

# Committee: Cabinet Member Report

**Date:** 15 November 2016

**Agenda item:**

**Wards:** Merton Park

**Subject:** Proposed MP2 CPZ (Cannon Hill Lane area) – Informal consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

**Forward Plan reference number:** N/A

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## Recommendations:

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That the Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the informal consultation carried out between 22 September and 14 October 2016 on the proposals to introduce a Controlled Parking Zone (CPZ) MP2 to include Aylward Road, Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and Railway Bridge), Hadleigh Close, Kingston Road Between 250 and 274a (even numbers only), Leaffield Road, Manor Gardens, Manor Road and Watery Lane.
- B) Agrees to proceed with a statutory consultation, to include Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and Railway Bridge), Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the zone) and Manor Road, into the proposed MP2 CPZ, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01 Rev A in *Appendix 1*.
- C) Agrees to proceed with a statutory consultation to include Leaffield Road into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01 Rev A in *Appendix 1*.
- D) Agrees to proceed with a statutory consultation to convert the previously proposed pay and display shared use bays in Leaffield Road to permit holders only bays, operational Monday to Friday, between 10am and 4pm.
- E) Agrees to proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) to implement the proposed 'At any time' waiting restrictions (as consulted) in the Cannon Hill Lane area as shown in Drawing No. Z78-218-01 and attached in *Appendix 1*.
- F) Agrees not to proceed with a statutory consultation for the introduction of a CPZ in the following roads: Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane.
- G) Agrees for Officers to cut back 0.5 metre of the grass verge strip in Bakers End adjacent to flank wall of property No 36 Cannon Hill Lane to increase the footway width. This does not require a consultation.

- H) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the results of the informal consultation carried out on the Councils' proposals to introduce a CPZ in Aylward Road, Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and Railway Bridge), Hadleigh Close, Kingston Road Between 250 to 274A (even numbers only), Leaffield Road, Manor Gardens, Manor Road and Watery Lane.
- 1.2 It seeks approval to proceed with a statutory consultation to include Bakers End, Cleveland Avenue Cannon Hill Lane (between Kingston Road and Railway Bridge), Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 274A to obtain parking permits for the scheme) and Manor Road, into the proposed MP2 CPZ, operational Monday to Saturday, between 8.30am and 6.30pm as shown in Drawing No. Z78-218-01A in *Appendix 1*
- 1.3 It seeks approval to proceed with a statutory consultation to include Leaffield Road, into the existing MP1 CPZ, operational Monday to Friday, between 10am and 4pm as shown in Drawing No. Z78-218-01A in *Appendix 1*
- 1.4 It seeks approval to proceed with a statutory consultation to convert the previously proposed pay and display shared use bays in Leaffield Road to permit holders only only, operational Monday to Friday, between 10am and 4pm.
- 1.5 It seeks approval not to proceed with a statutory consultation in the following roads: Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane.
- 1.6 It seeks approval to proceed with a statutory consultation on relevant Traffic Management Orders (TMOs) on the proposed 'At any time' waiting restrictions in various roads at key locations if the CPZ does not go ahead. The extent of these restrictions are detailed on Drawing No. Z78-218-01A
- 1.7 It seeks approval to cut back 0.5 metre of the grass verge in Bakers End adjacent to flank wall of property No 36 Cannon Hill Lane to increase the footway width.

## **2. DETAILS**

- 2.1 The key objectives of parking management include:
- Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas;
  - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures;
  - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy;
  - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas;
  - Encouraging the use of more sustainable modes of transport.
- 2.2 Controlled parking zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.

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

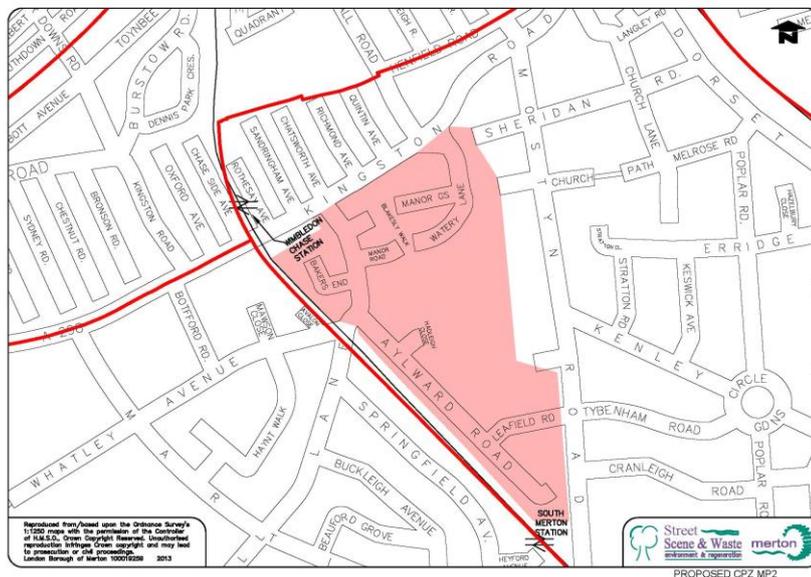
- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.
- 2.4 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 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.
- 2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

