NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

1. Title of report and reason for exemption (if any)
RPE CPZ - APOSTLES

2. Decision maker
Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision
27th September 2011

4. Date report made available to decision maker
20th September 2011

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

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

A) Notes the result of the informal consultation carried out between 26 April and 27 May 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road.

B) Agrees to proceed with a statutory consultation to introduce Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.

C) Agrees to proceed with a statutory consultation to include Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.

D) Agrees to proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheet 1 & 2 in Appendix 1.
7. Reason for decision

For the reasons given in the report and following the recommendations of SMAC


8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

8.2 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

8.3 To include all those roads which have rejected the proposed CPZ. This would be against Council’s current practice.

9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

10. Declarations of Interest


11. Publication of this decision and call in provision

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

*There is no need to resend Street Management Advisory Committee reports.
Committee: Street Management Advisory  
Date: 20th September 2011  

Agenda item:  
Wards: Dundonald & Merton Park  
Subject: Proposed RPE CPZ (Apostles) – Informal consultation  
Lead officer: Chris Lee, Director of Environment & Regeneration  
Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration  
Forward Plan reference number: N/A  
Contact Officer: Brett Cockin, Tel: 020 8545 4869, email: brett.cockin@merton.gov.uk  

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

A) Notes the result of the informal consultation carried out between 26 April and 27 May 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road.  

B) Agrees to proceed with a statutory consultation to introduce Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.  

C) Agrees to proceed with a statutory consultation to include Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.  

D) Agrees to proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheet 1 & 2 in Appendix 1.  

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY  

1.1 This report presents the result of the informal consultation carried out within the Apostles area to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road on the Council’s proposals to introduce a CPZ (RPE). This was as a result of petitions (PT498 & PT507) received from residents in the area.  

1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council’s intention to include Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ and to include Rothesay Avenue and Chase Side Avenue into the existing 5F CPZ both operational Mondays to Fridays between 8.30am to 6.30pm.
1.3 It seeks approval to proceed with the undertaking of a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road.

2. DETAILS

2.1 The proposals considered in this report are in accordance with the objectives of the Mayor’s Transport Strategy, which are reflected within the Council’s Local Implementation Plan, submitted to TfL. This plan contains the policy framework for both parking and road safety and is summarised below.

2.2 Road Safety: chapter 6 of the LIP contains the Council’s Road Safety Strategy, which details initiatives to make borough roads safer for all road users. The Council’s UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

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

2.3 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

- Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
- Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.4 A CPZ includes double yellow lines (no waiting ‘At Any Time’) restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

2.5 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

2.6 Proposed measures

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

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

3. INFORMAL CONSULTATION

3.1 The informal consultation for the proposals to introduce parking controls in the Apostles area commenced on 26th April and ended on 27th May 2011. 1398 premises were consulted with documents containing a newsletter detailing the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. Copy is attached as Appendix 3. The consultation document was posted to all households and businesses within the area. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council’s website. An exhibition was held on 7th May 2011 at the Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers.

3.2 The consultation resulted in a total of 481 questionnaires returned, representing a response rate of 34.4%, which is considered to be high for this type of consultation. See plan below showing the extent of the consultation.

As shown in table 1 below, a majority of 57.6% of all respondents feel that they have a parking problem, as opposed to 32.8% who feel that they do not have a problem in their road.

(Table 1 – summary of results to question 3)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Q3 DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD</th>
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<tr>
<td></td>
<td>No. Consulted</td>
</tr>
<tr>
<td>Bronson Road</td>
<td>102</td>
</tr>
<tr>
<td>Bushey Road</td>
<td>8</td>
</tr>
<tr>
<td>Carlton Park Avenue</td>
<td>89</td>
</tr>
<tr>
<td>Chase Side Avenue</td>
<td>49</td>
</tr>
<tr>
<td>Chestnut Road</td>
<td>102</td>
</tr>
<tr>
<td>Dorien Road</td>
<td>100</td>
</tr>
<tr>
<td>Dupont Road</td>
<td>104</td>
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</table>
3.4 Of the 481 who responded, 38.7% support the concept of a CPZ compared to 53.6% who do not and 7.7% who are unsure.

