

**8.30am - 8pm** - 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.

The charges for permits are (tier 2 on the prize list) £120 for the first car in a household, £170 for the second in a household and £220 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £370. A daily visitor's permit is charged at £5.00 and half day visitor's permit is £3.50.

**11am - 8pm** - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It would cover all the anticipated football games days and times including bank holidays. The charges for permits are (tier 2 on the prize list) £110 for the first car in a household, £160 for the second in a household and £210 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £360. A daily visitor's permit is charged at £4.00 and half day visitor's permit is £3.00.

**3pm - 8pm** - These operating times offer less restrictions for residents and their visitors. It is still effective in preventing commuters and other long stay parking. It would cover all the anticipated football games days and times including bank holidays. The charges for permits are (tier 2 on the prize list) £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320. Half day visitor's permit is £3.00.

**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 that you submit your questionnaire online using this link (one vote per household or business) [www.merton.gov.uk/cpzh3](http://www.merton.gov.uk/cpzh3) The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require

a hard copy, please contact Paul Atie, [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk) and one will be posted to you. Please let us have any comments or suggestions you may have by **4 September 2020** and it is only one vote per premises.

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply 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 presented in a report to the Cabinet Member for Regeneration, Housing and Transport. Once a decision is made you will be informed accordingly.

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzh3](http://www.merton.gov.uk/cpzh3)

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(The contact details of Ward Councillors are provided for information purposes only)

**Controlled Parking Zone (CPZ)**

Proposed Zone H3 - Gap Road, Durnsford Road and Pitt Crescent



ISSUE DATE :7 AUGUST 2020

**Dear Residents/business,**

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in the unrestricted roads which include Gap Road, Durnsford Road and Pitt Crescent. This proposal is in response to a commitment the Council made during the planning stage of the new football stadium. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the 633 new residential units. You may wish to note the following information prior to responding to this consultation.

The information that we have been provided regarding matches at the stadium include:

There are expected to be about 23 home league games during the season with about 16 being scheduled for Saturday at 3pm and about 4 on a Tuesday or Wednesday evening at 7.45pm. games may also take place on Bank holidays, Boxing Day, News Year's Day, Good Friday and Easter Monday.

There is also the EFL competition for Leagues one or two of which tend to have lower attendance. That is a minimum of 2 midweek evening games and a maximum of 6, depending on progress.

There is also the League Cup (midweek) and FA cup (weekend) including Friday evenings, Saturday lunchtimes, Saturday tea-time, Sundays or Mondays.

The season is early August to early May. Pre-season games from early/mid-July can be well attended, particularly against higher league opposition. These will occur midweek and weekend, about 2-3 in total.

There is also the likelihood of other events that may take place at any given time. And of course there is the potential parking generated by the large number of residential units within the development.

To address residents' parking and access concerns the Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

It is important to note that the proposed double yellow lines in the area are essential to ensure safety and access for all road users. Regardless of the outcome of the proposed CPZ consultation officers will strongly recommend to the Cabinet Member that the proposed double yellow lines are introduced. This will ensure clear access for all road users including pedestrians.

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. You can view the plan on the website [www.merton.gov.uk/cpzh3](http://www.merton.gov.uk/cpzh3)

**HOW WILL IT WORK?**

All road space in a CPZ is managed by some form of restrictions. 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 lines (effective during the CPZ hours of operation) or "At Any time" restrictions where the kerb is lowered, i.e. at crossovers for driveways.

**PROPOSAL**

The proposals include a number of provisions which are detailed below:-

**Days of operation** - The choice of operational days below:  
Monday - Saturday  
or  
Monday - Sunday

**Operational Hours** - The choice of operational hours are explained below:

