Recommendations:

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

a) Notes the outcome of the informal consultation carried out during September 2008 for a proposed 20mph zone for this area.

b) Notes the change to the proposed traffic calming features for St Aubyns Avenue, Leeward Gardens and Pine Grove.

c) Gives approval to proceed with a formal consultation on the proposed scheme as shown in drawing number Z73-190-03 (Appendix 1 on display).

1. EXECUTIVE SUMMARY & PURPOSE OF REPORT

1.1 This report brings to the Cabinet Member’s attention to the current traffic conditions in Lake Rd/St Mary’s area. It sets out the background to the consideration of a traffic and parking management proposal and details the results of the informal consultation carried out during September 2008 on the proposed 20mph zone.

1.2 Following the positive response to the informal consultation (70.5% overall in favour of the scheme), this report seeks approval to proceed to formal consultation on the revised scheme as shown on plan Z73-190-03 attached as Appendix 1 in this report and also on display.

2 DETAILS

2.1 Funds have been successfully secured from Transport for London, for a proposed 20mph zone scheme along Lake Road and some of the neighbouring roads. The proposals also contain some elements of a ‘Safer Routes to School’ with further funding from TfL.

2.2 A 20mph zone is a dedicated area where improving safety and maintaining the quality of life for local residents takes precedence over the general objective to ease traffic flows.

2.3 For a 20mph zone, traffic calming features in the form of road humps; speed cushions; speed tables; road closures; one way systems; pedestrian refuge islands and road narrowings are required to achieve a legal and self-enforceable zone. Signs and road markings are mandatory within a zone.
2.4 The current speed limit on all the roads within the proposed areas is 30mph. The objective of the proposals is to reduce speed, number of accidents and severity.

2.5 As part of the Council’s continued commitment to make borough roads safer for all, a 20mph zone is being proposed for the area shown in the drawing attached in Appendix 1. An informal consultation was carried out with residents within the proposed zone during September 2008 on a set of proposals attached as shown in the consultation leaflet attached as Appendix 2.

2.6 Lake Road is home to two schools namely, Bishop Gilpin Primary School and Ricards Lodge High School. Bishop Gilpin Primary school has a ‘School Travel Plan’. The main catchment area for Bishop Gilpin pupils is the SW19 area, while some do come from a further afield. The school has 443 pupils on the school roll, ranging from ages 3 to 11. The School is accessed from Lake Road through three pedestrian gates and one driveway, which leads to the staff car park. The school encourages parents (who are unwilling or unable to use sustainable methods of travel to get to school) to park some distance away from the school and walk the rest. Bishop Gilpin school reports (through its School Travel Plan) that it is aware of a proposed 20mph zone for Lake Road. It also reports 2 car accidents in Lake Road within the space of a week and is disappointed that despite having pushed for more safety measures as yet to see any results. A school travel plan survey of 423 participants showed that 57% walked to school.

2.7 Ricards Lodge High School has some 1184 pupils at its school. A survey, which included 726 pupils at the school showed that 536 of them used sustainable means of travel to and from school representing 78% of the total surveyed. The school recently issued a questionnaire to parents requesting information on various issues. As a result of the responses received the school amongst others has requested that the Council should consider a 20mph zone in the vicinity of the schools.

2.8 Over the years there have been numerous concerns from the residents of St Mary’s road regarding speed of traffic. Unlike Lake Rd, St Mary’s Road is not traffic calmed. However, due to financial constraints and lack of personal injury accidents, the Council, in previous years, was not able to secure funds to investigate traffic calming measures along St Mary’s road. Lake Road is currently traffic calmed through a series of cushions. For the purpose of a zone, it would be necessary to modify the existing cushions.