(Table 2 – summary of results to questions 4)

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<thead>
<tr>
<th>ROAD NAME</th>
<th>No. Consulted</th>
<th>Yes</th>
<th>No</th>
<th>Unsure</th>
<th>% Yes</th>
<th>% No</th>
<th>% Unsure</th>
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<td>0</td>
<td>100.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
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<td>11</td>
<td>1</td>
<td>75.5%</td>
<td>22.4%</td>
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<tr>
<td>Chase Side Avenue</td>
<td>49</td>
<td>10</td>
<td>7</td>
<td>2</td>
<td>52.6%</td>
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<td>10.5%</td>
</tr>
<tr>
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<td>102</td>
<td>8</td>
<td>24</td>
<td>4</td>
<td>22.2%</td>
<td>66.7%</td>
<td>11.1%</td>
</tr>
<tr>
<td>Dorien Road</td>
<td>100</td>
<td>15</td>
<td>24</td>
<td>2</td>
<td>36.6%</td>
<td>58.5%</td>
<td>4.9%</td>
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<tr>
<td>Dupont Road</td>
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<td>3</td>
<td>20.5%</td>
<td>71.8%</td>
<td>7.7%</td>
</tr>
<tr>
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<td>4</td>
<td>52.2%</td>
<td>39.1%</td>
<td>8.7%</td>
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<tr>
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<tr>
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<td>8.3%</td>
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<td>1</td>
<td>57.1%</td>
<td>35.7%</td>
<td>7.1%</td>
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<td>5</td>
<td>26.1%</td>
<td>63.0%</td>
<td>10.9%</td>
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<tr>
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<td>97</td>
<td>33</td>
<td>8</td>
<td>4</td>
<td>73.3%</td>
<td>17.8%</td>
<td>8.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1398</strong></td>
<td><strong>186</strong></td>
<td><strong>258</strong></td>
<td><strong>37</strong></td>
<td><strong>38.7%</strong></td>
<td><strong>53.6%</strong></td>
<td><strong>7.7%</strong></td>
</tr>
</tbody>
</table>

3.5 Residents were also asked which days and hours of operation would they prefer should the CPZ be introduced in their road. Results showed that 59.9% of respondents are in favour of Monday-Friday, compared to 20% who are in favour of Monday-Saturday. 37% preferred the option of 8.30am-6.30pm, compared to 19.3% in favour of 10am-4pm and 22.9% opted for the one hour option. A complete road-by-road analysis of all questions is shown in Appendix 2.

3.6 Upon further analysis of the results on a road-by-road basis it has been realised that the majority of respondents who are in favour of the parking controls are those closest to the existing zones RPS and 5F, which are also in close proximity to the Wimbledon Chase and Raynes Park rail stations.

3.7 Officers believe that the ideal solution would be to extend the existing zones 5F and RPS to include the roads in favour of the controls to help alleviate the parking problems currently being experienced.
Ward Councillor Comments.

3.8 Councillor Peter Southgate :- The only road within the area subject to consultation that falls in Merton Park Ward is Rothesay Avenue. We have received no comments at all from residents about the CPZ proposals, either for or against. Therefore we are minded to accept the results of the informal consultation in the absence of any other evidence. That said, it is very disappointing that only 14 households responded out of the 65 consulted, since the low response undermines the credibility of the results. We accept the majority is in favour of coming into a CPZ and agree that joining 5F is the logical choice.

3.9 Cllr Chris Edge :- Has no objection to officers’ recommendations.

3.10 Cllr David Dean :- 5F is already too big. It needs to be split.

Officer’s comment – To split the zone, it would be necessary to undertake a further consultation and in the absence of a demand from majority of the residents within the zone and lack of complaints, it is not considered appropriate to consider this request at this time.

4. RECOMMENDATIONS

4.1 It is recommended that the Cabinet Member considers the result of the informal consultation along with officer’s recommendations and agrees:

• To proceed with a statutory consultation to include Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.

• To proceed with a statutory consultation to introduce Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.

• To proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheets 1 & 2 in Appendix 1.

