### Support for Mon – Saturday

<b>Confirm Number Road</b>	<b>Comments</b>	<b>Officer Comments</b>
<p>22014815 Garfield Road</p>	<p>We are in full support of the C.P.Z Monday to Saturday 8.30 to 6.30 p.m.</p>	
<p>22015242 Milton Road</p>	<p>I am writing re the proposal CPZ scheme for this area. I fully support the CPZ H2, which I hope will alleviate the very frustrating parking difficulties I experience as a resident. However, I do not agree with the proposal to exclude Saturdays, as I feel this will encourage people in the 'permit only' area on the other side of Haydons Road to use our street for their friends and tradesman on busy Saturdays. I would also like the pay and display bays in Milton Road to be 'shared pay and display' bays, all in Dryden Road.</p>	<ul style="list-style-type: none"> <li>▪ See officers' earlier comments</li> </ul>

## Support for Mon – Fri (1 hour)

Confirm Number Road	Comments	Officer Comments
22015237 Cowper Road	<p>I live with my wife &amp; young school age daughters at the above address. We have one car. I have no objections to the CPZ principal. However I do have an objection with the proposed times. Including school hours in the CPZ will cause no end of issues at Garfield School. Similar problems at other schools in the area like Pelham &amp; All Saints where CPZs operate. Parents &amp; carers who drive already park over the zig zags and create all manner of problems. A CPZ operating at 9am &amp; 3pm will make this scene worse. Constant look out for a traffic warden will distract them from keeping an eye out for small children. Commuters will be deterred by a simple enforcement for a couple of hours Monday to Friday. Wandsworth enforce between 1pm &amp; 2pm for example. Solves the commuter problem but doesn't penalise school run drivers &amp; residents who want to have visitors or a tradesmen around during the normal day. The "permit holder bay" means that it could be a long old hike to find a pay &amp; display bay should these be busy. Commuter traffic will also be pushed out to north Road&amp; the others in the area.</p>	<p>The Council decision in June 2009 was for the zone to operate Monday – Friday 8.30am to 6.30pm, which the majority of residents supported. This decision was also supported by the local ward Councillors.</p> <p>Parents will be able to drop off/pick up their children from school as they do presently. But the system will not allow parents to park and wait for a long time as the practice currently.</p> <p>Residents will be able to purchase visitors permits for their visitors including tradesmen.</p>
22015245 Cowper Road	<p>I confirm that I am against the current proposals. My understanding of the problem some residents are having finding a space near to their dwelling has come about by a significant number of people who live outside of the proposed H2 zone choosing to park here rather than buy a permit for their own street. This could easily be resolved by introducing a one-hour per day zone option. All of those cars and those of commuters will then park elsewhere leaving space for genuine residents. I also note that the previous proposed H2 boundary has now been moved to outside 118 Garfield Road and this was brought about by a petition signed by most of the residents in that part of the road. If a CPZ is to be approved I would wish to have the opportunity to raise a petition from local residents to further pull back the boundary to the junction of Cowper and Garfield Road.</p>	<p>See officers' earlier comments</p>

