

increase the use of parking provisions in the area by pay and display customers whilst still maintaining parking).

WHAT HAPPENS NEXT

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. It should be noted that this consultation is not a Yes / No tick box exercise. It is a statutory consultation which depends on consultees responding directly via making a representation. Representations against the proposals described in this Notice must be made in writing or email trafficandhighways@merton.gov.uk by no later than **18 December 2020** quoting reference [ES/CHex-Hillcross](#). Objections must relate only to the elements of the scheme that are subject to this statutory consultation. Representations in support are also welcome.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm or at Morden Library. This information is also available on Merton Council's website www.merton.gov.uk/cpzchex

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet member for Regeneration, Housing and Climate Change. 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.

The charges for permits are £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household

plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320. Half day visitor's permit is £3.00

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on **emission based-parking charges** which will affect the existing permit and P&D tariffs. It is likely that a final decision will be made early 2021 and if approved, the new charges will be implemented after April 2021. For full details please refer to the website <https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

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

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

Proposed Controlled Parking Zone (CPZ) CH extension - Hillcross Avenue.



ISSUE DATE : 19 NOVEMBER 2020

Dear Resident,

The purpose of this leaflet is to advise you that following the implementation of the CH zone, the Council has received a number of correspondences and a petition from some residents complaining about parking difficulties. In response, the Council is now carrying out a statutory consultation on its intention to introduce a Controlled Parking Zone (CPZ) in Hillcross Avenue between Nos 1 and 113 Hillcross Avenue and between Maycross Avenue and property No 90 Hillcross Avenue. This will be an extension to the existing CH CPZ in the Cannon Hill Ward. As this would be an extension to an existing zone, the days and hours of the CPZ controls would operate Monday to Friday between 11am and 3pm.

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 install single yellow lines (effective during the CPZ hours of operation) or "At any time" restriction 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 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 officers may 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, Transport and Housing.

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



KEY

PROPOSED

- PERMIT HOLDER BAY
- PAY & DISPLAY ONLY BAY
- SHARED USE BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- CPZ BOUNDARY

EXISTING

- CROSSOVERS
- DISABLED BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- LAMP COLUMN

Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

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Drawn by	TJ	Sig.		Date	281020
Checked by	PA	Sig.		Date	281020
Approved by	MD	Sig.		Date	281020

PROJECT
CANNON HILL (CH)
CONTROLLED PARKING ZONE

TITLE
PROPOSED DESIGN LAYOUT
CH EXTENSION HILLCROSS AVENUE

merton

Merton Civic Centre
London Road
Morden, Surrey
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www.merton.gov.uk

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