Committee: Street Management Advisory

Date: 18th September 2013

Agenda item:

Wards: Dundonald

Subject: Proposed A1 CPZ (Apostles Area, Raynes Park) – Informal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Forward Plan reference number: N/A

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Recommendations:

That the Street Management Advisory Committee recommends that the Cabinet Member considers the issues detailed in this report and

A) Notes the result of the informal consultation carried out between 21 June and 19 July 2013 on the proposals to introduce a Controlled Parking Zone (CPZ) A1 to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road), part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and Sydney Road.

B) Agrees to proceed with a statutory consultation to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and include 565 "section 3.20") into the proposed A1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev A in Appendix 1.

C) Agrees to proceed with the amendment to parking bays as detailed in section 3.17-3.20 of this report.

D) Agrees **not** to introduce a CPZ in Bronson Road, part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and part of Kingston Road (between property no's 423 & 581 and 348 & 470 Kingston Road) until such time that the residents petition the Council for inclusion. Upon receiving such a petition, it is recommended that the Council proceeds with a statutory consultation for inclusion.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report presents the result of the informal consultation carried on the Councils' proposals to introduce a CPZ in the Apostles Area, Raynes Park to include Abbott Avenue, Bronson Road, Chestnut Road, Dupont Road, part of Kingston Road (Bushey Road to Dorien Road), part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and Sydney Road.

1.2 The report details the amendments made to certain aspects of the original design to accommodate feedback received.

1.3 It seeks approval to proceed with a statutory consultation to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and 565) into the proposed A1 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev A 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:

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

<u>Pay and display shared use/permit holder bays</u>: - 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 where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

2.4 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.

2.5 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.

2.6 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. 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.

3. INFORMAL CONSULTATION

3.1 The Council received two separate on-line petitions submitted by residents from Dupont Road and Chestnut Road respectively requesting a CPZ in their roads. A public meeting was held on 9 May 2013 by the Residents Association for this area, which officers and Ward Members attended.

Petitions can be viewed on the Councils website at the following links;

