LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask if you could submit your questionnaire online using the link provided www.merton.gov.uk/cpzmp2. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Alternatively you can complete and return the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may wish to make by post. The decision to continue is made you will be informed accordingly.

You can visit our website using the following link www.merton.gov.uk/cpzmp2. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am to 5pm.

WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers’ recommendations will be presented in a report to the Cabinet Member for Environmental Sustainability and regeneration. Once a decision is made you will be informed accordingly.

You may wish to make additional comments or suggestions you may have by completing and returning the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may have by post. If you need any part of this document explained in your language, please tick the box and contact us either by writing or by phone using our contact details below.

WHAT IS A CONTROLLED PARKING ZONE OR CPZ?

A Controlled Parking Zone is an area where parking controls are introduced to protect the parking needs of residents and their visitors, as well as those of local businesses. Parking bays are marked on the carriageway to indicate to motorists where they can park. Yellow line restrictions are also introduced to improve safety and traffic flow by removing dangerous or obstructive parking. In a CPZ the operational times for the single yellow lines are indicated on signs as you enter the zone. In some cases there may be single yellow lines that may operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places within a CPZ are individually signed to ensure that motorists are aware of the operational times and conditions. This ensures that the bays are fully enforceable. To minimise street furniture, every effort is made to ensure signs are placed on existing street furniture, such as lamp columns or signs are combined with other street signs. In a CPZ, residents, local businesses and their visitors are given priority to use the appropriate parking places by displaying a valid permit in respect of that zone. However, a parking permit does not give the holder the right to park outside a particular premise, and does not guarantee an available parking space.

HOW WILL IT WORK?

All road space in a CPZ is managed by the introduction of parking controls. Parking is only permitted where safety, access and sight lines are not compromised. It is, therefore, normal practice to introduce double yellow lines at key locations such as at junctions, bends, turning heads and at specific locations along lengths of roads where parking would impede the passing of vehicles. It is also necessary to provide yellow line restrictions (effective during the CPZ hours of operation or at any time) where the kerb is lowered, i.e. at crossovers for driveways. The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.
However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner’s consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area, and the Council agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

PROPOSALS

The proposals include a number of provisions which are detailed below. Please indicate your preference on the online system or reply card provided.

Operational Hours:

All Day Controls (8.30am - 6.30pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor’s permit from the resident they are visiting in order to park in the permit holder bays.

Part Time Controls (10am - 4pm) - These operating times offer less restrictions on residents and their visitors than ‘all day’ controls. It is still effective in preventing long-term parkers. However, it may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

One-hour control (11am - 12 noon) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the amount of visitors’ permits they would normally obtain, and is still effective in restricting long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non residents may also work their way around the one-hour by moving their vehicles and then returning to park for the rest of the day.

The proposed operational days include:

Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it may encourage non residents, especially shoppers, to park on Saturdays, thereby reducing available parking for your visitors.

Monday to Saturday - Provides maximum protection to the residents. However, it will be more restrictive on visitors who would require a visitor’s permit to park during the controlled times.

The standard prices for annual parking permits apply to all operational times, whether all day, part time, or 1 hour controls.

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

Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. This will improve safety and access at all times by reducing obstructive parking that is currently taking place.