

Committee: Cabinet Member Report

Date: 27th January 2017

Wards: Village

Subject: Proposed VQ CPZ the Quadrant – formal consultation.

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

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

Contact Officer: Paul Atie, Tel: 020 8545 3337

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Recommendations:

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

- A) Notes the result of the informal consultation carried out between 24 November and 16 December 2016 on the proposals to introduce Controlled Parking Zone (CPZ) VQ to include Camp Road, Camp View, North View, West Place and West Side Common (in the area known as the Quadrant).
- E) Agrees to proceed with a statutory consultation to include Camp Road, Camp View, North View, West Place (in the area known as the Quadrant) and West Side Common into the proposed VQ CPZ, operational Monday to Friday between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01 rev A and attached in Appendix 1.
- F) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted in June/July 2016) in the Quadrant as shown in Drawing No. Z78-232-01 and attached in Appendix 1.
- G) Agrees to remove the previously proposed pay and display bays shared use bays outside the Kier and replace them with double yellow lines.
- H) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal consultation carried on the Councils' proposals to introduce 'CPZ' VQ to include Camp Road, Camp View, North View, West Place and Westside Common.
- 1.2 It seeks approval to carry out a statutory consultation to include Camp Road, Camp View, North View, West Place (in the area known as the Quadrant) and West Side Common into the proposed VQ CPZ, operational Monday to Friday between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01 rev A and attached in Appendix 1.

1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions in Quadrant Roads as shown in Drawing No. Z78-232-01 and attached in **Appendix 1**.

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 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.

2.5 Within any proposed CPZ or review, 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.

2.6 Residents of the Quadrant petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road. At the same time the Council has been combating and continue to receive numerous complaints of live in Caravans parked on The Causeway.

3. INFORMAL CONSULTATION

3.1 Residents of the Quadrant petitioned the Council for parking controls due to inconsiderate and obstructive parking which impede traffic flow. There are also known problems with mobile homes (Camper vans and caravans) on the Causeway which the Council has been attempting to address. Legal proceedings to remove camper vans and caravans can be long, cumbersome and costly. The local ward Councillors asked for meetings with officers to discuss The Causeway and the petition received from residents of the Quadrant. At the meetings various parking options were discussed on how to take forward the consultation on the Quadrant and The Causeway. The ward Councillors insisted that both consultations should take place at the same time. It was explained that with regards to The Causeway, due to its non-residential status the proposals would be the introduction of pay and display only bays which would only require statutory consultation. However, the Quadrant would require both informal and statutory a consultation which is a shorter process than the introduction of a CPZ in the Quadrant area which would involve an informal and a statutory consultation. It was also explained that due to resource constraints it would not be possible to expedite the CPZ informal consultation in order to run both schemes concurrently during the period allocated for the scheme for The Causeway. The ward Council decided that they would run the informal consultation and present the result to officers in order to bring the Quadrant in line with the Causeway and that the statutory consultations would be carried out at the same time..

3.2 In January 2016 the Village ward Councillors carried out an informal consultation to gauge interest of the residents in the Quadrant roads including West Side Common on proposals to introduce a Controlled Parking Zone (CPZ).

3.3 A majority of (87.5%) residents in the quadrant Roads and West Side Common who responded favoured the introduction of a CPZ with the hours of operation of Monday - Saturday between 8.30am and 6.30pm. Following discussions with the Ward Councillors, it was agreed to proceed with the statutory consultation on both CPZ and The Causeway proposals.

4. STATUTORY CONSULTATION

4.1 The statutory consultation on the proposals to introduce Controlled parking Zone (CPZ) VQ in the Quadrant roads which include Camp Road, Camp View, North View, West Place and West Side Common was carried out between 23 June and 21 July 2016. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre, Wimbledon Library and on the Council's website.

4.1 The newsletter detailed the following information:

- The undertaking of the statutory consultation
- A plan detailing the following:

- Hours of operation of the zone
 - Double yellow lines operating “At any time’ without loading restrictions
 - Single yellow lines
 - The various parking bays
 - Zone boundary
- 4.2 The statutory consultation resulted in a total of 60 representations being received. 11 representations supported the proposed CPZ that was based on Mon-Fri 8.30am-6.30pm; 38 representations in favour of the CPZ but with a reduced hours of operation of 2.30 and 5.30pm. There were also 7 comments and 4 against. A representation was also received from the Metropolitan Police with no comments or observations.
- 4.3 The current unrestricted parking is adversely affecting the use and enjoyment of the Common by the general public especially families, dog walkers and other people wishing to visit the area for leisure activities. It is also restricting access to local businesses such as the Golf Clubs, the Fox and Grapes and other businesses in the Village.
- 4.4 It is evidenced from the representations received and the meeting organised by the Residents Association on 29 June 2016 (attended by an officer), all attendees agreed that some form of restrictions is needed on the Causeway to remove commuters parking and the camper vans and caravans. However majority of residents who responded to the statutory consultation want the hours of operation changed to lesser hours of 2.30 and 5.30pm.
- 4.5 The statutory consultation was carried out based on the outcome of the informal consultation carried out by the Ward Councillors i.e. majority support for 8.30am to 6.30pm. During the statutory consultation, however, some residents and businesses had various meetings and the outcome was that the Resident Association sent a standard letter to the residents encouraging them to respond to the Council’s consultation requesting lesser hours and for the two schemes to be implemented simultaneously. An extract of the letter is as following “*We suggest that the restricted hours be changed from 0830-1830 to 1430-1730 (i.e. to only apply in the afternoon) with a maximum stay 2 hours with no return within 1 hour. We understand the aim of the restricted hours is to prevent parking by commuters (and other non-residents) who use the spaces all day. We consider that reducing the hours of restricted parking will achieve this aim, but, crucially, without detrimentally impacting on the interests of those in the locality to such a large extent. Given that purpose can be achieved by shorter hours, we see no reason for the imposition of a longer period of restrictions.*” At the same time other interested groups were arguing that the hours of operation of between 8.30am and 6.30pm should be retained to make sure their interests are protected. To determine the majority support for the hours of operation, the Council carried out an informal consultation for the Quadrant roads and West Side Common CPZ. Resident Association and Ward councillors were advised that this would not impact the hours and starting date of the proposed measures for The Causeway.
- 4.6 The informal consultation was carried out between 24 November and 16 December 2016. The outcome of the informal consultation is set out in table 1. The response rate was 50.3%. Of the 71 who responded, 35% opted for 8.30am – 6.30pm, while 55% opted for 2.30pm – 5.30pm and 7% chose 10am – 4pm. During the informal consultation some residents informed the Council that they do not have access to a computer and requested hard copies of the questionnaire. A hard copy of the questionnaire was delivered to those who requested it.

Table 1

Road	Preferred hours of operation							
	8.30 am - 6.30 pm	10 am – 4 pm	2.30 pm – 5.30 pm	Unsure	% 8.30 am – 6.30 pm	% 10 am – 4 pm	% 2.30 pm – 5.30 pm	% unsure
Camp Road	9	2	17	0	32%	7%	61%	nil
Camp View	0	0	5	0	nil	nil	100%	nil
North View	5	1	7	0	38%	8%	54%	nil
West Place	6	0	3	1	60%	nil	30%	10%
Westside Common	5	2	7	1	33%	13%	47%	7%
Total	25	5	39	2	35%	7%	55%	3%

- 4.7 As shown in table 2 below, of the 71 who responded, 87% support a CPZ in their road, compared to 7% who do not and 6% who are unsure or who made no response. This is in line with the result of the informal consultation carried out previously (87.5% in support of the principle of a CPZ) by the local ward Councillors. See table two below.

Table 2

Road	Support for a CPZ					
	Yes	No	Unsure	% Yes	% No	% Unsure
Camp Road	22	3	3	79%	10.5%	10.5%
Camp View	5	0	0	100%	nil	nil
North View	12	0	1	92%	nil	8%
West Place	9	1	0	90%	10%	nil
Westside Common	14	1	0	93%	7%	nil
Total	62	5	4	87%	7%	6%

Officer's comment

- 4.8 Normally the Council offers 3 options of the hours of operation which over the years have been tried and tested. The hours of operation that the Council believe would work are:- 8.30am to 6.30pm which captures the whole day, 10am to 4pm and 11am to 3pm which break up the day and prevent majority of commuters including shift workers from being able to park in the zones. The suggested 3 hours would also be perfect for the college 6 formers as well as other commuters who would be able park in this area during the free period and top up in the shared use bays till 3.30pm. However, it is normal practice to implement the hours of operation as chosen by majority of residents. On this occasion, majority have opted for 2.30-5.30 and therefore, it is recommended that a statutory consultation is undertaken to introduce a CPZ (VQ) to operate Monday to Friday between 2.30pm and 5.30pm.