Dupont Road,

https://petitions.merton.gov.uk/epetition_core/community/petition/47

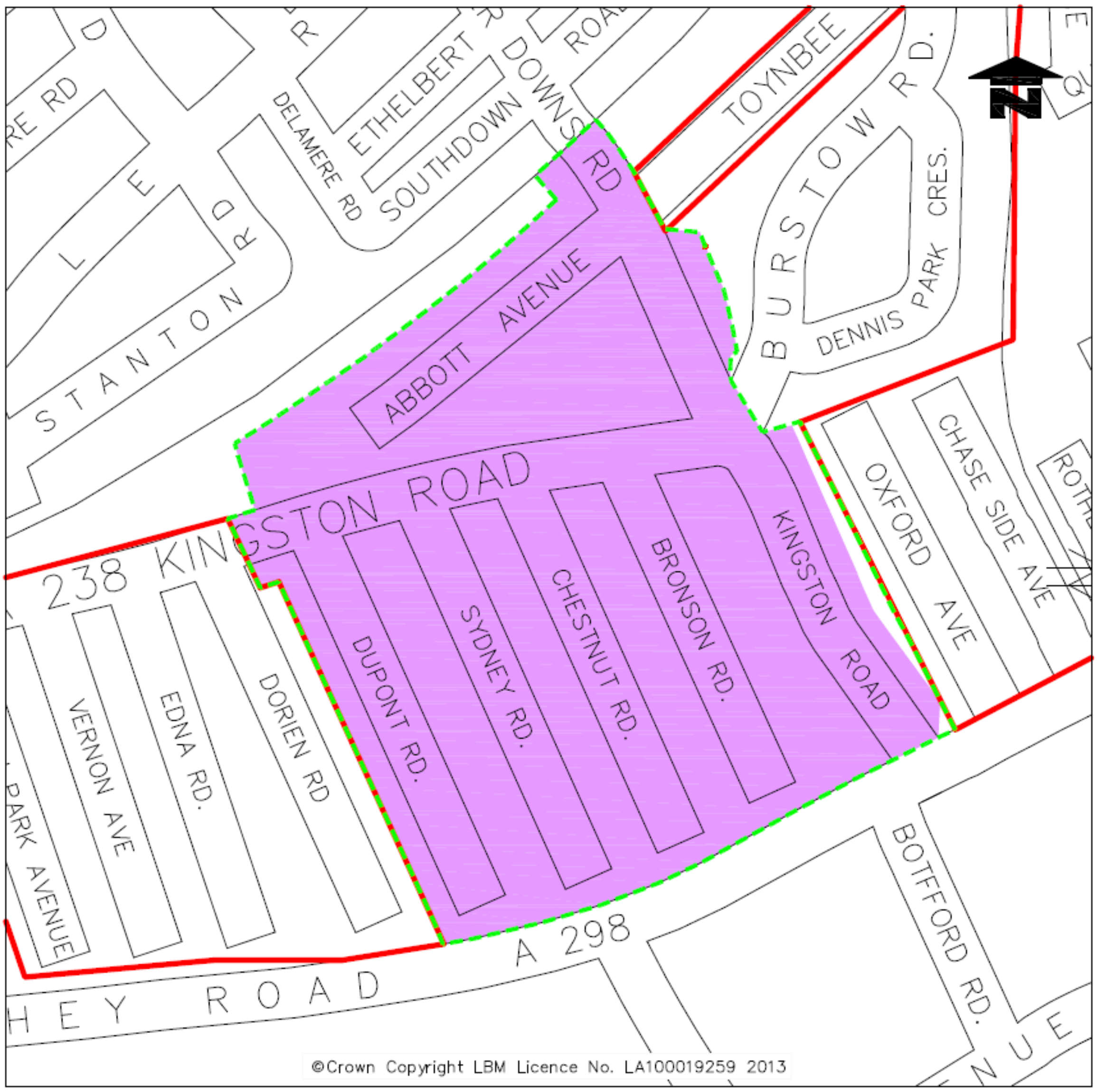
Chestnut Road,

https://petitions.merton.gov.uk/epetition_core/community/petition/48

3.2 The informal consultation on proposals to introduce parking controls in the Raynes Park area commenced on 21 June 2013 and ended on 19 July 2013. 1138 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout; a pre-paid questionnaire reply card and a sheet of frequently asked questions. 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. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council's website. An exhibition was held on 29 June 2013 at Raynes Park Library allowing residents and businesses to discuss the proposed measures with officers. It was attended by 16 local residents.

3.3 During the first week of the consultation it was discovered that the consultation package sent out to residents was missing the Frequently Asked Questions insert. Therefore, the Council issued the Frequently Asked Questions to all residents in the consultation area and extended the consultation period by 1 week to close on 19 July 2013.

3.4 The consultation resulted in a total of 334 questionnaires returned, representing a response rate of 29.3%. See plan below showing the extent of the consultation.



3.5 As shown in table 1 below, of the 334 who responded, 53.3% support a CPZ in their road, compared to 41.6% who do not and 5.1% who are unsure.

(Table 1 – summary of results to questions 3)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	23	13	5	0	56.1%	31.7%	12.2%	0.0%
BRONSON ROAD	20	33	3	0	35.7%	58.9%	5.4%	0.0%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	14	21	0	0	40.0%	60.0%	0.0%	0.0%
DUPONT ROAD	71	7	0	0	91.0%	9.0%	0.0%	0.0%
KINGSTON ROAD (348-424 & 423-503) [BUSHEY - BURSTOW]	10	18	2	0	33.3%	60.0%	6.7%	0.0%
KINGSTON ROAD (426-540 & 505-581) [BURSTOW-DORIEN]	7	17	4	0	25.0%	60.7%	14.3%	0.0%
LOWER DOWNS RD	6	13	0	0	31.6%	68.4%	0.0%	0.0%
SYDNEY ROAD	27	16	3	0	58.7%	34.8%	6.5%	0.0%
	178	139	17	0	53.3%	41.6%	5.1%	0.0%

3.6 Of the 334 who responded, 59.3% support a CPZ in their road if their neighbouring road were included in a CPZ, compared to 33.2% who do not, 6.9% who are unsure and 0.6% who made no response.

