

## ENVIRONMENT AND REGENERATION DEPARTMENT

Chris Lee - Director



Future Merton  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX

*Direct Line:* 020 8545 3837

*My Ref :* CPZ/WB2  
*Please Ask For:* Caroline Stanyon  
*Your Ref:*

*Date:* 17 May 2017

Dear Resident/Business

### **CAVENDISH AVENUE AREA (WB2)** **INFORMAL CONTROLLED PARKING ZONE (CPZ) CONSULTATION**

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, the Council will consider the introduction of a Controlled Parking Zone (CPZ) to reach a balance between the needs of residents and businesses and the safety of all road users. A CPZ will usually only be implemented where a majority of households who respond within a proposed area/or road, want one in defined circumstances.

Representations have been received from residents of both Belmont Avenue and Cavendish Avenue who are experiencing parking difficulties in their road(s). Generally, residents feel that the problem is being caused by:

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

As a result of these representations and following discussion with your Ward Councillors, it has been agreed that the Council will carry out informal consultation on a proposal to introduce a CPZ in the Cavendish Avenue Area. In anticipation of possible parking displacement, should controls only be introduced in Belmont Avenue and Claremont Avenue, the consultation area has been extended to include Barnard Gardens and Errol Gardens.

### **PROPOSAL**

As a resident of the Cavendish Road Area we are writing for your views on the introduction of parking controls in your road. A plan of the proposed CPZ parking bay layout is attached.

The majority bays have been provided as permit holder bays with a small number of shared-use Pay and Display bays proposed at the northern end of Belmont Avenue, to allow non residents to pay for parking for a short period when using the shops on Burlington Road.

To maximise parking for residents, whilst also ensuring safety and access for all road users, it is proposed to allow partial footway parking on both sides of Errol Gardens at its junction with Belmont Avenue. Unfortunately, due to the narrow carriageway and footway widths in Barnard Gardens and the remainder of Errol Gardens, parking can only be provided fully on the carriageway on one side of the road.

### **What is a CPZ and how does it work?**

A CPZ is an area all road space is managed by the introduction of parking to protect the parking needs of residents and their visitors, as well as those of local businesses and 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 where parking would impede the passing of vehicles. Single yellow lines, usually only effective during the CPZ hours, will also be introduced where the kerb is lowered, i.e at crossovers for driveways. However, where a crossover provides access to a number of properties these yellow lines may be upgraded to 'at any time' double yellow lines.

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 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. This means that long-term parkers will not be able to park within the CPZ bays during the operational times. However, a parking permit does not give the holder the right to park outside a particular property or guarantee an available parking space.

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.

### **Operational Days and Hours**

Based on experience of similar schemes already in operation within Merton, the Council is providing you with a number of options as to your preferred hours and days of operation.

A CPZ operating **Monday to Friday**, offers more flexibility to residents and visitors at weekends but may encourage non residents, especially shoppers, to park at the weekends, therefore reducing available parking for you and your visitors. **Monday to Saturday** controls provide maximum protection for residents. However, they are more restrictive on visitors who would require a visitor's permit to park during the controlled times.

With regards to operational hours, **All Day Controls (8.30am - 6.30pm)**, provide maximum protection for residents by removing short and long-term parking. However, they are less flexible.

**Part Time Controls (10am - 4pm) and 4 hours controls (11am – 3pm)**, are less restrictive on residents and their visitors than ‘all day’ controls and still effective in preventing long-term parkers. However, they may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. As a result, residents returning from work later in the afternoon may find less available parking in their street due to this.

## **Permit Costs**

The standard annual parking permit charges apply regardless of the hours and days the zone operates. The Council has recently agreed the introduction of a new diesel levy for resident, business and trade parking permits and reduced permit charge for electric vehicles. This levy is in addition to the cost of the permit. Further information on how CPZs work and details of permit costs can be found on the Council website at the following links <http://www.merton.gov.uk/transport-streets/parking.htm> and <http://www.merton.gov.uk/transport-streets/parking/cpz>.

## **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. This informal consultation will ‘go live’ on **Monday 22 May 2017**.

We would ask that you submit your questionnaire online using the following link <http://www.merton.gov.uk/transport-streets/parking/cpz/cpzwb2>.

The online system has been created to keep costs down and allow the Council to process your views more efficiently. Anyone who does not have access to a computer can contact the Council and a hard copy of the questionnaire will be provided. Please let us have any comments or suggestions you may have by **Monday 19 June 2017**.

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.

## **WHAT HAPPENS NEXT**

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/cpzwb2](http://www.merton.gov.uk/cpzwb2). You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm or at West Barnes Library.

Yours sincerely,

*A C Stanyon*

Caroline Stanyon  
Parking Engineer |futureMerton|  
Environment and Regeneration |London Borough of Merton|  
Email: caroline.stanyon@merton.gov.uk