### **3. INFORMAL CONSULTATION**

- 3.1 In 2013 as part of the redevelopment of Nelson Hospital there was an allocation of S106 funding to investigate and consult on parking management measures to mitigate the impact of the closure of the hospital car park and the development of residential dwelling on a neighbouring site. The Ward Councillors asked officers to investigate the possibility of a parking management scheme e.g. Controlled Parking Zone (CPZ) in anticipation of the completion of the Nelson Hospital redevelopment and possible parking displacement into the uncontrolled roads behind the hospital.
- 3.2 Officers prepared some parking management proposals for the area and the Ward Councillors arranged a residents meeting to discuss the details of the proposals. During that meeting the residents decided that the parking congestion at that time did not warrant progressing the CPZ proposals and decided to adopt 'wait and see'. It was made clear at the meeting that if and when residents change their mind, the residents would have to put together a petition to the Council requesting parking controls. In November 2015 a petition was presented to full Council by Merton Park Ward Councillors requesting a CPZ on behalf of residents of Cannon Hill Lane area. It was decided to expedite this petition because:
- This scheme was already on the work programme but without a timescale.
  - S106 contribution from the developer identified for parking management is due to expire on 1<sup>st</sup> April 2017. The Council will lose this contribution if not used to develop and progress a parking scheme.

- 3.3 The informal consultation on proposals to introduce parking controls in the Cannon Hill Lane area commenced on 22 September and ended on 14 October 2016. 383 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council's website to fill in the online questionnaire. A copy of the consultation document is attached as *Appendix 3*. The consultation document was posted to all households and businesses within the catchment area.
- 3.4 Notification of the proposals along with the web link to the online questionnaire (e-form) was also posted on the Council's website showing the elements of the parking controls within the zone which included the following:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, passing gaps, and ends of cul-de-sacs;
  - Single yellow lines (mainly between parking bays and across dropped kerbs);
  - Permit holder bays for use by residents, businesses and their visitors.
  - Pay and Display shared use bays
- 3.5 The consultation resulted in a total of 192 online questionnaires returned (after removing duplicates / multiple returns from some households), representing a response rate of 50%. A summary table of the results is attached as *Appendix 2*.

*Area of consultation as agreed with Ward Councillors*



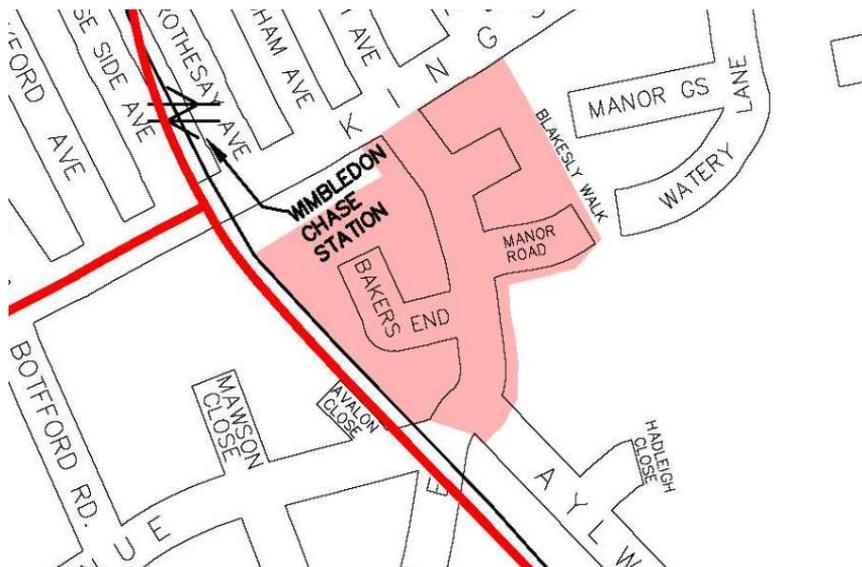
- 3.6 As shown in table 1, of the 192 who responded, 42.7% support a CPZ in their road, compared to 51.6% who do not and 5.7% who are unsure. See table 1 below showing the returns from each road.