## Against

Confirm Number Road	Comments	Officer Comments
22015248 Garfield Road	<p>No No No to CPZ in Poets Area.</p> <p>I thank you for your Newsletter- 24 July 2009. I have made representations previously regarding my opposition to the CPZ. It appears from the newsletter that I am not alone in the opposition. In fact more people are against than for. Therefore the PROPOSITION SHOULD NOT GO AHEAD.</p> <p>I hope the council take this matter seriously and decide against these proposals. Many people will be inconvenienced plus mothers who drop their children to school will have to pay at a parking meter. Park users also who come by car must pay. I find it staggering that every piece of road (even out of town) has been claimed by the council to make money for nothing.</p>	<p>All representations received were reported to Street Management Advisory committee for consideration and a decision. The numbers of representations received shows that the they were not against having a CPZ, but did not support the operational days of Mondays to Saturday – Sat days of operation. Therefore, it was recommended to change the days of operation</p>
22014810 Dryden Road	<p>I am writing further to the newsletter dated 24th July. I am confused by the outcome of the statutory consultation carried out in March/April 2009. Your newsletter states that of the 56 responses (mine included), 23 residents were opposed to the CPZ while only 19 were in favour. Given these findings, surely the CPZ plans should be terminated rather than tweaked and re-consulted? I fail to see the purpose of the consultation if the results are deemed unfavourable and ignored. Please could you explain further. I would like to add that I am yet to be informed of the proposed cost of a resident parking permit. As you will appreciate, this is fundamental to making a decision on the matter.</p> <p>The parking in the Poets area self-regulates well and I see no need to implement expensive measures and levy charges on residents. I am writing to further state my firm opposition to both the parking permits and the pay and display bays and would appreciate confirmation that my opinion has a bearing on whether the CPZ is implemented or not. I look forward to hearing from you in due course.</p>	<p>Objection noted</p> <p>The representations received show that 19 supported Monday to Saturday, while 23 objected to the days of operation to include Saturday.</p> <p>The cost of permits was shown on the FAQ's, which we redistributed to all residents during the informal consultation stage. The costs will again be included with the information pack that will be distributed to all residents during the implementation stage.</p> <p>Your representation is included in this report.</p>
22015240 Garfield Road	<p>I am writing concerning the recent proposals for the introduction of residents permit parking in the Garfield Road area. As I only moved into the above property in March 2009, I have not been in a position to be involved in the initial consultation or to respond to the previous proposal.</p>	<p>Objection noted</p> <p>The consultation was initiated by residents of the area in form of a petition, which was delivered to the Council in 2008.</p>

	<p>However, having lived in the area for 5 months now I wish to register my objection to the recent proposals circulated for consultation. My objection is to the whole idea of introducing residents' parking permits in this area, not to any particular detail of the proposed scheme. In the five months that I have lived here I have almost always been able to park either directly outside my house or very nearby. I can only recall 2 or 3 occasions on which I have had difficulty parking, and even then I consider I have been able to park within a reasonable distance of my house. Personally, I can see no need for a residents parking permit scheme in this area of Garfield Road other than to make money from residents for the local council.</p>	<p>The perception of availability of parking spaces in the area is contrary to the general views express by the majority of residents who responded to this consultation. Majority of residents accepted that there is parking problem and would like the Council do something about it. Hence the consultation was initiated.</p> <p>The introduction of a Controlled Parking Scheme involves various set up costs for implementation e.g. road markings, signs, and pay and display machines, advertising the TMOs along with the cost of enforcing and maintaining the zone. Guidance for Controlled parking schemes recommends that they should be at least self-funding. Charging residents, visitors and businesses to park in return for a permit can fund this cost. As per the legislation any "surplus" revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.</p>
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<b>Confirm Number</b> <b>Road</b>	<b>Comments</b>	<b>Officer Comments</b>
22015250 Milton Road	<p>Regarding the proposed CPZ H2 in the Poets, I would make the following points:</p> <ul style="list-style-type: none"> <li>-P+D bays in Milton Rd will reduce parking spaces by 5</li> <li>-Passing bays in Milton Rd will reduce parking spaces by 4</li> <li>-Car club bay in Milton Rd will reduce parking spaces by 1 Total loss of parking spaces 10</li> </ul> <p><u>P+D Bays</u></p> <ul style="list-style-type: none"> <li>-Local retail and business premises are encountered on Haydons Road between Tennyson Road and Dryden Road. Provision of bays here would be better for local businesses and their customers - yet there are no P+D bays proposed for this section.</li> </ul>	<p>See officers' earlier comments</p> <p>However, those P&amp;D bays for Dryden Road are being recommended to be changed to P&amp;D shared use bays. It is hoped that residents in this road would be considerate when using these bays</p>