4.2 The recommendations are based on the support expressed by the majority of residents in the roads within the Apostles area who participated in the informal consultation. Based on the feedback received, it is recommended that Oxford Avenue be excluded from the proposed CPZ. Although officers do have concerns of the displaced impact the proposed CPZ would have, it has never been Council’s practice to impose a CPZ in a road where the majority of residents reject the CPZ. The residents of this road and other roads to be excluded will be included within the statutory consultation (if approved) and should there be a change in opinion officers would take a further statutory consultation to include those excluded roads.

4.3 The Council must consider whether or not the problems currently being experienced in these two roads are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

4.4 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in all the roads where there is majority support for introducing a CPZ.
Hours of Operation:

4.5 Both ‘RPS’ and ‘5F’ CPZ’s operate Monday to Friday between the hours of 8.30am and 6.30pm. The majority of respondents also favoured this option.

Permit Issue Criteria:

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

Visitors’ permits:

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

Business permits:

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

Pay & Display tickets:

4.9 It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1 per hour, with a maximum stay of up to 2 hours. Purchase of tickets will be available before 8.30am.

TIMETABLE

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

6. ALTERNATIVE OPTIONS

6.1 Do nothing. This would not address the current parking demands for residents in respect of their views expressed during the informal consultation, as well as the Council’s duty to provide a safe environment for all road users.

6.2 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

6.3 To include all those roads which have rejected the proposed CPZ. This would be against Council’s current practice.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 The cost of implementing the proposed measures is estimated at £20k. This includes the publication of the made Traffic Management Orders, the road markings and the signs. This does not include consultation and staff costs.
7.2 The environment and Regeneration capital budget for 2011/012 contains a provision of £380k for Parking Management schemes. The cost of this proposal can be met from this budget.

7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any ‘surplus’ revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

8. LEGAL AND STATUTORY IMPLICATIONS

8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

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

10. CRIME AND DISORDER IMPLICATION

10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents and the local business community.

11.2 The risk in not introducing the proposed waiting restrictions, outside the proposed CPZ would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users' particularly vulnerable road users.
11.3 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act (“RTRA”) 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) 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 the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

12.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

(a) the desirability of securing and maintaining reasonable access to premises.

(b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.

(c) the national air quality strategy.

(d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) any other matters appearing to the Council to be relevant.

13. APPENDICIES

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

Appendix 1 – Drawing No. Z78-182-02 sheets 1 & 2
Appendix 2 – Informal consultation results
Appendix 3 – Informal consultation documents
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**Summary of Consultation Results by Road for the Apostles Zone RPE**
WHAT IS CONTROLLED PARKING ZONE OR CPZ?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents, visitors and businesses within the area.

If you are opposed to the proposed CPZ, please contact your local councillor or the Merton Council Parking Manager.

COMMUNITY Parking Zone (CPZ) is explained in more detail in the paragraph below.

To find out more about the proposed CPZ, please visit the Merton Council website or contact your local councillor.

HOW WILL IT WORK?

Please refer to the frequently asked questions (FAQs) section enclosed.

The key objective of the CPZ is to reduce and control parking and ensure that the area is safe and accessible to all.

The consultation period is 12 weeks, and comments must be submitted by the deadline date.

Appendix 3

RPE CPZ Consultation Document – Newsletter

PROPOSED ZONE CPZ - Apostles

Controlled Parking Zone (CPZ)

Dear Resident / Business

Issue Date: 9 April 2017

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Painting Provisions - The following are incorporated within the proposed measures:

Your Councillors:
The standard finish for interior and exterior painting will apply to all operational Tunbridge Wells Council properties. However, it will be more expensive for your Council to implement due to the increased costs of materials. The budget for painting will be reviewed in the next financial year.

How to order Paint:
Provision for order placement into a council property is provided. However, it may take longer for supplies to arrive due to increased demand for materials.

For Venues:
Interior and exterior painting will be completed by Tunbridge Wells Council staff. However, it may take longer for supplies to arrive due to increased demand for materials.

How to Order Paint:
This will be ordered and delivered to customers and venues within the next financial year. However, it may take longer for supplies to arrive due to increased demand for materials.