Table 1 – summary of results to question: Do you support a CPZ?

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNDECIDED	% YES	% NO	% UNSURE
Aylward Road	17	47	3	25%	70%	5%
Bakers End	19	1	0	95%	5%	0%
Cannon Hill Lane	17	12	1	58%	39%	3%
Cleveland Avenue	2	3	1	33%	50%	17%
Hadleigh Close	4	2	0	67%	33%	0%
Kingston Road	0	4	0	0%	100%	0%
Manor Gardens	3	16	0	16%	84%	0%
Manor Road	4	6	4	29%	42%	29%
Leaffield Road	11	0	0	100%	0%	0%
Watery Lane	5	8	2	33%	54%	13%
<b>Total</b>	<b>82</b>	<b>99</b>	<b>11</b>	<b>42.7%</b>	<b>51.6%</b>	<b>5.7%</b>

3.7 The roads that voted against the principle of a CPZ namely Aylward Road, Manor Gardens and Watery Lane also voted **NO** to the question “would you be in favour of a CPZ in your Road if the neighbouring road/s or part of your road were included in a CPZ?” It is, therefore, recommended that the above roads be removed from the proposed CPZ.

3.8 Further analysis of the results on a road-by-road basis revealed that there are some roads that are in favour of the proposed controls (these are the roads that petitioned the Council for a CPZ) which form a logical geographical boundary and therefore these roads are being recommended for inclusion within the proposed CPZ subject to a statutory consultation and Cabinet Member approval.



3.9 Of the 85 responses from the reduced proposed MP2 CPZ area, 62.4% support a CPZ in their roads, compared to 30.6% who do not and 7% who are unsure or had no response as shown in table 2 below

Table 2 – summary of results to question: Do support a CPZ in your road

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNDECIDED	% YES	% NO	% UNSURE
Bakers End	19	1	0	95%	5%	0%
Cannon Hill Road	17	12	1	58%	39%	3%
Cleveland Avenue	2	3	1	33%	50%	17%
Kingston Road	0	4	0	0%	100%	0%
Leaffield Road	11	0	0	100%	0%	0%
Manor Road	4	6	4	29%	42%	29%
<b>Total</b>	<b>53</b>	<b>26</b>	<b>6</b>	<b>62.4%</b>	<b>30.6%</b>	<b>7%</b>

3.10 Of the 85 who responded, 68.2% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 21.2% who do not, 10.6% who are unsure or who made no response as shown in table 3 below. It is, therefore, recommended that Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and Railway Bridge), Kingston Road, (even numbers only) which will entitle the residents of property Nos. 250 to 274A to purchase a permit), be considered for a new CPZ as shown on Drawing No. Z78-218-01 Rev A and attached as Appendix 1, subject to a statutory consultation.

Table 3 – summary of results to question: if their neighbouring roads were included in a CPZ

ROAD	WOULD YOU BE IN FAVOUR OF A CPZ IN YOUR ROAD IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?					
	YES	NO	UNDECIDED	% YES	% NO	% UNSURE
Bakers End	19	1	0	95%	5%	0%
Cannon Hill Road	17	11	2	58%	39%	3%
Cleveland Avenue	5	0	1	33%	50%	17%
Kingston Road	0	4	0	0%	100%	0%
Leaffield Road	11	0	0	100%	0%	0%
Manor Road	6	2	6	29%	42%	29%
<b>Total</b>	<b>58</b>	<b>18</b>	<b>9</b>	<b>68.2%</b>	<b>21.2%</b>	<b>10.6%</b>

3.11 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 79.2% of respondents prefer Monday – Friday and 20.8% support Monday - Saturday as shown in table 4.

Table 4 – summary of results to question: Preferred days of operation?

ROAD	PREFERRED HOURS OF OPERATION			
	MON - FRI	MON - SAT	% MON - FRI	% MON - SAT
Bakers End	13	5	65%	25%
Cannon Hill Road	23	7	76.7%	23.3%
Cleveland Avenue	4	2	66.7%	33.3%
Kingston Road	3	1	75%	25%
Manor Road	14	0	100%	0%
	<b>57</b>	<b>15</b>	<b>79.2%</b>	<b>20.8%</b>

3.12 Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 43% of respondents prefer 8.30am – 6.30pm, while 22.2% prefer 10am – 4pm and 34.7% prefer 11am – 3pm. As shown in table 5 below.