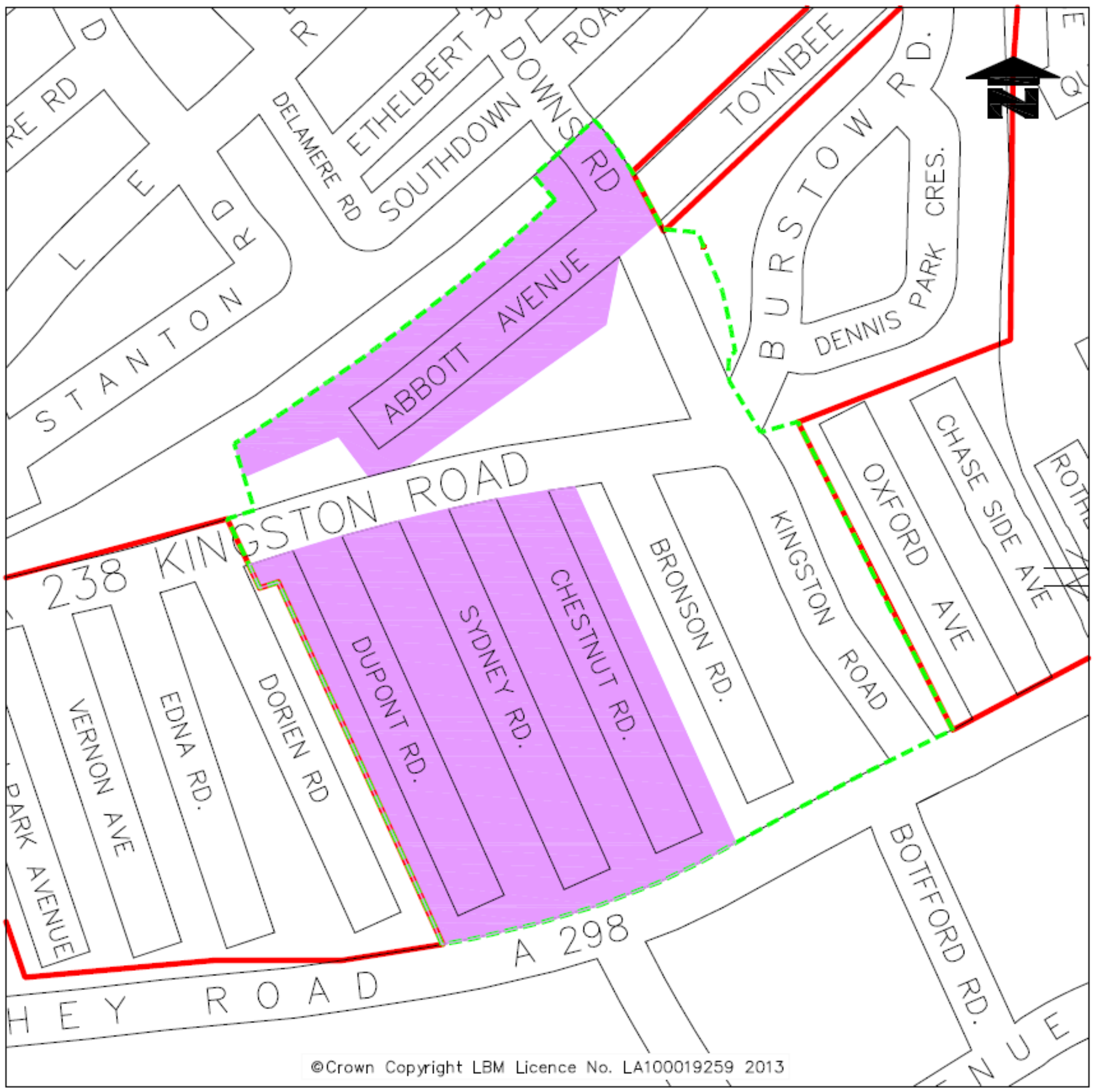
(Table 2 – summary of results to questions 4)

ROAD	Q4. 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	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	25	10	6	0	61.0%	24.4%	14.6%	0.0%
BRONSON ROAD	25	27	3	1	44.6%	48.2%	5.4%	1.8%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	18	14	3	0	51.4%	40.0%	8.6%	0.0%
DUPONT ROAD	71	4	2	1	91.0%	5.1%	2.6%	1.3%
KINGSTON ROAD (348-424 & 423-503) [BUSHEY - BURSTOW]	11	18	1	0	36.7%	60.0%	3.3%	0.0%
KINGSTON ROAD (426-540 & 505-581) [BURSTOW-DORIEN]	10	14	4	0	35.7%	50.0%	14.3%	0.0%
LOWER DOWNS ROAD	7	12	0	0	36.8%	63.2%	0.0%	0.0%
SYDNEY ROAD	31	11	4	0	67.4%	23.9%	8.7%	0.0%
	198	111	23	2	59.3%	33.2%	6.9%	0.6%

3.7 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. Results show that 69.3% of respondents are in favour of Monday-Friday, compared to 8.5% who support Monday-Saturday and 13.4% in favour of Monday-Sunday. 45.1% preferred the option of 8.30am-6.30pm, compared to 29.0% in favour of the one-hour option and 15.9% opted for 10am-4pm. A complete road-by-road analysis of all questions is shown in Appendix 2.

