Committee: Street Management Advisory

Date: 24\textsuperscript{th} September 2008

Agenda item:

Wards: Wimbledon Park Ward

Subject: Proposed Kohat Road area ‘H1’ CPZ - Informal Consultation Results

Lead officer: Lyn Carpenter, Director of Environment & Regeneration

Lead member: Councillor William Brierly, Planning & Traffic Management

Forward Plan reference number:

Contact officer: Robert McDonnough, 020 8545 3042,  
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Recommendations:

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

A. Notes the results of the formal consultation carried out between 13\textsuperscript{th} June and 11\textsuperscript{th} July 2008, on the proposals to introduce a controlled parking zone (CPZ) in the Kohat Road area.

B. Notes and considers the representations received in respect of the proposals and officers’ comments as detailed in Appendix 3.

C. Considers the objections against the proposed measures and the arguments for their implementation.

D. Agrees to undertake a formal consultation to include Havelock Road in H1 zone. See plan Z78/146/04 (appendix 2)

E. To proceed with the making of the Traffic Management Order and the implementation of the proposed double yellow lines at the junctions, bend and culs-de-sac as shown on Drawing No. Z78/146/02B in appendix 1.

F. To proceed with the making of the Traffic Management Order (TMO) and the implementation of the proposed CPZ H1 to include Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347) and Plough Lane (nos 2 to 66) in Zone H1; operational Mondays to Fridays, between 8.30am and 6.30pm, as shown on Drawing No. Z78/146/02B attached as appendix 1.

G. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1. This report presents the outcome of the formal consultation carried out regarding the Council’s proposals to introduce a controlled parking zone H1 (CPZ) in Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347) and Plough Lane (nos 2 to 66).

1.2. It recommends that the representations received, as summarised in Appendix 3 are considered and approval is sought to make and publish the Traffic Management Order for the proposed controlled parking zone to
include Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347) and Plough Lane (nos 2 to 66) to be implemented. The report also details the results of the formal consultation on the proposal to introduce ‘At any time’ waiting restrictions at junctions, the gated closure and cul de sac turning heads. It recommends that the representations received are considered and approval is sought to make and publish the Traffic Management Order for the implementation of these restrictions.

1.3 This report also seeks approval to undertake a formal consultation to include Havelock Road in H1 zone. Proposals for Havelock Road are shown in plan Z78/146/04 attached as Appendix 2.

2 DETAILS

2.1. The policy of Merton Council is to increase safety for both motorists and pedestrians and where appropriate, this includes regulating the number of parked vehicles in the area and to. The key objectives of these proposals is to improve the existing parking situation in the said roads, helping to reduce and control non-essential parking to assist its residents, their short-term visitors and local businesses. It will assist to tackle congestion and reduce traffic.

2.2. In June/July 2008 the Council carried out a formal consultation with residents and businesses within the Kohat Road area, on proposals to introduce a controlled parking zone H1 (CPZ). This was in response to various petitions and requests from some residents in certain roads within the area as shown on the plan below.

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:

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

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

2.5. A CPZ also includes double yellow line (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.

2.6. Within any proposed CPZ, 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 the 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.

2.7. Over the years there have been concerns from some of the residents regarding parking difficulties within this area. In March 2007 a petition (Ref: PT437) containing 51 signatures was received from some of the residents in Kingsley Road and Kohat Road requesting the introduction of a residents' only parking scheme. They felt that the general problems caused are by commuters who park their vehicles and complete their journey by public transport; residents who reside within the neighbouring CPZs parking in the area to avoid purchasing a permit; those who work on the building site in Plough Lane or visiting neighbouring CPZs and the envisaged increase in demand for parking by the housing development on Plough Lane. The increase in activities at the Church Hall on Kohat Road was also of concern.

2.8. The Traffic and Parking team have also received representations from some residents in other areas with similar concerns. The Councils' response to these petitions and the representations received, in agreement with the local Ward Councillors, was to investigate and consult on parking management proposals.

2.9. The CPZ design comprises mainly of permit holder bays for the use by residents, their visitors or business permit holders and a limited number of pay and display shared use bays. The layout of the parking bays are arranged in a manner to help provide the maximum number of suitable parking spaces without jeopardising road safety and the free movement of all road users.

2.10. Pay and display-shared use bays are proposed in Kingsley Road at its junction with Haydon’s Road. A maximum stay of up to two hours is proposed to enable the bays to be fully utilised and to provide a parking facility for short-term shoppers and visitors to the nearby businesses. A number of proposed Pay and Display only bays are proposed in Regent Place with a maximum stay of ten hours.

2.11. Within any CPZ, double yellow line (no waiting at any time) and single yellow line restrictions are proposed at key locations such as at junctions, on bends; cul-de-sacs and in all other areas considered unsuitable for parking i.e. across private driveways and passing gaps (places for vehicles to pass unhindered). All single yellow lines will operate in line with the CPZ hours of operation. These restrictions will improve access for all road users
particularly the emergency services and refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams.

3 ALTERNATIVE OPTIONS

3.1. Do nothing. This would not address the current parking difficulties currently experienced by the residents and would not be in line with their views expressed during the informal consultation.

3.2. An alternative option would be to include Havelock Road. This would protect the residents against the likely displaced parking that may take place. This, however, would be against the wishes of the majority of those who responded.

4 CONSULTATION UNDERTAKEN

4.1 Informal Consultation

4.1.1 An informal consultation for the proposals was undertaken between 4 January and 25 January 2008. 295 Consultation documents containing a newsletter detailing the proposals; an associated plan; a pre-paid questionnaire reply card and a sheet of frequently asked questions were posted to all households and businesses within the consultation area. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council's website. Exhibitions were also held on four separate days at South Wimbledon Community Centre.

4.1.2 The consultation resulted in a total of 133 returns, representing a response rate of 45.1%. 61.7% respondents felt that they have a parking problem, as opposed to 33.1% who do not. 54.9% indicated support for a CPZ in their road, compared to 35.3% who did not. The residents were also asked if they would be in favour of a CPZ in their road if the neighbouring road/s or part of the road were included in a CPZ. 59.4% responded in favour if this were the case. The majority of respondents were from Havelock Road and Kingsley Road with 85.3% of residents in Kingsley Road in support of the proposed CPZ in their road - compared to 53.7% of residents in Havelock Road who showed opposition to the proposals.
4.1.3 On analysing the results on the question posed “do you support a CPZ in your road” of the 143 property consulted, 67 responded representing a response rate of 46.9% of which 25 (37.3%) showed support and 36 (53.7%) who were against with 6 (9.0%) unsure. On the question posed “would you support a CPZ if the neighbouring roads were in favour” 29 (43.3%) showed support and 31 (46.3%) were against. Based on the results, it was clear that the majority of those who responded from Havelock road did not support the proposed CPZ and would not consider being included if the neighbouring roads were to be included. Consequently, based on the results and the fact that the residents were clear within their response to the questions put to them that they did not support the proposed controls, it was recommended that Havelock Road be excluded from the CPZ until such time the residents demonstrated support for inclusion. The Committee and the Cabinet Member approved this recommendation. At that time it was acknowledged that the formal consultation would provide the residents a further opportunity to air their views.

4.1.4 The results were reported to the Street Management Advisory Committee and the Cabinet Member for Environment and Traffic Management at their meeting on 15 January 2008. Officers’ recommendation was to proceed with a formal consultation on a proposed CPZ H1 in Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347) and Plough Lane (nos 2 to 66) ONLY and on ‘At any time’ waiting restrictions at identified key locations, such as junctions, bends, turning heads of the culs-de-sac and other specific locations identified during the informal consultation for the proposed CPZ H1.

4.1.5 Following the meeting the Cabinet Member resolved:
- To proceed with a formal consultation on the proposed introduction of a CPZ zone H1 in the revised suggested area.
- Not to include Havelock Road from the proposed introduction of a CPZ in the suggested area. This was purely based on the result of the consultation and a clear lack of support from Havelock Road.
- To proceed with a formal consultation for the introduction of yellow line waiting restrictions at identified key locations.