	<p>Why?</p> <p>-There are no businesses, either commercial or retail on Haydons Road between Dryden Road and Cowper Road. The single exception is Peugeot Parts who have parking outside their yard on Milton Road. Why should two parking spaces be sacrificed here? This one retail outlet can hardly justify 5 P+D bays as well.</p> <p>-If these bays are used by non-residents while going away for the weekend, either in UK or Europe, where do residents then park? (Thameslink is three roads away with direct link to Luton airport).</p> <p>-Non-residents attending the Hindu Temple in Effra Road, both evenings and weekends, park here. If residents cannot use the P+D bays - where are they supposed to park?</p> <p>-Some residents have two vehicles- has this been taken into account?</p> <p style="text-align: center;"><b>1. <u>Passing Bays</u></b></p> <p>These will reduce currently available parking space and are completely unnecessary. No passing bays are proposed for Tennyson Road, Caxton Road or Garfield Road. If they are not deemed necessary/desirable there, what justification can there be to impose them on any other road? Residents manage very well without these.</p> <p><u>Parking is the problem - passing is not.</u></p> <p><u>Car Club Bay</u></p> <p>Is there a requirement for this? Was/has any literature been distributed to residents to establish level of interest and need?</p> <p>Have the residents requested this? How will the scheme operate?</p> <p>It is currently used 8am - 6.30pm approx Monday - Friday by people working at St. Georges or those using Colliers Wood underground station to commute.</p> <p>This area could be used for P+D bays, thus relieving pressure on residents and creating revenue stream for the Council.</p>	<p>and not to park them up continuously so that visitors to this road are afforded the opportunity to use these bays for a short period.</p> <p>The proposed maximum stay on the pay and display bays is 2 hours. Therefore only local visitors to the area will be able to use these bays.</p> <p>Within the design all existing drop kerbs have been used as passing gaps in order to maximise parking spaces but some of these road do not have drop kerbs. These facilities are usually introduced in narrow roads where vehicle are parked on one or both sides of the road without clear space for driver to pull into. Drivers then have to reverse all the way out in order to let the on coming traffic pass and also for delivery vehicles to load/unload goods and for the refuse pull into in order to give way to other traffics during refuse collection. It is appreciated that residents want every available kerbside space designated as parking, but the aim of a CPZ is to regulate and control traffic and parking in the area. Therefore the Council cannot implement a scheme that would impede traffic flow hence the passing gaps.</p> <p>Merton Council in partnership with Streetcar and TfL are seeking to expand car clubs in the Borough and proposes to implement bays in locations where local residents are members or express interest, with that in mind, the objective of the expansion plan would be to place a club car within 1km from members' homes.</p> <p>Car clubs are proven to reduce both traffic and parking congestion. In the recent report by the media each car club vehicle in the field takes twenty privately owned vehicles off the road (the Council conservative estimate would be between 7 and 10 vehicles which is good for the environment and members alike). Independent research conducted by Transport for London in 2007 concluded that 50%</p>
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		<p>of all car club members either sell their car or defer a planned purchase upon joining the Car Club. Streetcar ratio of 40 members to a car suggests that these members will have forgone a car of their own to use the car club vehicles.</p>
<p>220115239 Caxton Road</p>	<p>The council officer, or officers, concerned with devising the earlier consultation appear(s) to be ignorant of proper consultation questionnaire design in the first place, having provided three Mon-Fri options but just one Mon-Sat option, and therefore not properly comparing like with like. Having failed to do one job correctly, one or more council officers then falsely assumed that simply choosing the box with the largest number of responses was the right way to analyse those responses. Thus the council's traffic department's proposal was based on a badly constructed survey and an incorrect deduction from that survey. Fortunately Councillors were able to correct these errors, and had the support of the responses of residents to back this up. I would note in passing that any attempt to justify the methods used by reference to past surveys would be prima facie evidence of long term incompetence or worse and should require that ALL Merton CPZs were re-consulted properly as a matter of urgency and legal necessity. Why then is the council, in its Newsletter 24 July 2009 on this subject, notifying us that it proposes wasting taxpayers' money to seek a fresh consultation? The result of the debate by our elected representatives was in no way a 'substantial change' but was a democratic correction of the manifest mistakes created by the traffic department through its failure to do its work properly in the first place. Or is it just that we residents will simply be consulted again and again until we vote the way that un-elected council officers demand that we should vote, regardless of time, money, validity or actual implementation of a scheme that the majority actually appear to want. Let me make my stance on this clear. I am not in favour of a CPZ here in any form, but appreciate that the majority of residents appear to want one, and want it as soon as possible.</p> <p>Of those who responded with a choice of days, the majority clearly voted for Mon-Fri. The times were less obvious without options to vote for shorter time periods within the Mon-Sat option but our elected Councillors debated this point and concluded that the most reasonable interpretation of the results indicated a majority for all-day operation. That is democracy. A council department unilaterally claiming without any justification this is a substantial change, requiring more of valuable taxpayers' money to be spent because that department couldn't do its job properly in the first place and/or because it wasn't the result it wanted is not. Finally, I am</p>	<p>See officers' earlier comments</p>