3.8 Further analysis of the results on a road-by-road basis has revealed that there are 4 roads that are in favour of the proposed controls; as such these roads are being recommended for inclusion within a CPZ.

The plan below shows the area proposed for Statutory Consultation.



<u>A1 CPZ</u>

3.9 A1CPZ to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and 565) as shown on Drawing No. Z78-213-01 Rev A in Appendix 1.

3.10 Of the 201 responses from the revised area, 67.2% support a CPZ in their road, compared to 28.9% who do not and 4.0% who are unsure.

(Table 4 – summary of results to questions 3 for the reduced A1 CPZ area)

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD							
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	23	13	5	0	56.1%	31.7%	12.2%	0.0%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	14	21	0	0	40.0%	60.0%	0.0%	0.0%
DUPONT ROAD	71	7	0	0	91.0%	9.0%	0.0%	0.0%
SYDNEY ROAD	27	16	3	0	58.7%	34.8%	6.5%	0.0%
	135	58	8	0	67.2%	28.9%	4.0%	0.0%

3.11 Of the 201 responses from the revised area, 72.1% support a CPZ in their road if their neighbouring road were included in a CPZ, compared to 19.9% who do, 7.5% who are unsure and 0.5% who had no response.

(Table 5 – summary of results to questions 4 for the reduced A1 CPZ area)

ROAD	Q4. 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	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	25	10	6	0	61.0%	24.4%	14.6%	0.0%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	18	14	3	0	51.4%	40.0%	8.6%	0.0%
DUPONT ROAD	71	4	2	1	91.0%	5.1%	2.6%	1.3%
SYDNEY ROAD	31	11	4	0	67.4%	23.9%	8.7%	0.0%
	145	40	15	1	72.1%	19.9%	7.5%	0.5%

3.12 Residents were also asked which days and hours of operation they would prefer should the CPZ be introduced in their road. The results for the revised area showed that **67.9% of respondents are in favour of Monday to Friday**, compared to 18.9% who are in favour of Monday to Sunday and 7.5% in favour of Monday to Saturday. **52.7% prefer the option of 8.30am to 6.30pm**, compared to 16.9% in favour of 10am to 4pm and 23.5% have opted for the one hour option. A complete road-by-road analysis for the reduced area of all questions is shown in Appendix 2.

Chestnut Road

3.13 Based on the consultation results, Chestnut Road residents were strongly opposed to having a CPZ in their road. However on the question posed if residents would support a CPZ if the neighbouring road(s) or part of their road were included in a CPZ. Residents of Chestnut Road are in favour if the neighbouring road (in this case Sydney Road) was included in a CPZ (**51.4%** in favour and **40%** against). Officer's recommendation is to include Chestnut Road in the A1 CPZ statutory consultation to give residents of the road further opportunity to decide if they want to be included or remain outside the zone with Bronson Road and Kingston Road.

Double yellow line passing gaps

3.14 Many households raised their concerns regarding proposed passing gaps in their road. The main concern is the loss of parking with each passing gap representing two parking spaces. Each road has a maximum of two passing gaps, making it a net loss of four parking spaces per road.

Officer's comment

3.15 Due to the narrow nature of the Apostle roads it does not allow for vehicles to be parked on both sides of the road while allowing two vehicles moving in opposing directions to pass one another. The current practice is 2 vehicles travelling toward each other result in one of the vehicles having to reverse a relatively long distance to give way to the other vehicle. The Apostles Roads are approximately 300 metres in length, potentially that means that drivers could reverse for 150 metres sometimes toward Kingston Road.

3.16 Within most CPZ designs existing drop kerbs form natural passing gaps; this maximise parking spaces but some roads do not have drop kerbs. Passing gaps are introduced in narrow roads where vehicles are parked on one or both sides of the road without a break (no crossovers) and drivers have to reverse all the way out in order to let the oncoming traffic pass and also for delivery vehicles to load/unload goods and for the refuse vehicles to pull into a gap to allow drivers to navigate around them. It is appreciated that residents want every available kerbside designated as parking space, but the aim of a CPZ is to regulate and control traffic and parking in the area with safety and maintain access being given priority over parking spaces. Officers are, therefore, unable to recommend a scheme that would impede traffic flow with safety implication.

3.17 The 2 proposed passing gaps in each of the Apostle Roads divides the road into sections of approximately 100 metres, thus reducing the potential maximum reversing distance to 50 metres.