4.2 **Formal Consultation**

4.2.1 The formal consultation was carried out between 19 June and 11 July 2008. However, all representations received after this date has also been included.

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 at the Link, Civic Centre and on the Council’s website. At the same time a newsletter with a plan as shown in Appendix 4, was also circulated to all properties included within consultation area.

4.2.3 The consultation resulted in 76 representations from the residents. 5 letters expressed full support for the proposal; 67 letters from the residents of Havelock Road requested inclusion; 2 requesting alternative parking
arrangements and 2 against the proposals. The representations received are detailed in Appendix 3 of this report.

4.2.4 **Havelock Road**

4.2.4.1 Of 76 representations received 67 were from the residents of Havelock Road wanting to be included in the zone. There were also representations from 15 residents who felt that the whole of Havelock Road should be included within the zone; however, should this not be the case then consideration should be given to include the section of Havelock Road between Plough Lane and its junction with Kohat Road. They also felt that some of proposed double yellow lines are unnecessary and will severely reduce the available parking for residents, which is already in short supply.

In response to the representations from Havelock Road residents, officers are recommending that Havelock Road be included within the proposed Zone. This, however, would be subject to a formal consultation that if approved will be carried out in October 2008.

4.2.5 **Metropolitan Police Comments**

A letter was also received from the Metropolitan Police as shown in Appendix 5. “Police would have no objection to the proposals in their current form. We would make observation that if the reasons behind the order are correct in their assumption regarding commuter parking, police would prefer to see further parking restrictions around junctions and across crossovers as we are concerned that commuters will simply migrate to the other side of junctions or may end up blocking residents in”.

**Officers’ Comments**

Over the years, due to the increase in car ownership the demand for on street parking has increased resulting in obstructive parking particularly at locations such as junctions, bends and in culs-de-sac, causing access and sightline problems to pedestrians and other vehicular traffic. The introduction of double yellow lines at these key locations is normal practice and every effort is made to ensure that the minimum length of double yellow lines at these locations is introduced to minimise loss of parking space.

5 **RECOMMENDATIONS**

5.1. It is recommended that the Cabinet Member considers the representations received along with officers’ recommendations and agrees to proceed with the making of the Traffic Management Order (TMO) for

- The implementation of the proposed CPZ to include Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347), Plough Lane (nos 2 to 66); operational Mondays to Fridays, between 8.30am and 6.30pm, as shown on Drawing No. Z78/146/02B attached as appendix 1.
- The implementation of the proposed double yellow line restrictions
- The undertaking of a formal consultation to include Havelock Road (appendix 2)
5.2. The recommendations are based on the support expressed by the residents in these roads during the informal and formal public consultations carried out during 2008. The proposed parking restrictions will address the current parking and access difficulties and will improve the safety for all road users.

5.3. The Council must consider whether or not the problems currently being experienced in these 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. Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the effected residents where there is majority support for introducing a CPZ.

5.4. In considering this proposal the Cabinet Member must also note that this problem is not unique to this area and that the Council must be consistent and therefore, should consider the implications of any decision across the Borough.

5.5. **Hours of Operation:**

The proposed ‘H1’ CPZ will operate Mondays to Fridays, between the hours of 8.30am and 6.30pm. The majority of respondents favoured this option as well.

5.6. **Permit Issue Criteria:**

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

5.7. **Visitors’ permits:**

It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day Visitor permits will remain at £3 and half-day permits at £1.50. Half-day permits can be used between 10am & 2pm or 12pm & 4pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

5.8. **Business’ permits:**

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

5.9. **Pay & Display tickets:**

It is recommended that the charge for parking within the pay and display shared use/permit holder bays is applied according to the current charges in the borough. The cost will be 80 pence per hour, with a maximum stay of up to 2 and 10 hours.

6. **TIMETABLE**

6.1. The Traffic Management Order will be made soon after a decision is made. A publication of Council’s intentions will be placed in the Local Guardian
and the London Gazette. This will include the erection of the Notices on lamp columns in the area. The documents will also be available at the Link, Civic Centre and at Wimbledon Library. A newsletter will also be forwarded to all the consultees detailing the result of the formal consultation.

6.2 If approved a formal consultation will be carried out in October 2008.
6.3 Implementation will not be undertaken until the completion of the formal consultation for Havelock Road (subject to approval)

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS
7.1 The cost of implementing the proposed measures is estimated at £10,000. 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 costs for the proposals will be funded from the Capital budget identified for controlled parking zones and the financial effects of the implementation will be reviewed as part of the revenue budget monitoring process.

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 the proposed measures affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the Government, the Mayor for London and the Borough.
9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue/orange badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
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 IMPLICATIONS
10.1 N/A

11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS
11.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist the residents.
11.2 The risk in not introducing the proposed waiting restrictions, outside the proposed CPZ would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users particularly vulnerable road users.
11.3 The risk in not addressing the issues from the informal and formal consultation exercises 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 APPENDICES – the following documents are to be published with this report and form part of the report
Appendix 1 – Plans of Proposals – Drawing No Z78/146/02B
Appendix 2 – Plans of Proposals for Havelock Road Extension– Drawing No Z78/146/04
Appendix 3 - Representations received to formal consultation
Appendix 4 – Newsletter advising of formal consultation
Appendix 5 – Representation from Met Police/ London Travel Watch

13 BACKGROUND PAPERS: the following documents have been relied on in drawing up this report but do not form part of the report - N/A

14 USEFUL LINKS
14.2 Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council’s and third party linked websites.
14.3 http://www.merton.gov.uk/legal.htm
14.4 This disclaimer also applies to any links provided here.
I have recently moved to the above address in Kingsley Road and I was delighted to learn of your proposal to implement a controlled parking zone (CPZ) in Kingsley Road. It is widely known that a significant number of the cars parked in Kingsley Road do not belong to residents. The paucity of parking available made my recent relocation very much more difficult than it would otherwise have been. In my view, assuming that the cost of the scheme is not excessive, the implementation of sensible restrictions and controls, which are enforced by traffic officers, can only be beneficial to the residents of the streets within the zone. Accordingly, I am writing to state that I whole-Heartedly agree to the implementation of a CPZ in zone H1 and I look forward to being able to park my car on the same street that I live in very soon.

I am writing to express my despair and frustration that "Resident Only Parking" zone for Havelock Road has been opposed. My Mother, who is frail and in her 80's lives at 156 Havelock Road and is very dependent on outside help for shopping, cleaning, gardening etc. So, where exactly will anyone be able to park on their vital visits? Kingsley & Kohat have wisely decided on Resident's Parking, so we won't be able to park there and Outsiders who at present use those roads will obviously more than fill Havelock. If this decision is carried through we can genuinely see it ruining my Mother's quality of life. No friend or relative will be able to visit, no Tradesman will take a job in her road and deliveries will be impossible! It's a travesty; this situation simply cannot be allowed to develop. Parking in the area is already a complete nightmare but it's definitely not caused by the actual Residents or their visitors. It is all due to non-residents availing themselves of what must be the last area of free parking in Wimbledon that is near to a main line Station. Surely it's obvious to anybody with any sense that Havelock Road cannot possible take all the overflow parking from the surrounding zoned area. My Mother desperately needs Resident's Parking to ensure that people like her, who live in the area and pay their Council Tax, are still able to access the things that make life easier and more pleasant.