3 ORIGINAL PROPOSED MEASURES

3.1 Following liaison with the Cabinet Member, Ward Councillors and the emergency services, the following proposed measures were informally consulted. The proposals are shown on the drawing included within the consultation newsletter attached as Appendix 2 of this report. The proposals included:

1) A raised table/ entry treatment at the following junctions:
   a) St Marys Road at its junction with Arthur Road.
   b) Highbury Road at its junction with St Marys Road.
   c) Belvedere Drive at its junction with St Marys Road.
   d) St Marys Road at its junction with Woodside.
   e) Lake Road at its junction with Woodside.
   f) Lake Road at its junction with Leopold Road.
   g) Leopold Avenue at its junction with Leopold Road.
2) Priority working system - carriageway narrowing with a kerbed island on one side incorporating cycle bypass and an overrun area on the opposite side of the carriageway. This feature to be coupled with a single speed cushion and the associated priority signage together with ‘At any time’ waiting restrictions at the following sites in St Marys Road:
   a) 85 metres south west of its junction with Woodside.
   b) o/s property number 15 St Marys Road.
   c) o/s property number 18 St Marys Road.

3) Two abreast speed cushions at the following sites in St Marys Road together with ‘No waiting at any time’ restrictions as shown in drawing number Z73-190-02 shown in consultation leaflet attached as appendix 2.:  
   a) approximately 19 metres south of its junction with Belvedere Drive.
   b) approximately 34 metres north-east of its junction with Belvedere Drive.
   c) approximately 22 metres north-west of its junction with Church Hill.

4) Three abreast speed cushions at the following sites in St Marys Road:  
   a) approximately 26 metres north-west of its junction with Highbury Road.

5) Two abreast speed cushions at the following sites in Leeward Gardens:  
   a) o/s property number 2 Leeward Gardens.
   b) o/s property number 8 Leeward Gardens.

6) Two abreast speed cushions at the following sites in St Aubyns Avenue:  
   a) o/s property number 3 St Aubyns Avenue.
   b) o/s property number 15 St Aubyns Avenue.

7) Two abreast speed cushions at the following sites in Church Hill together with ‘No waiting at any time’ restrictions as shown in drawing number Z73-190-02 contained in the consultation leaflet attached as Appendix 2.  
   a) o/s property number 9 Church Hill.
   b) o/s property number 3 Church Hill.

8) Two abreast speed cushions at the following sites in Pine Grove:  
   a) o/s property number 4 Pine Grove.
   b) on the boundary line of property numbers 21 & 23 Pine Grove.

9) Replace the existing three abreast speed cushions with 2 abreast at the following sites in Lake Road:  
   a) on the boundary line of property numbers 42 & 44 Lake Road.
   b) o/s property number 32 Lake Road  
   c) approximately 10 metres south-west of its junction with Ricards Road.
   d) approximately 15 metres south-west of its junction with Helme Close.
   e) o/s property number 7 Lake Road.
   f) o/s Pixham Court.
   g) near Lake Close.  
   a. Replace the existing three abreast speed cushions in Lake Road, currently 50 metres north-east of its junction with Helme Close with a speed table 65 metres north-east of the same junction.

10) Kerb realignment Belvedere Drive and St Marys Road junction.
11) Change of speed limit in the following Roads to 20mph:

Lake Road, St Marys Road, Church Hill, Pine Grove, Ricards Road, Leopold Avenue, St Aubyns Avenue and Leeward Gardens.

3.2 This area is within a controlled parking zone that accommodates a series of marked parking bays; existing single yellow (Monday to Saturday 8.30am-6.30pm) restrictions and double yellow restrictions. It is proposed to convert some of the existing single yellow line restrictions to double yellow line restrictions at key locations. These restrictions are essential to the operation of the proposed traffic calming features. On Lake Road, however, the introduction of the proposed speed table (an informal crossing point for pedestrians outside the Bishop Gilpin school) that although forms part of the proposed zone, is essentially a Safer Route to school proposal, would mean the loss of 2 permit holder bays.