Table 5 – summary of results to question: Preferred hours of operation?

ROAD	PREFERRED HOURS OF OPERATION					
	8.30am - 6.30pm	10am – 4pm	11am – 3pm	% 8.30am – 6.30pm	% 10am – 4pm	% 11am – 3pm
Bakers End	14	1	3	70%	5%	15%
Cannon Hill Road	12	6	12	40%	20%	40%
Cleveland Avenue	1	2	3	20%	30%	50%
Kingston Road	2	0	2	50%	0%	50%
Manor Road	2	7	5	14.3%	50%	35.7%
	<b>31</b>	<b>16</b>	<b>25</b>	<b>43%</b>	<b>22.2%</b>	<b>34.7%</b>

#### Leaffield Road

3.13 As it can be seen from table1, all those who responded from Leaffield Road voted in favour of being included in a CPZ. Due to the geographical location it is not possible to include this road within the proposed MP2 CPZ. It is recommended that Leaffield Road be added to the existing MP1 CPZ which operates Monday to Friday between 10am and 4pm. Also to covert the previously proposed shared use bays to permit holders only bays. The reason for this is that there are many shared use parking bays in Mostyn Road that are under-utilised and since this road is being added to MP1, the proposed shared use bays are no longer considered necessary.

#### 3.14 Bakers End

During the preliminary design of the scheme the Ward Councillors requested the footway in Bakers End close to its junction with Cannon Hill Lane to be increase by removing a stripe of grass verge. This would facilitate parking to take place on both sides of the road, with one side of the road having partial footway parking. Officers were asked to investigate this further including the cost of widening the footway. The cost of the footway work is estimated at £3000; this cost could be met from the CPZ budget and S106 allocation.

### 3.15 Ward Councillor Comment

- *Thank you for a constructive meeting this morning. It was helpful to see the conditional preference data (reactions if neighbouring roads went into the CPZ) as well as the original preference data, as this confirms the recommendation to include Manor Road and Cleveland Avenue in the proposed CPZ.*
- *We are in agreement that Bakers End, Cannon Hill Lane, Cleveland Avenue, Kingston Road (specified numbers only) and Manor Road should proceed to the next stage for the formation of the proposed MP2 CPZ Cannon Hill Lane area, operational Monday to Friday 8.30am to 6.30pm; that Leafield Road should become part of MP1 Merton Park south; and that Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane should be excluded from further consultation.*
- *We have asked you to review the detailed design in Manor Road to add one parking bay at either end of the road, and to consider a single yellow line on the north side of Watery Lane to discourage obstructive footway parking.*
- *We discussed the possible timing for the statutory consultation, and agreed this is best scheduled for early January next year rather than risk trying to complete it over the Christmas holiday period.*
- *Our thanks to you and Barry for the successful conclusion of this stage of the consultation within the agreed timetable.*

## **4. PROPOSED MEASURES**

- 4.1 Based on the informal consultation results, officer are recommending the following
- 4.1.1 undertake a statutory consultation to include Bakers End, Cleveland Avenue, Cannon Hill Lane (between Kingston Road and Railway Bridge), Kingston Road, (even numbers only, which will entitle the residents of property Nos. 250 to 174A to obtain parking permits for the proposed zone) into the proposed MP2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No.Z78-218-01 Rev A in *Appendix 1*.
- 4.1.2 exclude Aylward Road, Hadleigh Close, Manor Gardens and Watery Lane be from the proposed zone.
- 4.1.3 Undertake a statutory consultation to include Leafield Road into the existing MP1 CPZ operational Monday to Friday between 10am and 4pm as shown in Drawing No.Z78-218-01 Rev A in *Appendix 1*.
- 4.2 The CPZ design comprises of mainly permit holder bays to be used by residents, and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 4.3 An element of pay and display parking to facilitate visitors / shoppers to the area for local amenities is included as part of the proposals.

#### 4.4 Hours of operation

The majority of respondents favoured a proposed MP2 CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm.

#### 4.5 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 at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.

#### 4.6 Visitors' permits

All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. 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.

#### 4.7 Pay and display parking

To provide parking availability for visitors to the local amenities pay and display shared use is proposed with a tariff of £1.20p per hour, with a minimum payment of 40p for 20 minutes. Maximum stay for pay and display parking will be 2 hours.