I am writing in response to support the proposed controlled parking zone H1 (Kingsley Rd & Kohat Rd area). I have received the latest newsletter regarding the proposal and am pleased to hear that the parking issues on my street are finally being addressed. However, I strongly believe that the proposal does not go far enough. There are three main parking issues that are not addressed under the current scheme that cause great difficulties for local residents. Firstly, it appears that the local retail units located at the end of Kingsley Road facing Haydons Road consider Kingsley Road and nearby streets as a free parking resource which they happily use to subsidies the cost of running their businesses, to the detriment of local residents. In particular I would focus on the car dealership that considers Kingsley Road to be a free forecourt (paid for by inconveniencing local residents) which may be used to keep cars on for display purposes. For example it is not unusual to find 3 to 4 cars from the dealership with "for sale" signs parked on Kingsley Road. Also, the employees of the restaurants use Kingsley Road to park their vehicles, which causes local residents to be inconvenienced again, but during the evening until late, when one would expect to find it much easier to park a car. Secondly, significant further difficulties are caused in the evenings due to the increasing popularity of the greyhound racing and one off events at Wimbledon Stadium. It would appear that people going to the event refuse to pay for the parking provided for them at the event and use Kingsley Road and others for parking. This difficulty obviously creates problems for local residents because finding a parking space at night in the dark and having to drive around all the adjacent roads (and many times still not find a parking space) when one is tired is exceptionally stressful. Finally, residents also experience issues on Sundays due to the now very popular Sunday car boot sales held at Wimbledon stadium. This again appears to be due to the same issue of people not being prepared to pay for the parking that is provided for them. Because of the nature of these issues we request that the scheme is extended into an all day everyday restriction as we believe this is the only way to encourage those who abuse the generosity of local residents to correct their behavior. This would also bring the parking enforcement in line with other streets on the opposite side of Haydon's Road. We welcome a detailed response from the officer in-charge, and request the council not only respond to our request but also details on how it intends to deal with the above issues, which the current scheme clearly will not solve. Thank you in advance.

We write with regard to the proposed CPZ H1 in the Kohat Road area. We are generally in favor of the introduction of the CPZ but feel that the proposals outlined will do little to alleviate many of the parking problems experienced in Kingsley Road. It is usually possible to park relatively easily during the hours 8 .30 am -6.30pm Monday to Friday. The biggest problems we face are in the evenings and at the weekends, particularly on Sundays when the parking problems are exacerbated by the volume of cars in the area for events held at Wimbledon Stadium. Your statistics show that the majority of residents in Kingsley Road would like Saturday to be included in the operational hours of the
CPZ and therefore we would ask that you reconsider this as well as the possibility of including Sunday in the scheme. We would also ask that you look at the possibility of extending the hours, perhaps to 8.30pm, Monday - Friday. We were very surprised that the original consultation on this CPZ did not propose an option for controls to be in operation at all times as is the case in many areas of Wimbledon.

22012313
I would like to inform you of my support for the Proposed Controlled Parking Zone H1 in the Kingsley Rd and Kohat Rd area. It is difficult to park my car in my road and I can see this getting worse, especially with the housing development in Plough Lane. I therefore welcome the introduction of a controlled parking zone.

Officers Comments
Support noted.

Havelock Road

22012192, 22012196, 22012139, 22012141, 22012132, 22012131, 22012140, 22012138, 22012136, 22012134, 22012133, 22012135, 22012143, 22012145, 22012152, 22012150, 22012148, 22012137, 22012210, 22012260

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1.

Officers Comments
Support noted. It is therefore recommended the undertaking of a formal consultation to include Havelock Road. The recommendations are based on the support expressed by the residents of Havelock Road during the formal public consultations.

22012235, 22012236, 22012237, 22012238, 22012239, 22012240, 22012241, 22012242, 22012243, 22012244, 22012245, 22012246, 22012247, 22012248, 22012263

In addition to any comments otherwise submitted, I would also like to reaffirm and add to representations made in the two petitions previously submitted: Whilst I would prefer the whole of Havelock Road to be included, I wish the end of Havelock Road, between Plough Lane and its (first) junction with Kohat Road, to be included in the zone, regardless of the decision in the rest of the road. That the zone should not proceed until the new area, be it the whole or part of Havelock Road, is included. It would make parking near impossible in our part of the Road. That double lines should be kept to the minimum necessary for access. An officer admitted that the proposals, in respect of safety, were based on officer judgment and not evidenced by a record of accidents. Local residents do not consider that safety would be enhanced by the excessive proposals and that parking would be unnecessarily restricted.

Officers Comments
Support noted.

The informal consultation carried out in carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) showed that majority residents of Havelock Road were opposed to the (CPZ). However based on the feedback received, during this formal consultation the majority of residents in Havelock Road now want to be included within the zone. It is therefore recommended the undertaking of a formal consultation to include Havelock Road. The recommendations are based on the support expressed by the residents of Havelock Road during the formal public consultations. The proposed double yellow lines restrictions have been particularly designed to keep the loss of parking to a minimum. Although the proposed yellow lines will restrict parking, it will help with keeping junctions, bends and cul-de-sac clear of parked cars, thus improving visibility and maneuverability.
22012149

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. I would also urge you to consider scrapping the idea of double yellow lines in the cul de sac area of Havelock Rd. A single yellow would mean that cars could be parked over night slightly on the pavement as they have been safely for many years. Overnight parking is the major problem. The cul de sac has taken the overflow at night and is essential. A single yellow is the common sense answer.

22012151

Further to your newsletter recently received; at the risk of pointing out the obvious, the introduction of the proposed controlled parking Zone H1 will render parking on the un-zoned Havelock Road (where I live and park) impossible, and almost certainly I will be forced to purchase an H1 permit or walk an unknown distance regularly to park and retrieve my car elsewhere. In the interest of car owners in the combined H1 and Havelock Road area, If Zone H1 is to be introduced, it is surely more prudent to extend it to include Havelock Road at the same time. This will be preferable to the half-and-half approach proposed to appease residents (in accord with the statistical Q&A), and will be cheaper in the long run. I suspect the council will only have to extend the zone into Havelock Road shortly after. I appreciate the desire to be democratic, but in the long run, the half-and-half approach currently proposed will be more problematic for both local residents and the council. Please reconsider.

22012128

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. I also strongly oppose the yellow lines outside numbers 66b to 84 Havelock Road. Although I do see the point of double yellow lines in some tight corners, I am absolutely baffled as to which purpose yellow lines would have in that particular cul de sac. The result will be about 8 to 10 very useful parking spaces gone.

22012144

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. I am also not very happy about the proposal to put double yellow lines outside numbers 66b to 74, which will take away at least 6-8 useful parking spaces. The local residents use these spaces when they return home late at night when all the other spaces are taken, although I do appreciate the need for the double yellow lines on the tight-corners. Living on my own, as a single female, I do not relish the proposal of parking a distance from my house late at night or when I return from Tesco or with heavy shopping. I hope that you can reconsider the matter.

22012191

Thank you for your newsletter dated 13 June 2008 setting out the proposed changes to parking arrangements in Kingsley/Kohat Havelock Road and Regents Place. I am a resident of Havelock Road and am writing to oppose the scheme on the following grounds;

1. I note from the newsletter without a permit will try and park in Havelock Road. This will include vehicles from the shops on Haydons Road that currently park in these streets. 2. Once the pay and display bays are in place in Regents Place commuters who currently park in the free parking will also look to park in Havelock Road. As a commuter from Haydons Road station, I confirm that Regents Place is usually full of cars on a daily basis. 3. Once the double yellow lines have been put in place in Havelock Road, this will remove approximately 20 car parking spaces, obviously increasing demand for the remaining spaces. 4. Vehicles may also try and park in Havelock Rd from the development in Plough Lane, or those visiting houses within the neighbouring CPZ's. I am astounded that the Council is proposing bringing in CPZ's for the streets surrounding Havelock Road, but excluding Havelock Road. I would have thought that common sense alone would indicate that once these proposals are in place, any individuals looking to park in the surrounding streets who do not have permits will park in Havelock Road, therefore preventing residents from parking. On this basis I strongly oppose the scheme as it is currently proposed. I note from the Council's statement of reasons that it is acknowledged that if Havelock Road is excluded this street will be subject to displaced vehicles from the other streets parking here. I note that from the response from residents the majority (although only by 3%) opposed a CPZ in
Havelock, even if part of Havelock and for the neighbouring roads were subject to a CPZ. I do not think that it is possible to make an informed decision about your preference until the full extent of the proposals are known and that a further consultation with the residents of Havelock Road is now necessary before any action is taken by the Council. I would support the scheme on the following basis: 1. CPZ's are introduced for Kingsley, Kohat and Havelock Road. 2. The double yellow lines are not introduced in their entirety into Havelock Road. Please also respond to the following: 1. Why are double yellow lines necessary on Havelock Road? As a resident I am not aware of these areas causing any problems and putting in place double yellow lines will unnecessarily reduce the number of spaces.