	<p>intrigued. If the decision to set a Mon-Fri operation, already advertised as such on posters around the area, was a 'significant change', the a subsequent decision to set a Mon-Sat operation is likewise without question a 'significant change' and so the council MUST, according to the council's reasoning, require yet another consultation to confirm it. Could go on forever!</p>	
<p>22014816 Garfield Road</p>	<p>I am responding to the amended proposal about which you wrote recently. The change that would allow free parking on Saturdays is OK with me but I still object strongly to the entire proposal, which will reduce the available parking spaces and prevent people who leave their cars in Garfield Road (and elsewhere) in order to commute from Haydons Road station from commuting responsibly.</p>	<p>Objection noted.</p> <p>See officers' earlier comments</p>



**WHAT HAPPENS NEXT**

A statutory consultation is required prior to any decision to proceed to implementation. This legal part of the process allows for the introduction of a Traffic Management Order (TMO), which enables the Council to change & enforce traffic and parking regulations. The statutory notice will be published in the London Gazette and one local newspaper circulated in the area. In addition to this, the Council will post notices in the affected streets and this newsletters will be delivered to local residents and businesses.

The notice invites residents and businesses in the affected area to submit written representations on the proposed scheme. Representations can be made in writing to: **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** by no later than **28 August 2009**, quoting reference **ES/SGE/CPZH2**. The Council will then be required to consider all representations prior to proceeding further.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, during the Council's normal office hours Mondays to Fridays, 9am-5pm. A copy can also be inspected at Wimbledon Library. Alternatively, this information can be viewed on our website using the following link [www.merton.gov.uk/cpzhd](http://www.merton.gov.uk/cpzhd).

Finally we would like to thank you for your participation in the consultation process and for your feedback. If you require any further information, please contact Paul Atie, on telephone number 020 8545 3214 or email at [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk).

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If you would like more information in your own language, please contact us at the address shown in the bottom box.

Nese deshirioni me shume informacion ne gjuhene tuaj, ju lutemi te na kontaktoni ne adresen e dhene ne lutine me postite.

إذا أردت معلومات إضافية بلغتك الأمسية، الرجاء الاتصال بنا في العنوان الموضح ضمن الإطار أدناه.

সহী আপনাকে নিজস্ব ভাষায় তথ্য চাওয়া উচিত এবং তা জানতে যা যা লাগবে তাই জানাবেন। আমাদের সঙ্গে যোগাযোগ করুন, আমরা আপনাকে তা জানাবার চেষ্টা করব।

如果您需要中文印成的資料，請按低端方格內提供的地址與我們聯系。

اگر میبایست به اطلاعات بیشتر به زبان خود صحبت کنید، لطفاً با ما از طریق آدرس زیر تماس بگیرید.