### **5. TIMETABLE**

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

### **6. ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 6.2 To include all the roads within the proposed CPZ. This, however, would be contrary to the results of the informal consultation.

### **7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing the proposed measures is estimated at £25k. This includes the publication of the Made Traffic Management Orders and the appropriate road markings, signage and removing a stripe of grass verge to form part of the footway in Bakers End. This will be met by the S106 allocation for Parking Management scheme for this area.

### **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.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

## **10. CRIME AND DISORDER IMPLICATION**

- 10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 11.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate

parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- (c) the national air quality strategy;
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
- (e) any other matters appearing to the Council to be relevant.

### **13. APPENDICES**

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

Appendix 1 – Drawing No.Z78-218-01Rev A.

Appendix 2 – Informal consultation document



## Controlled Parking Zone (CPZ)

### Proposed Zone MP2 Cannon Hill Lane Area



Councillor Martin Whelton  
Cabinet Member for  
Regeneration, Environment and  
Housing.  
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ISSUE DATE : 22 SEPTEMBER 2016

#### Dear Resident / Business

The safety of our residents and visitors to the borough is of high priority for us. The quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the Canon Hill Lane area between Kingston Road and the Railway Bridge. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually be implemented where a majority of households who respond within a proposed area/or road, want one in defined circumstances.

The purpose of this leaflet is to inform you that a petition was presented in November 2015 to full Council by your local Ward Councillors requesting a CPZ. The Council is therefore seeking your views on proposals to introduce a CPZ in Canon Hill Lane area as shown on the enclosed plans. This proposal is in response to representations received from the residents of Cannon Hill Lane area who are experiencing parking difficulties in their road(s). Generally, residents feel the problem is being caused by:

- Commuters who park and complete their journey by public transport.
- Staff and visitors of nearby businesses.

In anticipation of the likely parking displacement into the neighbouring roads, it has been agreed that the Council would carry out an informal consultation on a larger area, to give those residents an opportunity to air their views.

This area is currently being proposed as a new standalone zone thereby allowing the residents to choose the hours of operation. However, depending on the results of the consultation, it may be necessary for those supporting roads to become part of an extension to existing neighbouring zone. If roads are added as

extensions to the existing zones namely MP1 and/or 5F details of which can be found on the Council's website they will have to adopt the hours of operation of the existing zone.

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road. The proposals primarily include Permit Holder only bays with very few shared use bays in Cannon Hill Lane near its junction with Kingston Road. The proposals also include double yellow lines and some single yellow lines. Due to the scale of the attached plan it may be difficult for some to view the proposed restrictions. It is therefore recommended that residents view the plans on the website or inspect larger scale plan deposited at the Civic Centre reception.

#### WHAT IS A CONTROLLED PARKING ZONE (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 zone entry signs. 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 on yellow lines, loading or unloading of goods is permitted 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 property, and does not guarantee an available parking space.

Please see the frequently asked questions (FAQ's) sheet enclosed.

### 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 lines (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 park across individual crossovers without the proper 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 area, and if the Cabinet Member agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

### PROPOSAL

The proposals include a number of provisions which are detailed below

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

**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 operational 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.

However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and non-residents who may also work their way around the 6 hours by moving their vehicles away and then returning to park for the rest of the day.

**4 hours controls (11am - 3pm)** - These operational



nes offer fewer restrictions for residents and their visitors than the “all day” or 6 hours control. It is still effective in preventing commuters and other long term parking. However, it may encourage short-term parking outside the operating times by non-residents businesses. Residents returning from work later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times. The standard annual parking permit charges apply regardless of the hours the zone operates.

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, therefore reducing available parking for our visitors.

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

The Cost of the annual parking permits remains unchanged whether the CPZ operates all day or part day.

Parking Controls - 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)

Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking

where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking facilities for permit holders)

### 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 [www.merton.gov.uk/cpzmp2](http://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. Please let us have any comments or suggestions you may have by **14 October 2016**.