22012130

As Havelock Road residents, we are writing to express our concern regarding the proposed controlled parking zone in Kingsley Road and Kohat Road but not Havelock Road. Although we appreciate there has been a vote on it, we fear that once all the roads around us become controlled and the new residents and businesses of the Plough Lane development arrive, parking in our road will become extremely hard, especially at weekends when residents of the other roads use our road for visitor parking. We would also like to express our concern at the proposal of double yellow lines outside 66b to 74 Havelock Road. This area provides valuable car parking space in an area where the road is wider and there are enough spaces that do not block the drive of residents. We urge you to reconsider your plans and include Havelock Road in the proposed controlled parking zone.

22012146

As residents of Havelock Road, we are writing to express our concern regarding the proposed Controlled Parking Zone in Kingsley Road and Kohat Road, but not in Havelock Road. Although we appreciate that there has been a vote on this matter, we fear that once all roads around Havelock Road become controlled, parking in our road will become extremely hard and we will be forced to park our cars hundreds of yards away from our homes. This problem can only be exacerbated by the new housing and businesses of the Plough Lane development. We therefore urge you to include Havelock Road in the proposed Controlled Parking Zone HI. Of even more concern to us is the proposal to put double yellow lines outside 66b to 74 Havelock Road. This will take away eight very useful parking spaces and will cause a particular problem at weekends when this end of the road is heavily parked by gardeners on the adjacent allotments. We can see the case for double yellow lines on tight corners, but we strongly urge you to reconsider putting the lines in this section of the road, where there are no visibility issues and where there has never been an access problem.

22012184

I have recently obtained a copy of Councils' report dated 4th March 2008, which was submitted to the Advisory Street Management Committee following the informal consultation with residents regarding the proposed introduction of a controlled parking zone (CPZ) ‘HI’ covering Kingsley, Kohat and Havelock Roads in Wimbledon. As a resident of Havelock Road I would like to raise a number of concerns, and make a number of points in relation to your survey findings, and also object to the proposed decision as it stands. Background In the report to the Advisory Street Management Committee, it is highlighted that 53.7% of residents from Havelock Road had voted against the introduction of the CPZ. I believe that this response was elicited because at present residents can just about fit all their cars onto parking on the street, either on Havelock, Kingsley or Kohat Roads. However, it is more than evident to any observer that there are actually no spare parking spaces when everyone is at home - usually in the evenings - thus indicating a near full to capacity situation with regard to parking provision. As outlined by the resident's petition, parking becomes particularly difficult because of the events that regularly take place at the Church Hall on Kohat Road and I would like to add that this does not just affect Kohat Road alone, but causes a lack of parking spaces across the whole of the proposed ‘HI’ zone. To provide you with a recent example, only this Sunday gone (22nd June 2008) my partner and I returned home from a weekend visiting family in the north of England, only to find that there were no free parking spaces on any of the roads. At 7.30pm in the evening after a five hour journey, we were forced to drive around for some considerable time until someone else left their house and moved their car, thus allowing us to take their space. I feel that this is not something that a resident of the area should have to tolerate, and I believe the proposals put forward by Merton Council will only exacerbate the current problems for the residents of Havelock Road. Comment on the survey results: The results of your survey state that 46.3% of residents on Havelock Road would not support the CPZ if neighboring roads were included, but that 43.3% would support it if neighboring roads were included. This is therefore only a majority of 3%, with 10.4% of residents stating that they were undecided whether they would support it or not. I believe that with such a small majority, and in light of the decision made to almost certainly introduce the CPZ on neighboring roads, it would be sensible and fair to re-consult the 10.4% of residents again, and seek to understand their responses better. Havelock road is the longest road because it loops round, and I believe has 166 dwellings on it, therefore there would naturally be an assumption among residents that there are a greater number of places to park on this road in comparison to the much shorter roads of Kingsley and Kohat, hence the 10.4% of residents voting in the 'undecided' category. Reporting results using percentages for small numbers can misrepresent results slightly, for example it is clear by looking at the results contained in Appendix 2 of the report, that when the residents of Havelock Road were asked the question 'would you support a CPZ if the neighboring roads were in favor' only 2 more residents voted 'no' than 'yes' with 7 voting that they were 'unsure' (29 voted 'yes', 31 voted 'no' and 7 voted unsure). This is therefore only just a majority made up by 2 residents out of 67 that responded, and is clearly an issue that residents are
unsure and undecided about, because it is not known for definite what impact your decision to exclude Havelock Road will have on residents. I believe it was the responsibility of Merton Council to make a full assessment of the potential impact of introducing a CPZ in only two neighboring roads, advising residents of this impact and the potential adverse implications to them, thus allowing residents to make an informed decision about the issue. It is my opinion that Merton Council have failed to do this. I also believe that a further understanding should be gained about the reasons behind the responses from Havelock Road residents, to obtain a full and fair picture in order to make a long term, decision rather than just taking simple responses at face value. Many of the residents of Havelock Road may not even own or use a car which could account for the 10.4% of people falling into the ‘undecided’ category when asked if they would support the CPZ, or account for some of those residents who voted ‘no’ to the CPZ. It would seem unfair if the majority vote has been made up by those residents who currently do not own or use a car, and whilst I do appreciate that all residents, irrespective of whether they own a car or not, have the right to express their opinions on such matters, surely the issue of parking must be considered to be more relevant and important to vehicle owners or those requiring car use for visitors (e.g. careers of the elderly or children). I would therefore ask if the survey results of those voting ‘no’ to the proposed introduction of the CPZ on Havelock Road, have been cross correlated with vehicle ownership.

Points of concern about the proposal to exclude Havelock Road from the CPZ -

Despite the majority of residents on Havelock Road voting against the introduction of the CPZ, I would like to raise my concerns that there are indeed problems parking as I have outlined in the one example above (of which there are many more), and I believe that this will now be compounded by your decision to introduce the CPZ in two roads only and to introduce other parking restrictions on Havelock Road. There will be an obvious knock on effect from the introduction of the CPZ in Kinglsey and Kohat roads. A CPZ in these two roads will of course reduce the problems that those residents have faced, but it is common sense to recognize that these problems will not simply just go away (i.e. commuters will still drive to Haydons Road station and expect to park free of charge in neighboring roads, and there will still be gatherings at the Church Hall with people arriving in cars and expecting to be able to park free of charge) so naturally these people will park further down on Havelock Road where there are no parking permit bays, and there is simply not enough space for them to do this without adversely affecting residents. Those attending the Church hall already cause inordinate amounts of parking problems and traffic congestion on a Sunday evening by driving around looking for parking spaces, and it should be remembered that these people are visitors to an area and should not take priority over residents who live on Havelock Road. I do understand the resident objections to having the CPZ on Havelock Road as this will be an additional expense incurred by them, and I am sure that many of the residents have voted against the CPZ purely on the basis of financial cost to them personally. However, I believe it is extremely shortsighted of both the residents that voted against it, and the council in not seriously considering the knock on effect of only introducing the CPZ in two roads. The Zone was put forward in the consultation as one zone - ‘HI’ which covered the whole of the housing estate area, it is just not sensible or practical to exclude only one road that is so closely located to the other two. I believe two things will occur as a result of this decision, firstly that Merton council will have failed to demonstrate a cost effective, long term planning approach to this problem, including a failure to fully realize the impact on the area of the blocks of new flats on Plough Lane which are not yet fully inhabited, and secondly that this issue will cause the council further expense when they are required to consult again in a short period of time because they have been fearful of making a decision that would be unpopular with some of the residents at this point in time.