- 4.9 In terms of the suggested amendment of converting the proposed permit holder only bays to shared use bays, some residents of Camp Road are against such a move and their reservation is understandable and shared by Council officers as The Causeway would have many P&D parking bays that would be available for visitors. Also permit holder bays would be available for parents to drop off and pick up children. This would regulate the parking and keep the area of double yellow lines free for movement of traffic during the school runs. The shared use spaces could be occupied all day by various pay and display customers. Both the school and residents of the Camp Road could be severely affected. With that in mind it is recommended that the permit parking bays to remain as previously consulted.

The Causeway

- 4.10 From the very start the Council made it clear that The Causeway and the potential CPZ for Camp Road area would be kept separate even though the statutory consultations would be undertaken simultaneously. The Causeway is P&D only and not a CPZ and therefore, the operational hours is determined by the Council, based on a number of factors the main one being the proposed hours will allow the Council to maximise the parking potential along The Causeway allowing a reasonable turn over by those visiting the area and it ensures the removal of all day / half day free parking. The Causeway is a public highway and not residential nor part of a CPZ. In the absence of a car park in the Village, it is believed that it is one for the Council to consider how it would be best to manage pattern and level of parking whilst catering for the larger community. The Council is keen to introduce the parking management proposals along this road to address some on-going issues. Upon the completion of the statutory consultation, the cabinet Member approved the implementation of The Causeway proposals in December 2016. The Causeway scheme will operate Monday to Friday between 8.30am and 6.30pm and implementation will begin in February 2017.
- 4.11 There were some concerns that once The Causeway is implemented it would leave the Quadrant area unprotected and would exacerbate the already obstructive parking pattern and demand for parking. To ensure that obstructive parking does not take place, it is recommended that the proposed yellow lines that have already been consulted on are implemented before the outcome of the CPZ is determined.

Ward Councillor Comments

- 4.12 The local Ward Councillors have been fully engaged during the consultation process. Although the Ward Members have been advised of the outcome of the consultation and officer's recommendations, at the time of writing this report, no comments have been received against the proposed measures. The feedback received from one of the ward councillors '*This demonstrates a clear preference for the shorter hours and you are right to recommend the necessary Statutory Consultation on operating hours of 2.30 to 5.30*'.

5. PROPOSED MEASURES

- 5.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to include Camp Road, Camp View, North View, West Place (in the area known as the Quadrant) and West Side Common into the proposed VQ CPZ, operational Monday to Friday between 2.30pm and 5.30pm as shown in Drawing No. Z78-232-01 rev A and attached in Appendix 1.

- 5.2 It recommended that the relevant Traffic Management Orders (TMOs) is made and the implementation of the 'At any time' waiting restrictions (as consulted) in the Quadrant as shown in Drawing No. Z78-232-01 and attached in Appendix 1
- 5.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. 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.
- 5.4 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.
- 5.4.1 In November 2016, the Council agreed to introduce a Diesel Levy to all those permit holders with a diesel vehicle. However, it has been agreed not to apply this new Diesel levy to the first year of permits of those zones that were consulted on (but not implemented) prior to the introduction of this levy. However, the levy will be applied to renewals. Permit holders will be advised accordingly when making their permit application. Those residents with an all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.
- 5.6 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.
- 5.7 Trades permits
Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.
- 5.8 Pay and display tickets
It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.
- 6. TIMETABLE**
- 6.1 The statutory consultation is planned to be carried out in March 2017. 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; Council's intention of undertaking of the statutory consultation on the proposed parking controls and a plan.
- 7. ALTERNATIVE OPTIONS**
- 7.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the various consultations, as well as the Council's duty to provide a safe environment for all road users.

- 7.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £30k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 8.1 The Environment and Regeneration revenue budget for 2016/17 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 9.2 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.
- 9.3 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.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 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.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 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.
- 10.4 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.

110. CRIME AND DISORDER IMPLICATIONS

11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

12.1 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 and the local business community. It will also do nothing to address the obstructive parking that has been identified.