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

એ જો તમને તમારી પોતાની ભાષામાં વધારે માહિતી જોઈતી હોય, તો કૃપા કરીને નીચે આપેલાં અંગ્રેજી અને ગુજરાતી સરનામોને અપાને સંપર્ક કરો.

જો તમે કોઈ પોતાની ભાષામાં વધારે માહિતી જોઈ ચાલો તે તો જિલ્લા સરકાર સેવા વિભાગને સંપર્ક કરો.

Heddi sad u baahran tahay faahfahin intaa ka badan ee ku soo baxan afafka hooyo ama Af Somali fadlan iina soo iida ciwaanka hoos ku qoran.

Si usted desea más información en su propia lengua, por favor contáctenos en la dirección al pie del formato.

உங்கள் சொந்த மொழியில் மேலும் தகவலைப் பெற விரும்பினால், கீழ்க்கண்ட முகவரிக்கு அனுப்பிவைக்கப்பட்ட முகவரிக்கு அனுப்பிவைக்கவும்.

اگر آپ کو مزید معلومات حاصل کرنے کی ضرورت ہے، تو براہ کرم نیچے دی گئی معلومات کو دیکھیں۔

You can also get this information in large print, in Braille and on tape.

Paul Atie, Merton Civic Centre, London Road, Morden, SM4 5DX

**NEWSLETTER**  
**Proposed Controlled Parking Zone - H2 Poets Area**

ISSUE DATE: 24 JULY 2009

Dear Resident/Business

The purpose of this newsletter is to let you know the outcome of the statutory consultation carried out in March/April 2009, and to inform you of the Council's decisions for the proposed controlled parking zone (CPZ) H2 Poets Area.

A total of 56 responses were received as a result of the statutory consultation; of these, 19 letters expressed full support for the proposals, 13 provided comments but did not expressed a view either way and 23 letters were against the proposals. Representation was also received from the Police. Of the representations received 28 residents wanted the days of operation changed from the proposed Mon - Sat to Mon - Fri only. This proposed amendment was also supported by local ward Members (For full details of the consultation results please refer to H2 CPZ poets Area report on the Council's website [www.merton.gov.uk/cpzhd](http://www.merton.gov.uk/cpzhd)).

The representations received along with officers' recommendations were reported to the Street Management Advisory Committee on 10 June 2009. Following this meeting, the Council agreed the following:

1. To amend the pay and display only bays in Dryden Road to pay and display shared use with permits.
2. To exclude property Nos. 110 to 148 Garfield Road (even numbers) from the H2 CPZ, except for the proposed double yellow lines at the junction and turning head at the end of the cul-de-sac (residents of the above properties will not be entitled to purchase a parking permit)
3. To proceed with the making of the Traffic Management Order to convert the existing permit holder bays on the east side of Haydon's Road between property Nos. 197 to 295 (odd numbers) to pay and display shared use with zone 3E permit holders, with maximum stay of two hours (except for permit holders).
4. To proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'H2' CPZ to include Caxton Road, Cowper Road, Dryden Road, Milton Road, Tennyson Road and property Nos. 1 to 108 Garfield Road, operational Monday to Friday, between 8.30am and 6.30pm.
5. To proceed with the making of the TMO for the implementation of the proposed double yellow lines at the bends, in the cul-de-sac and passing gaps.

The decision to amend the operational days of the CPZ to Mon - Fri constitute a substantial change to the original proposals of Mon - Sat. As a result the council is required to reconsult on the revised proposals. A plan showing the details of the proposals is enclosed.