The 11.8% of residents on Kingsley road, the 15.8% of residents on Kohat road, and the 40% of residents on Plough Lane who all voted against the implementation of the CPZ will clearly not wish to pay for a residents parking permit, and will therefore seek to park in areas where there are no restrictions, therefore the only remaining place for them to park without a permit will be on Havelock Road -again there is simply not enough space for these residents to be accommodated without causing an adverse effect on the residents of Havelock Road. Many of the other roads around the proposed ‘HI’ zone are also controlled parking zones, and therefore Havelock Road will be left vulnerable, and one of the very few areas open to permit free parking, this will make it virtually impossible for the residents to park outside their own homes. In the report on the 4th March 2008 to the Street Management Advisory committee, Merton Council acknowledge the displacement from the proposed zone into any neighboring roads that are excluded from the zone, and I would therefore ask that you consider your decision to exclude Havelock Road from the CPZ. I do not think it right or responsible for a council to continue to implement a decision that they know will adversely impact upon another area. There are many occasions where councils take decisions for the greater good which are against the wishes of some local residents, because the decisions are made on the basis of having taken a holistic, longer term and common sense approach to the impact of a particular problem on an area. My belief is that Merton council has failed to apply this common sense approach in these circumstances. In the same report of 4th March 2008, alternative options to implementing the CPZ are mentioned, and it is acknowledged that to do nothing to address residents concerns would be a failure of Merton Council's duty to provide a safe environment for all road users. It is unreasonable for Merton Council to not demonstrate the very same duty of care to the residents of Havelock Road. In the report dated 4th March 2008, it is also outlined in a risk assessment, that the risk to Merton Council of not addressing the issues raised within the informal consultation exercise would be a loss of confidence in the council by those who have sought your assistance. I (and I'm sure other residents on Havelock Road) do feel a loss of confidence in Merton council who raised our hopes that you would address our parking concerns. This loss of confidence arises because you have now completely isolated some residents on Havelock Road who had the very same, genuine concerns as the residents of Kohat and Kingsley Roads, and have now left them with no viable alternative to resolving their parking concerns. This
loss of confidence is further amplified by the apparent deliberate attempt by Merton Council to compound the difficulties that will be experienced by residents on Havelock Road, through the introduction of double yellow lines in the cul-de-sac areas where many residents currently park, thus causing an even greater loss of parking space. The proposal to introduce double yellow lines in these areas is in itself an acceptance by the Council that there is traffic congestion and consequently inappropriate parking on Havelock Road. Therefore your decision to exclude Havelock Road from the CPZ is totally contradictory to your acceptance of their being a parking problem and does not make sense. Own personal concerns

From a personal point of view, I am also deeply concerned about visitors to my property, and whether they will be able to park their cars when required. My partner and I do not have family in London and our close family is located in the North East and North West of England. These family members often visit and travel by car. In particular, I have concerns about my own mother who has a multiple sclerosis, leading to some level of disability meaning that she is unable to travel easily by train because of her inability to walk with luggage, and therefore has to be driven around by car, (she does not have a blue badge and therefore would not be able to use the disabled parking bays). I am desperately concerned that both our parents will undertake over a four-hour drive to visit, and then not be able to park on the road that we live on, or have the option of being able to park elsewhere. In addition, one of the other reasons we own a car is because having previously been the victim of a violent knife crime, I have concerns about my personal safety, and my partner currently uses our car to collect me from places during the evening to save me from walking home. Conclusion In conclusion, I am seriously concerned that my partner and I will no longer be able to own a car due to parking problems, which will only get worse. I believe that Merton Council have failed a great number of residents by their decision you exclude Havelock Road from the CPZ, and I do not think that that a common sense approach to the issue has been taken. A more sensible, logical approach to take would be an 'all or nothing' option to the introduction of the CPZ for areas that are so closely located to one another, where it is clear that there will be a displacement of the problem elsewhere. I feel strongly that a decision should have been taken based on a majority vote across the whole of the three roads given their close proximity to one another, and then residents asked to state the grounds of their appeal against any part of the decision that they did not agree with. I would therefore urge Merton Council to reconsider your proposal under the formal consultation, and include Havelock Road in the CPZ. Alternatively, given the Council's acknowledgments that parking problems do exist on Havelock Road, and will be made worse by the proposed decision, alternative provisions should be made available to those residents on Havelock Road that will be adversely affected by the Council's decision. For example, I propose that the Council offer those residents of Havelock Road who want one, a permit to park in the CPZ or one of the other CPZ's nearby. The latter option would be possible as not all residents in the CPZ have voted in favor of it, and will presumably not all be purchasing a permit. Whilst in favor of a CPZ for all areas in Zone 'Hi', I am forced to formally object to the current proposal, which excludes Havelock Road from the CPZ.

22012195

As a long standing (28 years) Havelock Road resident, I am writing to express my strong concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road, but not Havelock Road. It is unavoidable that once all roads around us become controlled parking in our road will become virtually impossible due to commuters parking their cars all day. I therefore urge you to include Havelock Road in the Proposed Controlled Parking Zone Hi.

22012194

We are writing to express our concern with the proposal to introduce controlled parking in Kingsley Road, Kohat Road but not Havelock Road. The proposed scheme, in its current form, will clearly put ourselves and other residents of Havelock Road at a severe disadvantage when trying to park. Naturally, overspill from Kingsley Road, Kohat Road, the new Plough Lane development, Haydons Road and Regent Place will end up in Havelock Road if it is to be the only mad in the area without controlled parking. Although the survey of residents indicated a slight preference for Havelock Road being unilaterally exempt from such a scheme cf. Question 5), we don't believe the proposed configuration was clearly conveyed. Speaking to several neighbours there is an overwhelming agreement that controlled parking will be an inevitable necessity once adjacent roads are controlled and the Plough Lane development is fully populated. We therefore request that you reconsider your proposals and include Havelock Road in the Proposed Controlled Parking Zone Hi.

22012113

It is with horror and fear that I read the notices on the lampposts on Havelock Road that say that the surrounding roads are going to get Controlled Parking and Havelock Road will not be receiving controlled parking. I envisage massive problems if Havelock Road does not receive the CPZ as well as the other roads. The problems I envisage are: 1. Commuters who normally park in all the roads will now only park in Havelock Road, which will make the parking impossible 2. The parents who park to go to the TJ Gym class at the church in Kohat Road will now park in Havelock Road 3. When the Plough Lane development is completed, the overflow "visitor" cars will park in Havelock Road 4. There is also a new development of 8 houses that are being developed where there used to be garages, so these cars will have to be parked on Havelock Road 5. The additional 8 houses will have overflow "visitor" cars, which will be parked on Havelock Road 6. Kohat and Kingsley Road "visitor" cars will be parking on Havelock Road We already have a problem with parking- come and have a look for yourself. I quite often see people parking on the pavement or
diagonally on a junction of 2 roads, as there is not enough space on the road. This amount of non-residential parked cars will make the parking impossible on Havelock Road and I have grave concerns about the future of parking on Havelock Road. I feel that if these issues are pointed out to the residents of Havelock Road, they may well change their mind about the parking on Havelock Road. The percentages for "Yes" and "No" in favor of CPZ if the neighboring roads were included in a CPZ were very close and I feel that this may push the residents into the "Yes" category for CPZ. Please let me know what you can do in order to avert this impending disaster.