12.2 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.

13. ENVIRONMENTAL IMPLICATIONS

13.1 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.

13.2 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.

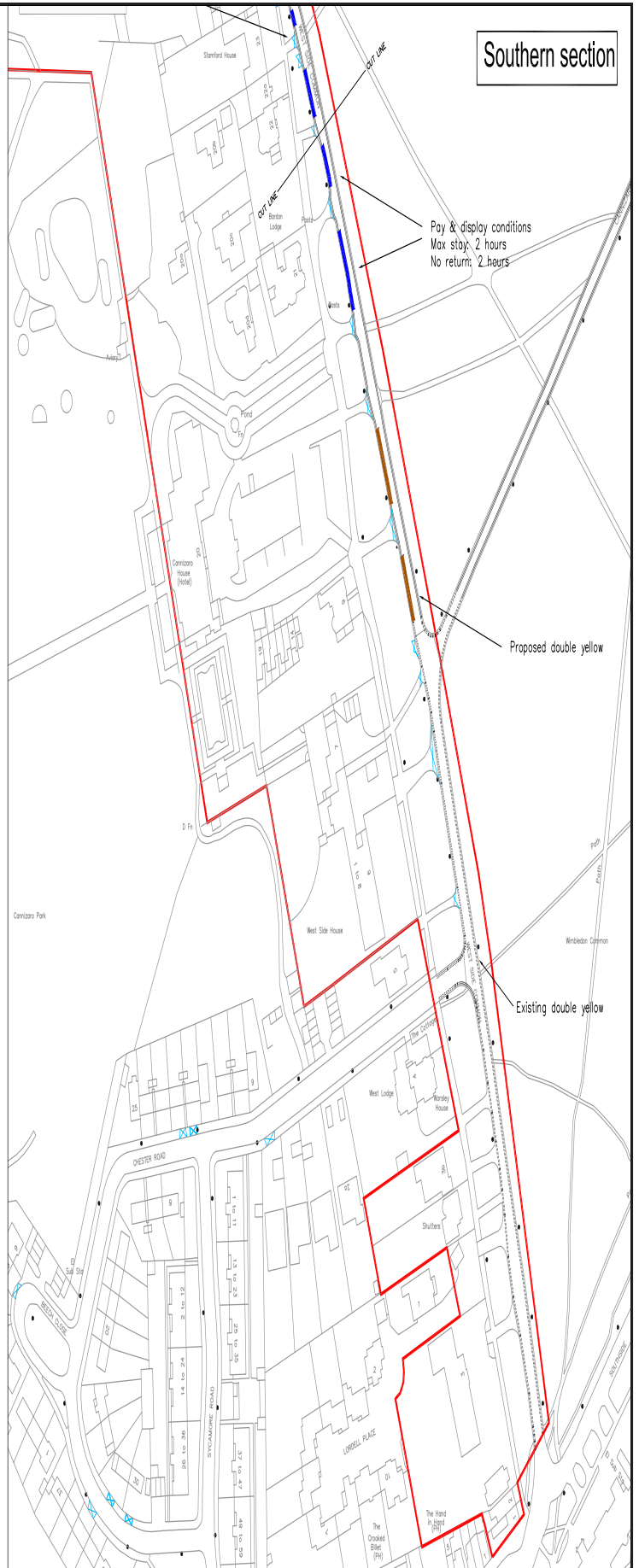
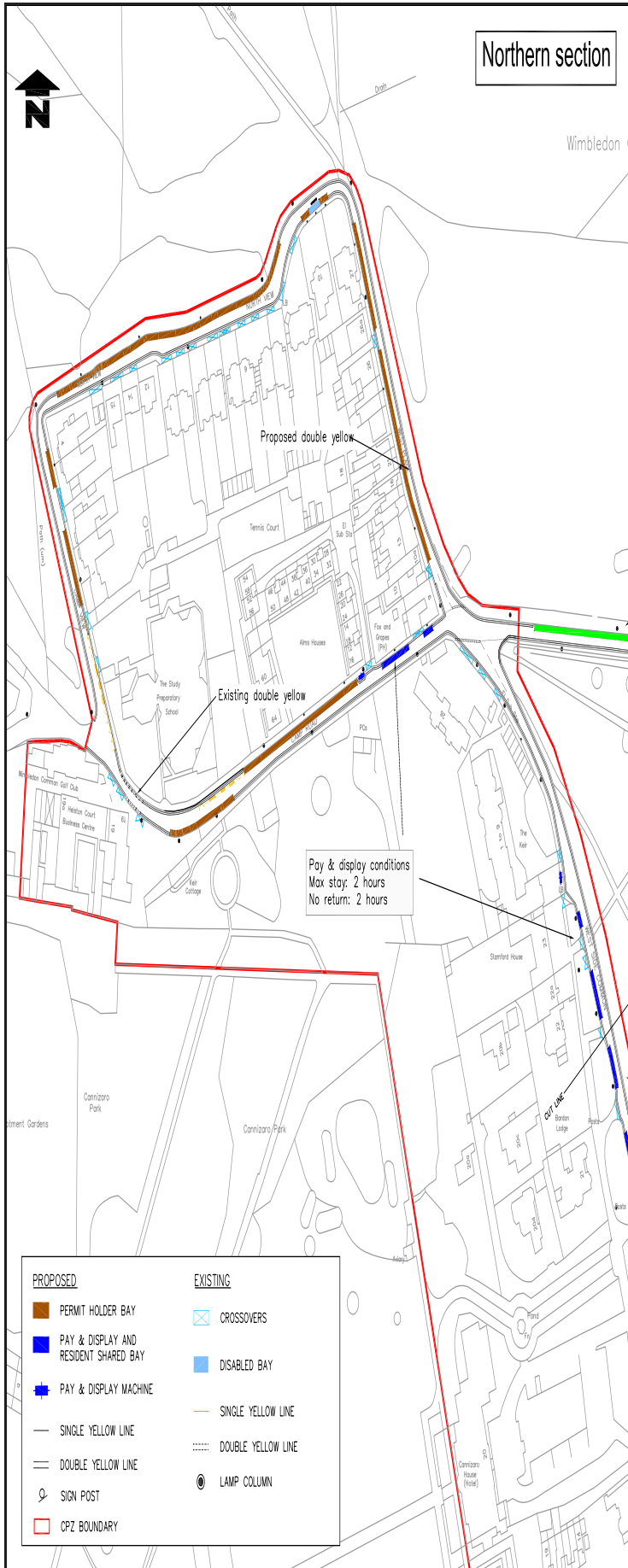
14. APPENDICES