Merton - Putting you first



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**PROPOSED ZONE H2**





CENTRAL OPERATIONS

Working together for a safer London

220/4095

Mr. Simon Edwards,  
London Borough of Merton,  
Merton Civic Centre,  
London Road,  
Morden,  
Surrey,  
SM4 5DX

## CO15 - Traffic

15 Deer Park Road  
Merton  
SW19 3YX

Telephone: 020 8247 4713  
Facsimile: 020 8247 4701  
Email: RichardN.Parr@met.police.uk  
www.met.police.uk

Your ref: ES/SM/SGE

Our ref:

24<sup>th</sup> August 2009

Dear Simon,

**Re: (Parking Places) (H2) Order 200\*; Waiting and Loading Restrictions  
(Amendment No. ) Order 200\***

Thank you for your letter of 4<sup>th</sup> August and the accompanying plans in relation to the above-mentioned proposals. Police would make the following observations.

Police note the exclusion of the southern end of Garfield Road from the previous informal consultation. We further note the change of designation of the bays at the western end of Dryden Road from Pay and Display only to Pay and Display Shared Use and the removal of the proposed permit bay in Haydons Road. We would have neither objection to nor observation upon these changes.

As previously stated we would support the provision of the double yellow line restrictions around the corners of the junctions of Cowper Road, Milton Road, Dryden Road and Tennyson Road with Garfield Road.

Police would also maintain that we cannot support the provision of parking bays through the head of most of these junctions. We do not consider junctions to be an appropriate place to park vehicles; there are numerous turning movements and parked vehicles can cause reduced sightlines as vehicles take unnatural lines through them. They can also reduce pedestrian visibility. Parking around junctions has long been recognised as a contributory factor in accidents and yet here it is being formalised in a scheme apparently designed to improve safety for both motorists and pedestrians.

We note the provision of passing places in Cowper and Milton Road. However there is no such provision in Dryden Road, Tennyson Road and Caxton Road. Police believe they should be provided there. In the case of Dryden and Caxton Roads, it could be done by putting double yellow lines across existing dropped kerbs, thus providing passing places and protecting the access to the properties.

Police do not require a copy of the made order.

If I can be of any further assistance please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Richard Parr', with a stylized flourish at the end.

**Richard Parr, Pc 230TD.  
Traffic Management Unit @ TDV.**

LONDON BOROUGH OF MERTON

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02/08/09

14 AUG 2009

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Dear Paul Atie

We have put together a small petition against the CPZ double yellow lines outside 110 to 116 Garfield Road. As you are aware well should be aware seeing as though you work for Merton Council that 110 to 148 Garfield Road is part of housing departments which comes under All saints estate it is common sense to find out what department deals with that certain area before you make plans which in this case you haven't done and your expecting us members of the community to do your work for you. Yes no vehicles are parked during the day and evenings and the reason we are objecting 1) they are not necessary because we are not a main road we are a cul-de-sac with a big turning at the end 2) I don't want to get a ticket if I am washing my car outside my house and 3) one of my neighbours have a disabled uncle he like to pull up outside their house once a month on a weekend. These yellow lines will not improve the visibility at all and I cant see how they are going to make it better for wheelchair and pushchair users considering they use the pavement that goes around in front of 110 to 116 Garfield road and there is not a dropped curb opposite the cycle path. So therefore this is dangerous for wheelchair and pushchair users. As you commented this in your email I think this is very wrong because you are using pushchair and wheelchair users as an excuse, you should be looking at the facts we do not want double yellow lines outside our houses. We want people to start listening to us and not people making decisions for us.

Yours sincerely



MR D Burr

112 Garfield Road  
london  
Sw19 8sb

HOUSE NUMBER      DATE      NAME      SIGNATURE

112	30/7/09	D S BURR	D S BURR
112	30/07/09	D BURR.	D BURR.
110	30-7-09	R. Stevens	R. Stevens
116	30-7-09	J. Blanchard	J. Blanchard
116	30/7/09	A. Blanchard	A. Blanchard
136	30-7-09	M. LEGUEN	M. Leguen
118	02-8-09	C. Williamson	Christine
144	30/7/09	A. Rhodes	A. Rhodes
114	2/8/09	L. Baptiste	L. JEAN-BAPTISTE