22012111

I am writing to you regarding the proposed CPZ for Kohat Road and Kingsley Road. Having been unaware of any consultation regarding the proposed CPZ (certainly I was not consulted on the matter), I have noted that we are being informed of the proposals in the time honored medieval way of publishing the council's intentions on lampposts. As a resident of Havelock Road, I am extremely concerned that while the surrounding streets will have controlled parking, Havelock Road will become a free-for-all. Undoubtedly many of the residents of Kohat and Kingsley Roads will not bother to buy a parking permit, instead continuing to park their car for free on Havelock Road. There will also be the overspill of parking from the new development on the Plough Lane site, which is due to Merton Council giving planning permission for too many Rats with inadequate parking provision a blunder for which the council should take full responsibility. In short. Due to parking overspill from surrounding areas, residents will be unable to park their own cars and this in legal terms could be classified as a loss of amenity. Having spoken to neighbors regarding the proposed CPZ, it appears that we all believed that Kingsley Road. Kohat Road and Havelock Road would be treated as a single entity regarding the proposed CPZ. I would therefore ask that you reconsider your proposal to include Havelock Road in the CPZ.

22012112

I am writing to you in response to the decision letter made in regard to the resident parking proposal for Havelock Road. In the survey of the proposal our response was a No for this. However having seen that you intend to stop parking in the Cul-de-sac and put 2 car spaces restrictions on each corner of the roads, we feel that we have been forced into reversing our decision as we will be in a position where we have nowhere to park. I have spoken to a few of my neighbors who feel the same. I feel that the residents of Havelock Road should be re-surveyed especially in light of 10% not making a decision at all. The council knows that we will have no option but to accept residents parking eventually, and I would not mind betting that most people object due to the increase in the permit cost each year. The facts should be put to people as to what is going to happen when we have additional cars pushed round from the surrounding roads to completely clog our street with even more commuter Parking today. The people who say yes to this proposal (even if reluctantly) should also have the right to park. I'd like to know where we are expected to park if this does not go in. My husband works in the early hours, and I do not consider it safe for him to have to walk to a street down the road where he has managed to park.

22012114

Concerned at the introduction of the controlled parking in Kohat & Kingsley Rd. More particularly I am concerned about the non-introduction in Havelock Rd I believe that you cannot treat these roads separately given their enclosed nature. I believe that parking in Havelock Road will become significantly more difficult as a result of the introduction of the parking permits (for example, second cars in Kingsley, Kohat may now park free in Havelock while the main car has a permit) 2, the introduction of a yellow line take away 10-12 car parking spaces currently being used and 3, the new Plough lane Development (Havelock rd is the closed road to this development) Please can you advise what those of us who are unable to buy a permit can do if there is no parking available? Where is the nearest unregulated parking? Will Havelock Road residents be able to park in our neighboring streets if our road is full? I doubt it – we will be pushed out by people who don’t live in the area and use the road as free parking where they work in nearby area or commute into work. Will there be a review of the situation shortly after the implementation and the effect of the new development are known? If not I believe this should happen. What might be useful would be to establish how many cars parked on Havelock Rd belong to residents (perhaps some stickers or other indicators could be supplied) – this would help, identify the scale of the issue of cars using the road as parking rather than residents (I'm no transport planner – perhaps there are tried and trusted methods to figure this out) I am specifically concerned as I have a 7-month-old child so the ability to park reasonably close to house is more important to me than might have been the case beforehand. I do not want to get into the situation of having to circle looking for a space difficult as Havelock rd is a dead end, before finding a space perhaps up on Weir Road necessitating crossing a busy A road to get a toddler to his front door.

22012193

As a Havelock Road resident, I am writing to express my concern regarding the proposed controlled parking zone in Kingsley Rd, Kohat Rd but not Havelock Rd. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new businesses of the Plough lane development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards from our house. I therefore urge you to reconsider your plans and include Havelock rd in the proposed controlled parking zone H1. I also oppose the introduction of double yellow lines outside Havelock Rd numbers 66b to 74.
Officers Comments
Support noted.

The informal consultation carried out in carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) showed that majority residents of Havelock Road were opposed to the (CPZ). However based on the feedback received, during this formal consultation the majority of residents in Havelock Road now want to be included within the zone. It is therefore recommended the undertaking of a formal consultation to include Havelock Road. The recommendations are based on the support expressed by the residents of Havelock Road during the formal public consultations. The proposed double yellow lines restrictions have been particularly designed to keep the loss of parking to a minimum. Although the proposed yellow lines will restrict parking, it will help with keeping junctions, bends and cul-de-sac clear of parked cars, thus improving visibility and manoeuvrability.

22012206
As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. Please do not put double yellows outside 66b – 74 this is not necessary.

22012216
As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. In addition the proposed double yellow lines outside 66b to 74 will result in the loss of at least 8 car spaces. These are in almost constant use and would place further pressure on limited spaces.

22012207
As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. I also have doubts and concerns about the proposed double yellow lines planned for Havelock Rd – especially the lines proposed for outside houses 66b – 74. This will take away at least 10 very useful parking spaces. I also urge you to reconsider the proposed double yellow lines for Havelock Road.

22012198
As Havelock Rd residents, we are writing to express our concern regarding the proposed controlled parking zone in Kingsley Road, Kohat Road but not Havelock Road. We voted against controlled parking in the area when we were first consulted about this, but feel that the decision to have controlled parking in all streets but Havelock Rd is not a satisfactory solution. This would inevitable mean that parking in our street will become extremely difficult if this is the only street in the area where free parking would be available. Therefore, we believe that if the Controlled Parking Zone were going ahead in the surrounding streets, we would urge you to reconsider your plans and include Havelock road in this zone.

22012215
As residents of Havelock Road, it is with some concern we note your proposals for the controlled parking zone in the surrounding residential area. Although we appreciate the results of the recent vote might indicate residents have no concerns with existing parking facilities in Havelock Road, you must realise implementation of the proposed controlled parking in Kohat road and Kingsley Road only, will force non-residents to seek alternative parking in Havelock Road (see attached map1). Parking for residents of Havelock Road would then become extremely difficult. This, combined with proposed double yellow lines at the junctions will reduce parking even further. Please could we therefore oppose your proposals and urge you to include Havelock Road in the Controlled Parking Zone H1. We would refer you to the original proposal in the informal Consultation paper, dated 4th January 2008, and suggest this is the most viable solution to congestion parking in the area (see attached map 2). Thank you for your understanding and we look forward to your response or welcome the opportunity to enter a dialogue on the matter.

22012204
I am writing to express my concern at the proposal to include Kohat and Kingsley Roads in a controlled parking zone but exclude Havelock Road. The results of the informal consultation in so far as it relates to the respondents living in
As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. I would also like to add that the local residents are fed up with unwanted, dumped, trade-ins, local hire cars and 2 car families with 1 permit from the permit zones across Haydon's Road who put their cars in our roads. Approximately 10% of cars I can see from my window have parked here for weeks, if not months as this is the only parking spaces. Please could you also re-consider this plan?

In reference to the letter dated 13 June 2008 setting out the proposed changes to parking arrangements I Kingsley/Kohat/Havelock Road and Regents Place. I am a resident of Havelock Road and am writing to oppose the introduction of controlled parking zone scheme on the following grounds; 1. Displacement parking - I note from the newsletter that a CPZ is proposed for Kingsley and Kohat Road and not Havelock Road. It is clear there will obviously be displacement parking once this is in place as local residents wishing to park without a permit will park in Havelock Road and therefore make it extremely hard to park in Havelock Rd for Havelock residents. 2. Numerous vehicles from the shops on Haydons Road will also seek to park in Havelock Rd that currently park in these streets. 3. Once the pay and display bays are in place in Regents Place commuters who currently park in the free parking will also look to park in Havelock Road. As a commuter from Haydons Road station, I confirm that Regents Place is usually full of cars on a daily basis. 4. I do not agree that the double yellow lines are necessary in Havelock Rd. While I note you state this is for safety reasons, there have be no incidents where emergency vehicles have been unable to access Havelock Rd. Providing the lines in Havelock Road, will remove approximately 20 car parking spaces in those areas thereby obviously increasing demand for the remaining spaces. There have be no accidents on the corners or other areas proposed for yellow lines and it seem totally unnecessary to bring them in now. Cars have parked in those areas quite appropriately for many years and losing these spaces is unnecessary and additional expense to the council. Residents who have parked on the kerb should be allowed to continue in this manner.