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

Appendix 1 – Drawing No. Z78-224-02

Appendix 2 – Informal consultation document.

Appendix 3 – Statutory Consultation Documents



Notes
Do not scale from this drawing

Rev	Revisions	Drawn	Chk	Disc	SK	CHK	App	Date
A	Minor amendments to northern section and D/L at 9/C							

Sustainable Communities
 environment & regeneration
 TRAFFIC & HIGHWAYS

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Drawn by	SK	Date	Dec 2015
Checked by	SK	Date	
Approved by	SK	Date	

PROJECT Controlled Parking Zones (CPZ's)	 Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk	Drawing No: Z78-232-01 Revision: A Description: CONSULTATION Scale: NTS
TITLE Design Layout VQ CPZ (Village Quadrant)		

Controlled Parking Zone (CPZ)

Proposed Zone VQ Camp Road Area



ISSUE DATE : 24 NOVEMBER 2016

Dear Resident / Business

Following the receipt of a petition from some of the local residents and consultations carried out by the Ward Councillors, during June 2016 the Council carried out a statutory consultation on a CPZ for the Quadrant area and Westside Common.

The purpose of this leaflet is to further seek your views on proposals to introduce a CPZ in the Quadrant area and Westside Common as shown on the enclosed plans. This informal consultation is in response to representations received during the recent statutory consultation on proposals to introduce a CPZ in this area operating Monday to Friday between 8.30am and 6.30pm. We received representation from the Residents Association and some residents requesting the hours of operation to be changed from 8.30am - 6.30pm to 2.30 - 5.30pm with days of operation remaining as Monday - Friday.

This has necessitated the need to clarify majority support for the hours of operation. It would therefore be appreciated if you could choose your preferred hours by responding via www.merton.gov.uk/cpzvq. Please let us have your view by 16 December 2016. **It is only one vote per household or business.**

In the event that the majority response is supportive of Monday, between 8.30am and 6.30pm, the Council would be able to implement the CPZ as soon as the Cabinet Member's approval is obtained. However, if there is a change, a further statutory consultation would be necessary. In the event that there is a change in hours of operation, a statutory consultation will not take place until March 2017 at the earliest and implementation could be subject to the outcome of the consultation and Cabinet Member approval.