What Happens Next:
In support of the proposed revisions, Tunbridge Wells Council has written to the relevant department, outlining the need for enhanced security measures. As a result, the department has agreed to allocate additional funding to support these measures.

The process for ordering paint for the rest of the year:
Councillors have agreed to order paint from the council's approved supplier. This will ensure that the council receives the best possible price for the required materials.

One-hour contact (11am - 12noon):
This morning revision offers a quick and efficient way to receive your maintenance needs.

LET US KNOW YOUR VIEWS:
You can submit your views on the proposed changes by completing the feedback form attached to this document. Feedback will be considered and used to inform the decision-making process.

To become a member of the committee for further information, visit the council's website and check out the current membership.

The proposed changes are the result of careful consideration and consultation with various stakeholders.

There is a range of social, economic, and environmental benefits of painting one car.

In conclusion, the council has conducted a comprehensive review of the proposed changes. The changes will be implemented in the next financial year and will have a positive impact on the overall security of the council properties.

CAR PARKING:

The council has implemented new parking regulations for car parks. These regulations are designed to improve safety and accessibility for all users.
Frequently Asked Questions

Where can I park?

The Victoria Line: Monday to Friday, 00:30 to 07:00, 24/7.

How much will pay a display cost?

There’s no additional charge for displaying your vehicle on a pay and display bay.

Where is a shared use bay?

The pay and display bay is located in the Victoria Line, Monday to Friday, 00:30 to 07:00.

What is a peak / off-peak holder?

Pay & Display holders are entitled to a series of additional days at no extra charge to that covered by the pay and display system.

What is the cost of a pay and display?

The cost of a pay and display is £1.50 per hour.

Where are the regulations enforced?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

What is the cost of a pay and display?

The cost of a pay and display is £1.50 per hour.

What if I have special care needs?

No parking restrictions apply to those with a disabled Blue Badge.

If you’re a residential permit holder, you may park for free.

Where do I apply for a residential permit?

Contact the Council’s Revenue & Benefits team to apply for a residential permit.

Where are my motorcyclists parked?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

How can I review after implementation?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

Are regulations enforced?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

What are the regulations enforced?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

What if I park in a CPZ?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

How much do resident and business permits cost?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

What is the cost of a pay and display?

The cost of a pay and display is £1.50 per hour.

Where my motorcyclists parked?

The Victoria Line: Monday to Friday, 00:30 to 07:00.

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How can I review after implementation?

The Victoria Line: Monday to Friday, 00:30 to 07:00.
Public Consultation
Proposed Controlled Parking Zone RPE - Apostles

We would like to know your views. Please tick the appropriate boxes and return this card by 27 May 2011
Alternatively, you can submit the online form at www.merton.gov.uk/cpzrpe

Please write in BLOCK capitals

Name: ____________________________ Signature: ____________________________

Road: ____________________________ Property No./Name: ____________________________

Email: ____________________________ Post Code: ____________________________

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

1. Are you a resident or business? □ Res. □ Bus. □ Other - Specify

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

3. Do you feel you have a parking problem in your road? □ Yes □ No □ Undecided

4. Do you support a proposed CPZ in your road? □ Yes □ No □ Undecided

5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ? □ Yes □ No □ Undecided

6. If a CPZ was introduced which days would you like the controls to operate? □ Mon-Fri □ Mon-Sat

7. Which hours of operation would you prefer? □ 8.30am - 6.30pm (Day time) □ 10am - 4pm (Part time) □ 11am - 12pm (One hour)

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

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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)

[□] 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)

[□] White - English [□] Mixed Ethnicity [□] Asian or Asian British [□] Black or Black British

[□] White - Scottish [□] White & Black Caribbean [□] Indian [□] Caribbean


[□] White - Irish [□] White & Asian [□] Bangladeshi [□] Other (please specify)

[□] Gypsy / Roma / Traveller [□] Other - please specify [□] Tamil [□] Other (please specify)

[□] Other (please specify)

[□] Chinese [□] Other Ethnic Groups [□] Other (please specify)

[□] Chinese

[□] Korean

[□] Other (please specify)

[□] Other (please specify)

ISSUE DATE: 26 APRIL 2011