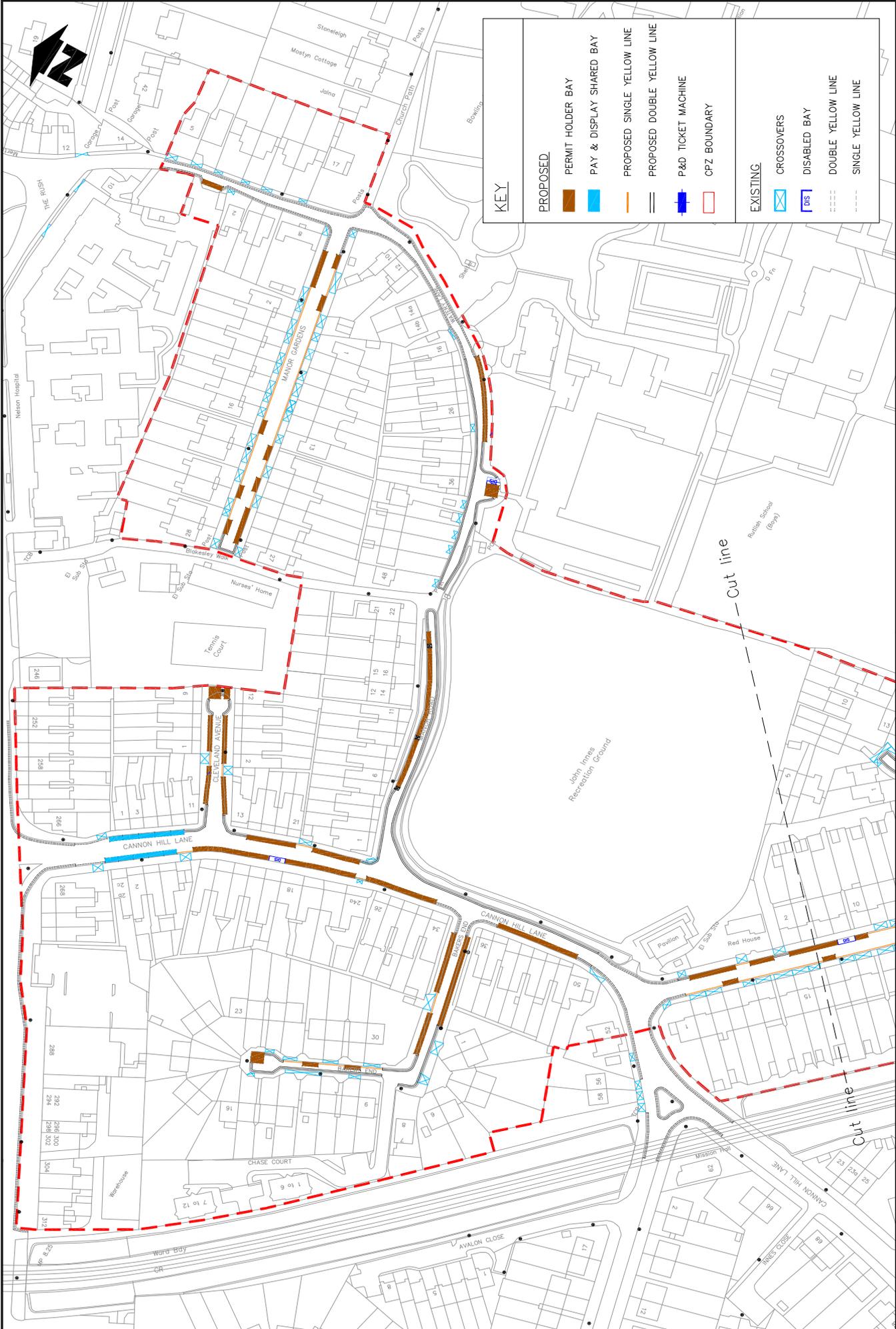
We regret that due to the number of responses received during an informal consultation of this size, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

### 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 Regeneration, Environment and Housing. Once a decision is made you will be informed accordingly.

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





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PROJECT: Controlled Parking Zone CPZ  
 TITLE: Proposed Zone MP2 North section

Drawn by: [Name] Date: [Date]  
 Checked by: [Name] Date: [Date]  
 Approved by: [Name] Date: [Date]

Street Scene & Waste environment & regeneration  
 TRAFFIC & HIGHWAYS

Drawn No: Z76-2/8-01  
 Revision: [Number]  
 Date: [Date]  
 Merton Civic Centre  
 London Road  
 Merton, Surrey  
 SM4 5DX  
 www.merton.gov.uk  
 Scale: N.T.S.

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# Frequently Asked Questions



April 2016

## Where may I park in a CPZ?

Vehicles may only be parked in marked parking bays. These bays are located where it is safe to park and unlikely to cause a physical or visual obstruction. Each bay may be restricted by charge, length of stay or permit requirement. Permit holder bays will be undivided to ensure greater parking efficiency. 'Pay & display' bays and shared use bays will be marked individually.