4 INFORMAL CONSULTATION RESULTS

4.1 The informal consultation started on the 29th August 2008 and concluded on 19th September 2008. Prepaid reply cards received after the closing date and representations received by email, have also been included in this report. The consultation documents (attached as Appendix 2) comprised of a newsletter detailing the proposals, a questionnaire and a ‘pre-paid’ reply card. 466 documents were sent to all premises in Lake Road, St Marys Road, Church Hill, Pine Grove, Brockham Close, Ricards Road, Leopold Avenue, St Aubyns Avenue and Leeward Gardens together with some properties in the side roads adjacent to the proposed zone.

4.1 The consultation documents were also available at the Civic Centre and on the Council’s web site. A 2- day manned public exhibition was held at Wimbledon Hill library, which also included one Saturday. The exhibition was well attended.

4.2 The consultation resulted in a total of 129 residents responding (a response rate of 27.6%) which is considered to be average for this type of consultation. The responses to the questions are detailed in the following tables.

Table 1

<table>
<thead>
<tr>
<th>ROAD</th>
<th>NUMBER CONSULTED</th>
<th>NUMBER OF RETURNS</th>
<th>% OF RESPONSE</th>
<th>DO YOU SUPPORT THE PRINCIPLES OF A 20MPH ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROCKHAM CLOSE</td>
<td>8</td>
<td>1</td>
<td>12.5%</td>
<td>YES 0 NO 0 UNSURE 100.0% 0.0% 0.0%</td>
</tr>
<tr>
<td>CHURCH HILL</td>
<td>6</td>
<td>2</td>
<td>33.3%</td>
<td>YES 2 NO 0 UNSURE 100.0% 0.0% 0.0%</td>
</tr>
<tr>
<td>HELME CLOSE</td>
<td>5</td>
<td>2</td>
<td>40.0%</td>
<td>YES 1 NO 0 UNSURE 50.0% 0.0% 50.0%</td>
</tr>
<tr>
<td>LAKE ROAD</td>
<td>131</td>
<td>26</td>
<td>19.8%</td>
<td>YES 17 NO 8 UNSURE 65.4% 30.8% 3.8%</td>
</tr>
<tr>
<td>LEEWARD GARDENS</td>
<td>47</td>
<td>15</td>
<td>31.9%</td>
<td>YES 8 NO 7 UNSURE 53.3% 46.7% 0.0%</td>
</tr>
<tr>
<td>LEOPOLD AVENUE</td>
<td>39</td>
<td>7</td>
<td>17.9%</td>
<td>YES 2 NO 5 UNSURE 28.6% 71.4% 0.0%</td>
</tr>
<tr>
<td>LEOPOLD ROAD</td>
<td>21</td>
<td>2</td>
<td>9.5%</td>
<td>YES 2 NO 0 UNSURE 100.0% 0.0% 0.0%</td>
</tr>
<tr>
<td>PINE GROVE</td>
<td>55</td>
<td>16</td>
<td>29.1%</td>
<td>YES 10 NO 6 UNSURE 62.5% 37.5% 0.0%</td>
</tr>
<tr>
<td>RICARDS ROAD</td>
<td>28</td>
<td>5</td>
<td>17.9%</td>
<td>YES 5 NO 0 UNSURE 100.0% 0.0% 0.0%</td>
</tr>
<tr>
<td>ST AUBYN'S ROAD</td>
<td>15</td>
<td>7</td>
<td>46.7%</td>
<td>YES 5 NO 2 UNSURE 71.4% 28.6% 0.0%</td>
</tr>
<tr>
<td>ST MARYS ROAD</td>
<td>111</td>
<td>46</td>
<td>41.4%</td>
<td>YES 40 NO 6 UNSURE 87.0% 13.0% 0.0%</td>
</tr>
<tr>
<td></td>
<td>466</td>
<td>129</td>
<td>27.7%</td>
<td>YES 93 NO 34 UNSURE 72.1% 26.4% 1.6%</td>
</tr>
</tbody>
</table>
### Table 2