5. Vehicles may also try and park in Havelock Rd from the development in Plough Lane, or those visiting houses within the neighboring CPZ's. I am astounded that the Council is proposing bringing in CPZ's for the streets surrounding Havelock Road, but excluding Havelock Road. I would have thought that common sense alone would indicate that once these proposals are in place, any individuals looking to park in the surrounding streets who do not have permits will park in Havelock Road, therefore preventing residents from parking. On this basis I strongly oppose the scheme as it is currently proposed. I note from the Council's statement of reasons that it is acknowledged that if Havelock Road is excluded this street will be subject to displaced vehicles from the other streets parking here. I note that from the response from residents the majority (although only by 3%) opposed a CPZ in Havelock, even if part of Havelock and/or the neighboring roads were subject to a CPZ. I do not think that it is possible to make an informed decision about your preference until the full extent of the proposals are known and that a further consultation with the residents of Havelock Road is now necessary before any action is taken by the Council. I would support the scheme on the
following basis;
1. CPZ's are introduced for Kingsley, Kohat and Havelock Road.
2. The double yellow lines are not introduced in their entirety into Havelock Road. Please also respond to the following:
1. Why are double yellow lines necessary on Havelock Road? As a resident I am not aware of these areas causing any problems and putting in place double yellow lines will unnecessarily reduce the number of spaces. I look forward to hearing from you further.

Officers Comments
Support noted.

The informal consultation carried out in carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) showed that majority residents of Havelock Road were opposed to the (CPZ). However based on the feedback received, during this formal consultation the majority of residents in Havelock Road now want to be included within the zone. It is therefore recommended the undertaking of a formal consultation to include Havelock Road. The recommendations are based on the support expressed by the residents of Havelock Road during the formal public consultations. The proposed double yellow lines restrictions have been particularly designed to keep the loss of parking to a minimum. Although the proposed yellow lines will restrict parking, it will help with keeping junctions, bends and cul-de-sac clear of parked cars, thus improving visibility and manoeuvrability.

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. Also cars from the motor traders on the corner of Haydon’s Rd and Kinglsey Rd are parking their cars in Havelock Rd. Double yellow lines are not required.

Officers Comments
Support noted.

The informal consultation carried out in carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) showed that majority residents of Havelock Road were opposed to the (CPZ). However based on the feedback received, during this formal consultation the majority of residents in Havelock Road now want to be included within the zone. It is therefore recommended the undertaking of a formal consultation to include Havelock Road. The recommendations are based on the support expressed by the residents of Havelock Road during the formal public consultations. The proposed double yellow lines restrictions have been particularly designed to keep the loss of parking to a minimum. Although the proposed yellow lines will restrict parking, it will help with keeping junctions, bends and cul-de-sac clear of parked cars, thus improving visibility and manoeuvrability.

I wish to raise an objection to the proposed layout of the proposed Controlled Parking Zone H1, in that I believe it would be completely wrong to exclude Havelock Road from the CPZ. It would appear that your proposed layout has been drawn up to accommodate the 46.3% to 43.3% vote in Table 2. Now that those Havelock Road residents who responded can see in detail your proposal, I am convinced that, if the question were asked again, this very slight margin of 3% would be reversed, especially considering the much larger percentage of 10.4 who were undecided in the initial consultation. Because the whole area is essentially a cul-de-sac as far as four wheel vehicles are concerned, it is clear that overspill from Kingsley and Kohat roads, currently a minor problem in Havelock Road, will become much worse if the CPZ were to exclude Havelock Road. It is imperative that Havelock Road be included in the CPZ to prevent those drivers who currently park in Kohat and Kingsley Roads and who do not wish or who are unable to apply for a residents permit, spilling over into Havelock Road and just transferring any parking problem from those two roads to the other. I therefore urge you to reconsider your plans and include Havelock Road in the proposed Controlled Parking Zone H1.

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. In particular, if in the unlikely event that the majority of residents in Havelock Rd still oppose the zone, we would request that the end of Havelock Rd between Kohat Rd and Plough Lane be included in the zone in line with the petition submitted. We would also wish to reinstate our opposition to excessive double yellow lines as per the second
petition, submitted with the one above.

22012261

As a Havelock Road resident, I am writing to express my concern regarding the Proposed Controlled Parking Zone in Kingsley Road, Kohat Road but not Havelock Road. Although I appreciate that there has been a vote on it, I fear that once all roads around us become controlled and the new resident and businesses of the Plough development arrive, parking in our street will become extremely hard and we will be forced to have to park our cars hundreds of yards away from our homes. I therefore urge you to reconsider your plans and include Havelock Road in the Proposed Controlled Parking H1. When you questioned us for feedback on the proposals we made our decisions based on these proposals. As your decision takes our feedback into consideration our responses would be very different with this new information.

Officers Comments

Support noted. The informal consultation carried out in carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) showed that majority residents of Havelock Road were opposed to the (CPZ). However, based on the feedback received, during this formal consultation the majority of residents in Havelock Road are now requesting inclusion. It is, therefore, recommended that a formal consultation be carried out to include Havelock Road in H1 Zone.

Every effort has been made to minimise the loss of parking; however, within any parking management, it is essential that access are maintained and sightlines are improved.

22012255

Many Residents are very concerned about the percentages reported in your Newsletter regarding the proposed CPZ in zone H1 - Haydons Bridge Residents’ Association has carried out a house to house consultation over the proposed CPZ and as result asks for the deferral and extension of your consultation in light of the fact that we are calling for a public meeting. We are calling for a public meeting because Residents have not been adequately advised about the proposed CPZ. Please arrange for the public meeting to take’ place at the end of September (the majority of Residents should be back from their holidays by the end of September) in conjunction with the exhibition at the Apostolic Church in Kohat Road. To book the Church Hall in Kohat Road, please contact Pastor Thompson or Pastor Fuller on 020 8764 6796. The aim of the public meeting and exhibition is to allow you, the local Councilors, your Officers and Residents to discuss the proposed CPZ and without prejudice consider the best solution for our Roads.

Officers Comments

295 Consultation documents containing a newsletter detailing the proposals; an associated plan; a pre-paid questionnaire reply card and a sheet of frequently asked questions proposed operation hours for the parking bays was sent to the residents and business within the area. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council’s website. Exhibitions were also held on four separate days at South Wimbledon Community Centre. The consultation resulted in a total of 133 returns, representing a response rate of 45.1%. 61.7% respondents feel that they have a parking problem, as opposed to 33.1% who do not. 54.9% are in support of a CPZ in their road, compared to 35.3% against. This was discussed with local Ward Councilors.

22012280

Further to our telephone conversation, and after discussion with a number of members of the Havelock Road Allotment Committee, I am writing concerning the proposed parking restrictions that are being considered for Havelock Road. Many users of the allotments do use their cars to come to the allotment and it is important that some provision is made for them to have parking close to the entrance at the end of Havelock Road. While it is true that a few cars could be parked on the allotment there are not sufficient places and it is not desirable the allotment is used as a car park. The need is particularly important for the more elderly members of the allotment and for the many who cannot reasonably be expected to walk, or take public transport, carrying the required equipment. As we discussed it requires some careful thought to find a way to solve this problem. Providing a few paying parking spaces would be one solution, but given that people can spend many hours each week on the allotment this may prove a considerable deterrent to many allotment users. One solution would be to have a number of permits that were only valid in this area as is done, for example, for the store holders of Abbey Mills. Of course the allotment committee would have to come up with a scheme to distributing these permits in an equitable way. Another solution may be to have metered spaces at a very considerably reduced rate near the entrance of the allotment. These spaces might not be used by other groups as their position is far from the shops or other amenities. I also look forward to hearing other solutions that you might propose.