## What is a permit holder bay?

This is a bay in which only vehicles displaying a valid resident, business or visitor permit may be parked.

## What is a 'pay & display' bay?

These are bays designed for short or long-term parking. Any vehicle parked in these bays must display a valid 'pay & display' ticket that may be purchased from a nearby ticket machine. Each of these bays will allow non-permit holders' vehicles to park for a 'maximum stay'. Parking will be free in these bays until they become operational. However, it will not be possible to purchase a ticket until the bays become operational. The operational times of the bays will be shown on parking signs.

## What is a shared use bay?

These are bays designed for use by either permit holders (without additional charge) or by non-permit holders who must purchase a 'pay & display' ticket. These bays have a 'maximum stay' that only 'pay & display' users must adhere to.

## How much will 'pay & display' cost?

Tariffs vary across the Borough from £1.20 per hour to £4.80 per hour.

## Where may 'blue badge' holders park?

Disabled parking bays are available for use to all Blue Badge holders. Badge holders may park free of charge and without time limit at pay&display only and shared-use bays. Blue Badge holders may not park on resident parking bays. Check with the local authority's Highways Department. However, in Merton, Blue Badge holders may park free of charge for an unlimited period on permit holder parking bays. Residents of Merton who possess a Blue Badge may apply for a resident permit free of charge. Resident visitor permit are charged at the current rate. All other national guidelines on the use of Blue Badges apply throughout the borough.

## Where may motorcyclists park?

Solo motorcycles may be parked in permit holder bays and motorcycle bays free of charge.

## Where can't I park?

Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are operational at all times.

## Can a CPZ be reviewed after implementation?

Newly implemented CPZs will be monitored and maybe reviewed within 12 to 18 months after implementation. If necessary earlier action maybe taken to improve the parking arrangements.

## How are regulations enforced?

Uniformed parking attendants will regularly patrol the zone and issue a penalty charge notice (PCN) to any vehicle that is illegally parked.

## How much do resident and business permits cost?

### Resident

The initial application cost includes a set-up fee of £25.00 (this applies to residents 1st, 2nd, 3rd and any subsequent resident permits, Address permit, annual visitor permits and business permits).

1 <sup>st</sup> Permit in household	£ 65.00 per annum
2 <sup>nd</sup> Permit in household	£ 110.00 per annum
3 <sup>rd</sup> & subsequent Permits in household	£ 140.00 per annum
Address Permit	£ 65.00 per annum (For residents who regularly change vehicles, ie. company vehicles)

Address Permit FREE (For housebound/registered disabled residents who require daily care)

Business Permit £331.00 per 6 months (All zones except W1, W2, W3, W4 & W5)

Central Wimbledon Business Permit £376.00 per 6 months (Zones W1, W2, W3, W4 & W5)

A permit will not be issued for a vehicle greater than 2.28 metres in height or more than 5.25 metres in length. Business permits are provided for vehicles used to assist in the operations of a business rather than providing reduced rate commuter parking. No more than two business permits will usually be issued per business except in exceptional circumstances.

## How much do resident visitor permits cost?

Half day (08.30 - 14.00 / 12.00 - 18.30) £ 1.50

Full day £ 2.50

Annual permit £140.00

Residents are entitled to 100 half-day visitor permits per annum and 50 full day permits per annum. Vehicles displaying these permits may be parked in either permit bays or shared use bays within the zone.

## Why must I pay to park in my street?

In order to meet the costs of installation, maintenance, enforcement and review of the zone, we must charge residents/businesses and their visitors. Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes.

## What if I have special care needs?

If you are housebound and require regular care or nursing attendance, you may apply for a free discretionary permit.

## What is the cost of a PCN?

All Penalty Charge Notices (PCNs) are discounted by 50 % of the initial charge if paid within 14 days from the date of issue. Parking penalty charges vary between contraventions, generally parking offences range from £60 (£30) to £110 (£55), Bus Lane charges are £130 (£65), for a more detailed summary of the contraventions and charges please go to the following link;