Amendments to parking proposals

3.18 In response to the feedback received from residents, the following amendments have been made to the original design. These are shown on Drawing No. Z78-213-01 Rev A in Appendix 1.

Abbott Avenue

3.19 Introduce additional permit holder bay outside property no.70 Abbott Avenue.

3.20 Extend the proposed permit holder bay adjacent to property no 32 Lower Downs Road to extend across the redundant crossover to the alleyway east of property no 1 Abbot Avenue. The alleyway is overgrown, not in use and not wide enough to allow vehicular access.

Excluded Roads

3.21 Based on the views of largest majority of respondents per road who are against parking controls in their road, it is recommended that the following roads are excluded from the proposed zone:- Bronson Road, part of Lower Downs Road (Kingston Road to Lower Downs Road Bridge) and part of Kingston Road (between property no's 423 & 581 but to include 565 as the only entrance to this business is in Abbot Avenue which is also in the proposed A1 zone) and 348 & 470. For further detail please refer to a summary of the consultation results in Appendix 2.

Ward Councillor Comments

3.22 "Bit questionable about Chestnut!"

3.23 "Yes, Chestnut should not be included. It has not got a majority saying yes on either question plus the neighbouring rounds of Kingston Road and Bronson Road will not have a CPZ. So, they must remain outside."

3.24 "Thank you for the results from the consultation. One concern that we had was regarding Chestnut Road which did not agree to the consultation and the extra question asking about neighbouring roads was marginal. After discussing between the 3 of us, we really feel that Chestnut should not be included in the CPZ. We have started speaking to residents along Chestnut Road and Bronson Road and on balance we feel that this does reflect the majority views of these roads. It would be much better having 2 side roads outside of the CPZ rather than 1."

Officer's comment

3.25 Although the majority of those who responded from Chestnut Road do not support a CPZ in their road, there is a majority (51.4%) in support for a CPZ if their neighbouring road/s were to be included in a CPZ. One of the neighbouring roads, Sydney Road, is in favour of controls. Based on these results, it is proposed to include Chestnut Road in the Statutory Consultation to give residents a further opportunity to comment. A final decision for inclusion will be made after the completion of the statutory consultation.

4. PROPOSED MEASURES

4.1 Based on the informal consultation results it is recommended that a statutory consultation be carried out to include Abbott Avenue, Chestnut Road, Dupont Road, Sydney Road and part of Kingston Road (property no's 472 to 540 and 565) into the proposed A1 CPZ, hours of operation Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-213-01 Rev A in Appendix 1.

4.2 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in the roads where there is majority support for introducing a CPZ and be mindful of those roads which opted against and the impact a CPZ in neighbouring roads would have if they were to be excluded.

4.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some 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.

<u>Hours of Operation</u>:

4.4 The majority of respondents favoured 'A1' CPZ to operate Monday to Friday between the hours of 8.30am and 6.30pm.

<u>Permit Issue Criteria:</u>

4.5 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.

<u>Visitors' permits</u>:

4.6 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.

<u>Business permits:</u>

4.7 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331.50 per 6 months, at the time of consultation, with a maximum of only two permits per business without off-street parking facilities.

<u>Teachers Permits:</u>

4.8 For state schools located in CPZs the cost of the Permit will be £188 per annum. Private schools are considered as businesses and the permit will be charged at the current business permit rate of £221 for 6 months for one permit.

Trades Permits:

4.9 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.

Pay & Display tickets:

4.10 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 £1.10 per hour.

4.11 The pay and display shared use bays in Abbott Avenue will operate a maximum stay of 5 hours and no return within 1 hour.

4.12 The pay and display shared use bays in Dupont Road, Syndey Road and Chestnut Road will operate a maximum stay of 2 hours with no return within 1 hour.

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; Council's intentions and the undertaking of 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 Exclude Chestnut Road. This would be against the views of the majority of respondents of Chestnut Road who opted for a CPZ if a neighbouring road was to be included – that is to say that the residents have fully considered the possible displacement effect that a neighbouring CPZ would have.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 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.

7.2 The Environment and Regeneration revenue budget for 2013/14 currently contains a provision of £80k for Parking Management schemes. The cost of this proposal can be met from this budget.

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.

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 and the local business community.

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 IMPICATIONS

12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act (“RTRA”)1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

12.2 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.

12.3 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.