<table>
<thead>
<tr>
<th>ROAD</th>
<th>DO YOU SUPPORT THE PROPOSED 20MPH ZONE IN YOUR ROAD</th>
<th>YES</th>
<th>NO</th>
<th>UNSURE</th>
<th>% YES</th>
<th>% NO</th>
<th>% UNSURE</th>
</tr>
</thead>
<tbody>
<tr>
<td>BROCKHAM CLOSE</td>
<td></td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>100.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>CHURCH HILL</td>
<td></td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>100.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>HELME CLOSE</td>
<td></td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>50.0%</td>
<td>50.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>LAKE ROAD</td>
<td></td>
<td>16</td>
<td>9</td>
<td>1</td>
<td>61.5%</td>
<td>34.6%</td>
<td>3.8%</td>
</tr>
<tr>
<td>LEEWARD GARDENS</td>
<td></td>
<td>9</td>
<td>5</td>
<td>1</td>
<td>60.0%</td>
<td>33.3%</td>
<td>6.7%</td>
</tr>
<tr>
<td>LEOPOLD AVENUE</td>
<td></td>
<td>1</td>
<td>6</td>
<td>0</td>
<td>14.3%</td>
<td>85.7%</td>
<td>0.0%</td>
</tr>
<tr>
<td>LEOPOLD ROAD</td>
<td></td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>100.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>PINE GROVE</td>
<td></td>
<td>11</td>
<td>5</td>
<td>0</td>
<td>68.8%</td>
<td>31.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>RICARDS ROAD</td>
<td></td>
<td>5</td>
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<td>0</td>
<td>100.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>ST AUBYNs ROAD</td>
<td></td>
<td>3</td>
<td>4</td>
<td>0</td>
<td>42.9%</td>
<td>57.1%</td>
<td>0.0%</td>
</tr>
<tr>
<td>ST MARYS ROAD</td>
<td></td>
<td>40</td>
<td>6</td>
<td>0</td>
<td>87.0%</td>
<td>13.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>91</td>
<td>36</td>
<td>2</td>
<td>70.5%</td>
<td>27.9%</td>
<td>1.6%</td>
</tr>
</tbody>
</table>

4.3 From the results, it can be seen that all the roads within the proposed 20mph zone are generally in favour of the scheme with the exception of St Aubyns Avenue and Leopold Avenue.

4.3.1 Leopold Avenue

The junction of Leopold Avenue and Leopold Road serves as an entry/exit point (gateway) to the proposed 20mph zone. A raised entry treatment at the junction is the only traffic calming feature proposed for Leopold Avenue. Due to the fact Leopold Avenue is just less than 100m, according to the regulations, no other traffic calming measures are required/necessary for this road. Only one comment of those received from residents in this road was related to the proposed entry treatment as being unnecessary. Comments from other respondents generally mentioned that the scheme was unnecessary as no one speeds along Leopold Avenue.

**Officer Recommendation**

It is recommended that Leopold Avenue remains within the proposed zone and the entry treatment at the junction of Leopold Avenue and Leopold Road remains as part of the proposals. If, however, Leopold Avenue was to be excluded, then the raised entry treatment would have to be moved to the 90 degree bend at the intersection of Ricards Road and Leopold Avenue. Ricards Road residents are in favour of the scheme and the proposed measures.

4.3.2 St Aubyns Avenue

St Aubyns Avenue is a cul de sac with a length of 160 metres. Of those residents who have responded to the consultation, 3 support the proposed measures in their road whilst 4 are against. Due to the length of the road, regulations require at least 2 sets of traffic calming features for this road. The proposal consulted included 2 sets of 2 abreast cushions, which are required to make the whole zone enforçable.
Officer Recommendation

Due to St Aubyns Avenue being a cul de sac without a turning head thereby forcing vehicles such as refuse or delivery vehicles to reverse out of the road, combined with the residents’ opposition to the proposed speed cushions which is being considered by the residents as completely unnecessary, it is recommended that the traffic calming features for St Aubyns be changed to an overrun area. The overrun area proposed must have a 6 mm raised profile with a buff coloured antiskid finishing. Such an area would not interfere with vehicles passing over it and would be sufficient to legalise the zone.