The following is for information only.

The statutory consultation for The Causeway was completed in July 2016. The report detailing the outcome of consultation will be reported to the Cabinet Member shortly. It will be Officers recommendation that The Causeway is implemented with the hours of operation Monday - Friday and hours of operation between 8.30am and 6.30pm. The outcome of this CPZ

consultation will have no bearing on the implementation of the proposed parking measures along The Causeway, although the scheme maybe implemented in February 2017.

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. **Officers will recommend the implementation of the proposed double yellow lines whether the CPZ goes ahead or not. It is proposed to implement the double yellow lines when The Causeway works commerce.** This will ensure safety is maintained regardless of the proposed CPZ.

PROPOSAL

The proposals include a number of provisions which are detailed overleaf.

During the previous statutory consultation it was suggested that:

- Officers' proposed Permit holder bays should be changed to shared use bays. However, due to objections received and in line with Council's principles in accommodating resident's needs, the bays will be Permit holder bays only. It is considered that there will be sufficient shared use bays / P&D bays nearby.
- It was proposed for some parking bays to be introduced outside The Kier. However, due to objections received and in line with Council's principles in maintaining safety and access the parking bays will not be implemented at this location.

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. There will be a number of shared use bays and pay and display bays which can be utilised by visitors.

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 other short term parking outside the restricted time by non-residents such as shoppers and those who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. Residents returning from work later in the afternoon may find less available parking in their street.

3 hour controls (2.30 - 5.30pm) (This option has been suggested by the Residents Association) - These operating times offer fewer restrictions for residents and their visitors than the "all day" controls. It is still effective in preventing long term commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents or businesses. Motorists unable to park in nearby roads with controls may also take advantage of the available parking outside the controlled times. This would also mean motorist can park in this area until lunch time and move their vehicle to The Causeway for the rest of the day.

The standard annual parking permit charges apply regardless of the hours the zone operates.

The days of operation of the proposed zone will remain Monday to Friday as previously consulted upon and supported by consultees.

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/cpzvq. The online system has been created to keep costs down and allow the Council to process your

vote per household or business.

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 the 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

The results of the consultation along with Officers' recommendations will be presented in a report to the Cabinet Member for Environment Regeneration 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/cpzvq. You may also view the plans at Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday between 9am and 5pm. Plans will also be available at Wimbledon Library.

For more information, please see the Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzvq.

VILLAGE WARD COUNCILLORS

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Proposed Controlled Parking Zone (CPZ) VQ - Camp Road Area



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ISSUE DATE : 23 JUNE 2016

Dear Resident/Business

The purpose of this leaflet is to advise you that following the informal consultation conducted by your ward Councillors, your road is being considered for a Controlled Parking Zone (CPZ). The Council is now carrying out a statutory consultation on its intention to introduce parking controls in Camp Road, Camp View, North View, West Place and Westside Common. The control hours are Monday to Friday between 8.30am and 6.30pm. We understand that some residents opted for Mon - Sat on premise that The Causeway would operate Mon - Sat. However it has been decided that The Causeway would operate Mon - Fri. If residents would prefer Mon - Sat, please let us know in writing during the statutory consultation. Please note that any change to the operating days of Mon - Fri would mean a further statutory consultation. It has been decided that both statutory consultations (CPZ in the Quadrant, the pay and display on the Causeway and Cannizaro double yellow lines) will be running concurrently.

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 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 parking will not be permitted 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 officers will recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access. This would be subject to the approval of the Cabinet Member for Regeneration, Environment and Housing.

The proposed measures include:

- 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. This will 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)

Please see plan overleaf.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing **or** email to trafficandhighways@merton.gov.uk by no later than **21 July 2016** quoting reference **ES/VQ**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders

(TMOs), a plan identifying the areas affected the proposals and the Council's Statement Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM5 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy will also be available at Wimbledon Library. This information is also available on Merton Council's website www.merton.gov.uk/cpzvq.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are therefore, important to us.

VILLAGE WARD COUNCILLORS

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