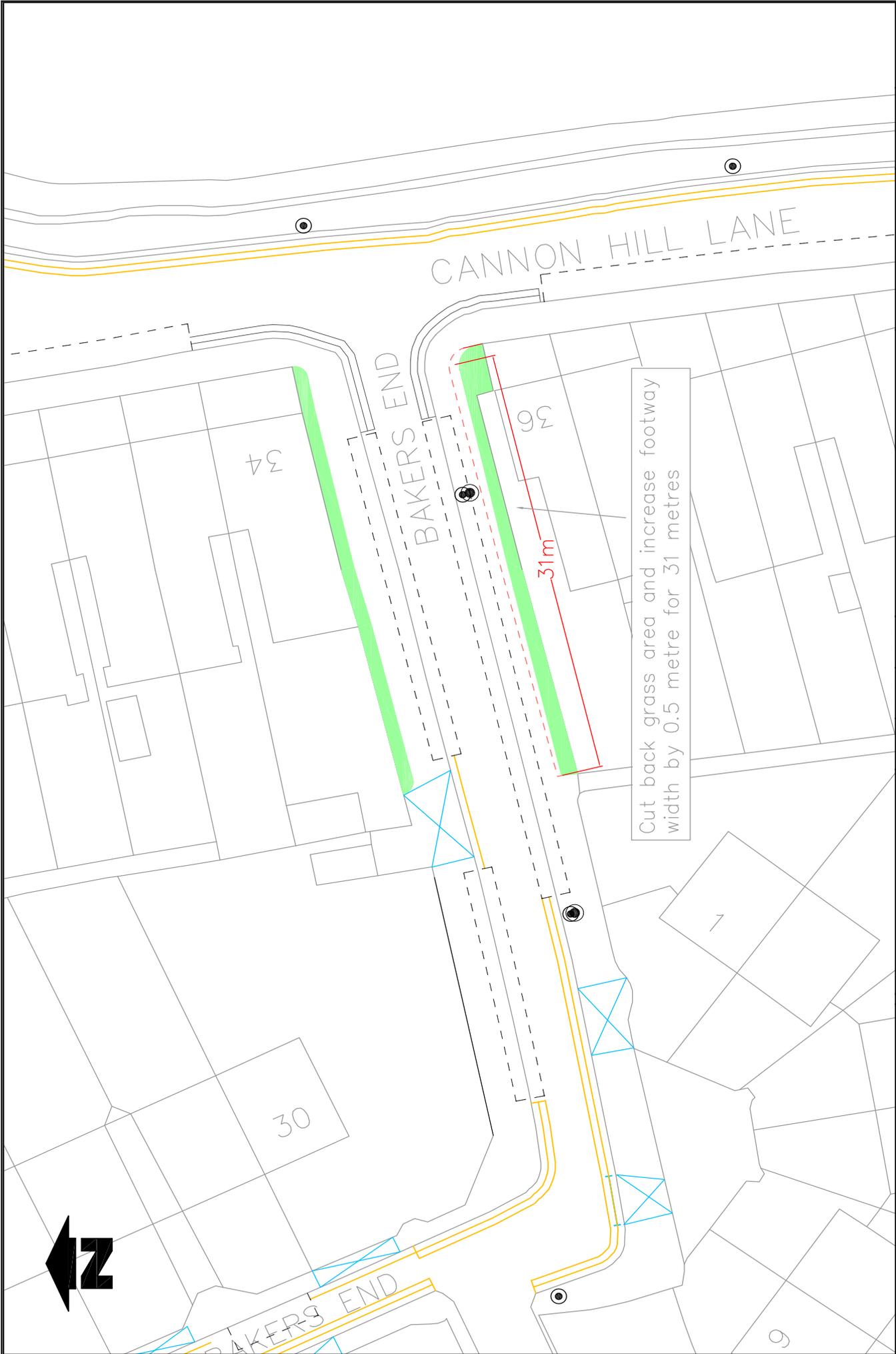
<http://www.merton.gov.uk/contraventioncodesandfaqs.htm>

## How will I know when the regulations are in force?

Zone entry signs show the hours of operation of zones. Any restrictions within a zone that do not operate for these times are signed independently.

## Further information?

Please see the following link, <http://www.merton.gov.uk/transport-streets/parking/parkingfaq.htm>



**Notes**  
Do not scale from this drawing

Drawn	Checked	Appr.	Date	Drawn	Checked	Appr.	Date	Drawn	Checked	Appr.	Date

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**Street Scene & Waste**  
environment & regeneration

**TRAFFIC & HIGHWAYS**

**merton**  
Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
www.merton.gov.uk

Contract No: Z78-218-05  
Revision: -  
Contract: DRAFT  
Scale: 1:250

**PROJECT**  
Controlled parking Zones  
MPZ

**TITLE**  
Bakers End  
Increase width of footway