Officers Comments

The extent of the proposed restrictions has been kept to a minimum. Due to the high demand for parking and the neighboring CPZ, obstructive parking is taking place and will continue to take place. It is considered that the proposed yellow line restrictions are essential to maintain access and improve sightlines.
**NEWSLETTER**

**Proposed Controlled Parking Zone H1**

**Kingsley Rd & Kohat Rd Area**

**Issue date: 13 June 2008**

**Merton - putting you first**

Dear Resident/Business,

The purpose of this newsletter is to inform you of the outcome of the informal consultation carried out by the Council in January 2008 on the proposal to introduce a controlled parking zone (CPZ) in the Kohat Road area.

The informal consultation resulted in a response rate of 45.1%. 61.7% respondents feel that they have a parking problem, as opposed to 33.1% who do not. 54.9% are in support of a CPZ in their road, compared to 35.3% who do not. A summary of these results is shown in table 1 below:

(Table 1 – summary of results to questions 3 and 4)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Q3. Do you have a parking problem?</th>
<th>Q4. Do you support a CPZ in your Road?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes%</td>
<td>No%</td>
</tr>
<tr>
<td>Havelock Rd</td>
<td>38.8</td>
<td>53.7</td>
</tr>
<tr>
<td>Haydon's Rd</td>
<td>100.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Kingsley Rd</td>
<td>85.3</td>
<td>8.8</td>
</tr>
<tr>
<td>Kohat Rd</td>
<td>89.5</td>
<td>10.5</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>70.0</td>
<td>30.0</td>
</tr>
</tbody>
</table>

The residents were also asked if they would be in favour of a CPZ in their road if the neighbouring road/s or part of the road were included in a CPZ. 59.4% of the residents would be in favour if this were the case. A summary of these results is shown in table 2 below:

(Table 2 – summary of results to questions 5)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Q5. Would you be in favour of a CPZ in your road, if the neighbouring road(s) or part of the road were included in a CPZ?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes%</td>
</tr>
<tr>
<td>Havelock Rd</td>
<td>43.3</td>
</tr>
<tr>
<td>Haydon's Rd</td>
<td>66.7</td>
</tr>
<tr>
<td>Kingsley Rd</td>
<td>88.2</td>
</tr>
<tr>
<td>Kohat Rd</td>
<td>73.7</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>40.0</td>
</tr>
</tbody>
</table>

% Respondents 59.4 30.1 10.5

What happens next

A Notice of the Council’s intentions to make the Traffic Management Order (TMO) for the above measures will be published in the local newspaper; London Gazette and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than 11 July 2008, quoting reference ES/SGE/H1/1. Anyone who opposes the scheme must state the grounds upon which their objection is made. We also welcome letters in support.

Please note that responses to any representation received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are therefore important to us.

A copy of the draft TMO, a plan identifying the area affected by the proposal and the Council’s ‘Statement of Reasons’ can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council’s working hours, Monday to Friday, between 9am and 5pm and at Wimbledon Library.

Alternatively, this information can be viewed on Merton Council’s website, www.merton.gov.uk/Zone H1

Please note that the outcome of the consultation, along with officer’s recommendations will be reported to the Street Management Advisory Committee and the Cabinet Member on 24 September 2008. Once a decision is made you will be informed accordingly.

Contact us

We would like to take this opportunity to thank you for your participation in the consultation process and for all your feedback. If you require further information please contact Mr. Robert McDonnough on 020 8545 3042 or email robert.mcdonnough@merton.gov.uk.

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**Wimbledon Park Ward Members**

**Councillor Tariq Ahmad**

Tel: 020 8542 0366  
Email: tariq.ahmad@merton.gov.uk

**Councillor Stephen Kerin**

Tel: 020 8545 3396  
Email: stephen.kerin@merton.gov.uk

**Councillor Oonagh Moulton**

Tel: 020 8879 6153  
Email: oonagh.moulton@merton.gov.uk

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**Robert McDonnough, Merton Civic Centre, London Road, Morden, SM4 5DX**

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**Issue date: 13 June 2008**

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Please note that the outcome of the consultation, along with officer’s recommendations will be reported to the Street Management Advisory Committee and the Cabinet Member on 24 September 2008. Once a decision is made you will be informed accordingly.

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We would like to take this opportunity to thank you for your participation in the consultation process and for all your feedback. If you require further information please contact Mr. Robert McDonnough on 020 8545 3042 or email robert.mcdonnough@merton.gov.uk.
The majority of respondents are from Havelock Road and Kingsley Road with 85.3% of residents in Kingsley Road in support of the proposed CPZ in their road, compared to 53.7% of residents in Havelock Road who are against. The preferred hours of operational is Monday to Friday, between the hours of 8.30am and 6.30pm, as shown in table 3 below:

(Table 3 – summary of results to questions 6)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Q6. If a CPZ were introduced, which hours would you prefer?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8.30am - 6.30pm %</td>
</tr>
<tr>
<td>Havelock Road</td>
<td>34.3</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>100.00</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>76.5</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>57.9</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>20.0</td>
</tr>
<tr>
<td>% Respondents</td>
<td>48.9</td>
</tr>
</tbody>
</table>

The residents were also asked if they wanted the controls to include Saturdays, with 37.6% in support of Saturday controls compared to 60.2% against. A summary of these results is shown in table 4 below:

(Table 4 - summary of results to questions 7)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Q7. Would you want the control to include Saturdays?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes %</td>
</tr>
<tr>
<td>Havelock Road</td>
<td>25.4</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>66.7</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>61.8</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>42.1</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>20.0</td>
</tr>
<tr>
<td>% Respondents</td>
<td>37.6</td>
</tr>
</tbody>
</table>

In view of the representations received a report with officers’ recommendations was presented to the Street Management Advisory Committee and the Cabinet Member on the 4 March 2008.

Following this meeting the Cabinet Member agreed to proceed with the following:

- To undertake a formal consultation on the proposed CPZ (H1) to include Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (property nos 319 to 347) and Plough Lane (nos 2 to 66); operational Mondays to Fridays, 8.30am to 6.30pm, as shown on Drawing No. 278/146/02B
- To exclude Havelock Road from the proposed CPZ but to proceed with the proposed double yellow lines at the junctions, bend and cul-de-sac as shown on Drawing No. 278/146/02B

Details of the parking arrangements can be found on the plan opposite.
Dear [Name],

Re: London Borough of Merton (Parking Places) (H1) Order 200; London Borough of Merton (Waiting and Loading Restrictions) (Amendment No. *) Order 200

Thank you for your letter of 23rd June and the accompanying plans in relation to the above-mentioned proposals.

Police would have no objection to the proposals in their current form. We would make observation that if the reasons behind the order are correct in their assumption regarding commuter parking, police would prefer to see further parking restrictions around junctions and across crossovers as we are concerned that commuters will simply migrate to the other side of junctions or may end up blocking residents in.

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,

[Name], Pc T.F.D.
Traffic Management Unit @ TDV.
3 July 2008

Head of Street Scene & Waste
Merton Civic Centre
London Road
MORDEN SM4 5DX

Dear Mr. 

Waiting restrictions on bus route 493 – Plough Lane

Thank you for your letter dated 23 June 2008 informing London TravelWatch of this proposal and inviting our views. I am grateful for the invitation to comment.

London TravelWatch is the statutory watchdog representing transport users in and around London.

London TravelWatch believes that there should be a presumption in favour of buses along bus routes and that loading and waiting restrictions should apply where and when congestion occurs so as to minimise inconvenience to passengers and in support of policies to make bus travel more attractive, even where it takes capacity away from other users.

Accordingly London TravelWatch supports these proposals insofar as they affect roads that are bus routes, e.g. Plough Lane.

We would also stress the importance of an adequate enforcement regime so that the benefits of the restrictions are not diminished by persistent violations.

Yours sincerely,

Streets & Surface Transport Policy Officer
Direct dial 0207 720