If St Aubyns Avenue was to be excluded from the proposed zone (which is not recommended) then a raised entry treatment together with extra signage would be required at the junction of Church Hill and St Aubyns Avenue.

4.4 Following the various comments received during the consultation and the exhibition, the following further amendments have been made to the original measures.

4.4.1 Leeward Gardens and Pine Grove

Based on the comments received, it is recommended to change the originally proposed 2 abreast speed cushions to a 6mm high overrun area as shown in the drawing number Z73-190-03 (Appendix 1 on display) which is likely to be more acceptable by the residents. Residents have reported that speeds are generally low in this cul de sac and the use of speed cushions are unnecessary. The use of the proposed overrun areas will not compromise the legality of the zone and would also overcome some engineering difficulties associated with the speed cushions.

4.4.2 Church Hill

The speed cushions proposed o/s number 3 are to be moved from its original location by 3 metres. This is so that the cushions can be placed centrally between the 2 existing crossovers for this property.

4.4.3 Ward Councillor’s comments

Those councilors who commented on the proposals are in support of the proposed 20 mph zone.

5 TIMETABLE

5.1 This is a TfL funded scheme for which the funding is approved for use in the current financial year. If approval is given to proceed, the formal consultation on the revised scheme would be carried during November 2008. In order to report the results to the next SMAC meeting on 13th January 2009, the report must be prepared, internally circulated and signed off by second week in December 2008 at the latest. Due to the timing of the formal consultation, this would not be possible. The meeting after January is in March 2009. In order to meet the end of financial year deadline it is paramount that the results are reported directly to the Cabinet Member for a decision. To meet financial target and commitment, construction must start in January 2009. It is, therefore, suggested that following the formal consultation, officer’s recommendations based on the result and ward member feedback, a report will be forwarded to the Cabinet Member.

6 FINANCIAL IMPLICATIONS

6.1 The estimated cost of the revised scheme as shown in drawing number Z73-190-03 (Appendix 1 and on display) is £166,500.

6.2 The cost of implementing the proposals will be funded from the ‘20 mph zone’ and Safer Route to School Capital allocation received from Transport for London.
7. **ALTERNATIVE OPTIONS**

7.1 An alternative option would be to formally consult on the original proposed 20mph zone. This, however, would be against the wishes of the majority of those who responded.

7.2 Alternatively do nothing. This would not address the current speed and concerns expressed by the residents. It will do nothing to improve the safety of all road users.

8. **LEGAL AND STATUTORY IMPLICATIONS**

8.1 Traffic Management Orders for the proposed double yellow lines 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 in a local newspaper and the London Gazette). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The proposed speed tables can be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended). A Notice must be published detailing the proposals, and a minimum of 21 days to invite representation. No Order is required.

8.3 The proposed 20mph zone can be introduced under Section 84 of the Road Traffic Regulation Act 1984.

9. **HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

9.1 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 proposed formal consultation will give the local community a further opportunity to forward their comments. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access and enabling the introduction of associated measures must take priority.

9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.

10. **Crime and Disorder implications**

   Not applicable

11. **Risk management and health and safety implications**

11.1 The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

11.2 Safety Audits have been undertaken by external consultants broadly in accordance with the Highways Agency design note on Road Safety Audits.

www.merton.gov.uk
11.3 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.

11.4 Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them, these are detailed in the table below.

Management of Health and Safety Risks

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Possible risk to pedestrians/school children during construction stage of scheme as a result of large pedestrian movements generated by the school</td>
<td>Certain aspects of the scheme will need to be implemented during the school holiday period to reduce risk to pedestrians, and possibly after the morning and before the afternoon peak periods</td>
<td>• Highways Project Officers undertaking detailed design</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Planning Supervisor</td>
</tr>
<tr>
<td>Volume of traffic during peak periods</td>
<td>The appropriate traffic management would be put in place to ensure access and maintain through traffic</td>
<td>• Highways Project Officers undertaking detailed design</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Planning Supervisor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bus operators and emergency services</td>
</tr>
</tbody>
</table>

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

Appendix 1 – Revised Scheme drawing for Statutory Consultation.
Appendix 2 – Consultation documents used for the informal consultation.

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

Useful Contacts

Report author:

- Name: Waheed Alam
- Tel: 020 8545 3200
- email: waheed.alam@merton.gov.uk

Meeting arrangements - Democratic Services:

- email: democratic.services@merton.gov.uk
  Tel: 020 8545 3356/3357/3359/3361/3616

All press contacts - Merton’s Press office:

- email: press@merton.gov.uk
  Tel: 020 8545 3181

London Borough of Merton:
Address: Civic Centre, London Road, Morden, SM4 5DX
Tel: 020 8274 4901
Dear Resident/Business

As per Administration's manifesto and commitment to reduce speed of traffic throughout the borough, Merton Council has successfully obtained funding from Transport for London (TfL) for the introduction of a 20mph zone in your area. The proposed Zone comprises of Lake Road; St Marys Rd; Leeward Gdns; Brockham Close; Pine Grove; Church Hill; St Aubyns Ave; Richards Rd; Leopold Ave; Helme Close and Lake Close.

A 20mph zone is a dedicated area where improving safety and maintaining the quality of life for local residents takes precedence over the general objective to ease traffic movement. Traffic speed within this zone is not to exceed 20mph and a zone must be self-enforcing. To achieve this, traffic calming features must be introduced.

PROPOSALS

For the successful introduction of a 20mph Zone, which must be self-enforcing, Merton Council is proposing the measures as shown on the enclosed plans. For the proposed zone to comply with the Regulations for the introduction of a 20mph zone, speed-reducing features are necessary. The proposals include cushions; junction entry treatments; road narrowings- build outs and virtual build outs with alternate give way working system. Every effort has been made to minimise the number of features and the loss of on street parking. The proposals also include the necessary associated signage and road markings.

Additionally, as part of the Safer Routes to School project, TfL have agreed to fund the introduction of a speed table in Lake Road. This will involve the removal of the existing speed cushions from outside the school.

It should also be noted that although there are speed reducing features on Lake Road, for the purpose of the 20mph zone, it is necessary to modify the existing speed cushions. These modifications are detailed on the plan.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a formal consultation on the proposals, will be subject to the responses received during this informal consultation. Please note that subject to the results of the consultation and feedback, the extent of the proposed zone may change to reflect the views of residents of individual roads.

Please complete and return the enclosed prepaid questionnaire (no stamp required), with any further comments / suggestions by 19 September 2008. Additionally there will be an exhibition where you can speak to officers regarding these proposals. Please see over page for exhibition details.

We regret that due to the number of responses received during a public consultation it will not be possible to individually respond to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.
WHAT HAPPENS NEXT

The results of the consultation along with officers’ recommendations will be reported to either the Street Management Advisory Committee on 4 November 2008 or, if appropriate, earlier to the Cabinet Member for a decision. Once a decision is made, you will be informed accordingly via a newsletter.

CONTACT US

If you require further information please contact Waheed Alam on 020 8545 3200 or email waheed.alam@merton.gov.uk. Alternatively you can visit our website using the following link www.merton.gov.uk/lakeroad20mph. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our workings hours, Monday to Friday between 9am and 5pm.

EXHIBITION INVITE

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

Wimbledon Library (Meeting Room)
35 Wimbledon Hill Road, SW19 7NB

at the following times:
Thursday 11th September 2008   10am - 7pm
Saturday 13th September 2008   10am - 4pm

Hillside Ward Councillors

Cllr. Jeremy Bruce
Tel: 020 8944 5117
Email: jeremy.bruce@merton.gov.uk

Cllr. David Simpson CBE
Tel: 020 8542 3484
Email: david.simpson@merton.gov.uk

Cllr. David Williams
Tel: 020 8545 3365
Email: david.williams@merton.gov.uk

Village Ward Councillors

Cllr. John Bowcott
Tel: 020 8946 1011
Email: john.bowcott@merton.gov.uk

Cllr. Richard Chellew
Tel: 020 8545 3396
Email: richard.chellew@merton.gov.uk

Cllr. Samantha George
Tel: 020 8404 1303
Email: samantha.george@merton.gov.uk

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

Nese deshironi me shumë informacion ne gjuhën tuaj, ju lutemi te na kontaktoni ne adresën e dhene ne kufitar me pashtë.

آنها معلوماتك باللغة العربية، يرجى الاتصال بالعنوان الموضح في الأسفل.

إذا أردت معلوماتك باللغة العربية تواصل معanos باللغة العربية في العنوان الموضح في الأسفل.

إذا كنت من اللغة العربية أو اللغة الألمانية، يرجى الاتصال بالعنوان الموضح في الأسفل.

إذا كنت من اللغة العربية أو اللغة الألمانية، يرجى الاتصال بالعنوان الموضح في الأسفل.

لإذا كنت من اللغة العربية أو اللغة الألمانية، يرجى الاتصال بالعنوان الموضح في الأسفل.

Please contact us at the address shown in the bottom box.

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

Sei il tuo tavoita, siisäksi, kärkeväksi, miahminen, olen, osoittaa käsin niiden, että siisäksi jaon Kai neisten, että siisäksi jaon Kai neisten, että siisäksi jaon Kai neisten.

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Public Consultation

Proposed 20mph Zone - Lake Road Area

We would like to know your views on the proposed 20mph zone in Lake Road Area
Please tick the appropriate boxes and return this card by 19th September 2008

Please write in BLOCK capitals

Name: ................................................................. Signature: .................................................................

Road: ................................................................. Property No./Name: .................................................................

Email: ................................................................. Post Code: .................................................................

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

1. Are you a resident or business?  ☐ Resident  ☐ Business

2. Do you support the principles of a 20mph Zone?  ☐ Yes  ☐ No

3. Do you support the proposed 20mph Zone in your road?  ☐ Yes  ☐ No

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

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Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections of the community and hence to test whether or not the channels of communication which we are currently using are effective.

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

Age Group (please tick one box)

☐ 15 or under  ☐ 20 - 24  ☐ 30 - 34  ☐ 40 - 44  ☐ 50 - 54  ☐ 60 - 64  ☐ 70 - 74

☐ 16 - 19  ☐ 25 - 29  ☐ 35 - 39  ☐ 45 - 49  ☐ 55 - 59  ☐ 65 - 69  ☐ 75 or over

Ethnic Origin (please tick one box)

White  ☐ White - English  ☐ White - Scottish  ☐ White - Welsh  ☐ White - Irish  ☐ Gypsy / Roma / Traveller  ☐ Other (please specify)

Mixed Ethnicity  ☐ White & Black Caribbean  ☐ White & Black African  ☐ White & Asian  ☐ Other (please specify)

Asian or Asian British  ☐ Indian  ☐ Pakistani  ☐ Bangladeshi  ☐ Tamil  ☐ Other (please specify)

Black or Black British  ☐ Caribbean  ☐ African  ☐ Other (please specify)

Chinese & Other Ethnic Groups  ☐ Chinese  ☐ Korean  ☐ Other (please specify)