12.4 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

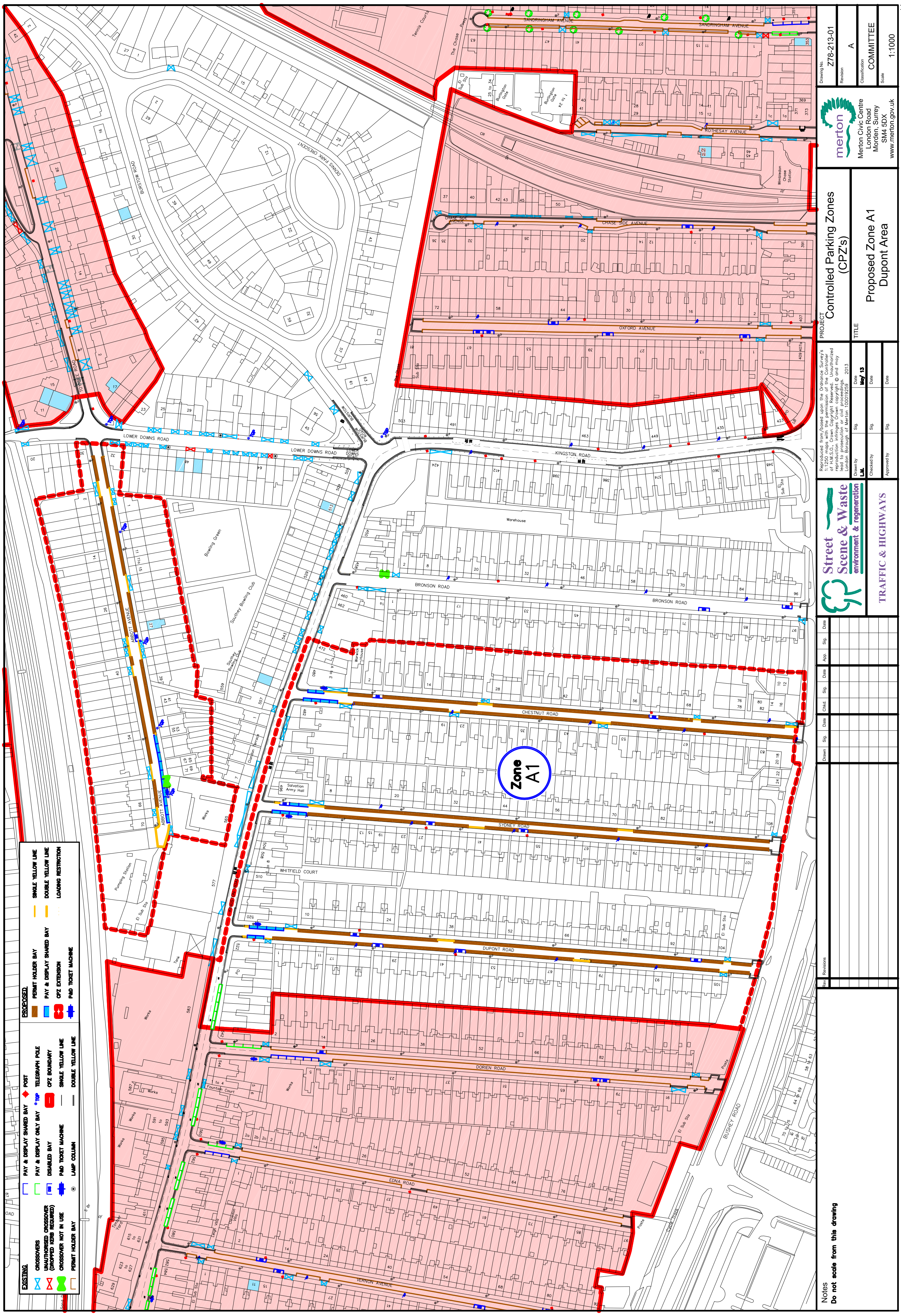
13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No. Z78-213-01 Rev A

Appendix 2 – Informal Consultation Results Tables

Appendix 3 – Informal Consultation Documents

Drawing No. Z78-213-01 Rev A - CPZ A1 (Apostles Area) **Appendix 1**



SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE A1 - APOSTLES AREA CONTROLLED PARKING

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE
ABBOTT AVENUE	80	41	51.3%	41	0	0	0	0
BRONSON ROAD	102	56	54.9%	56	0	0	0	0
BUSHEY ROAD	23	1	4.3%	1	0	0	0	0
CHESTNUT ROAD	101	35	34.7%	35	0	0	0	0
DUPONT ROAD	104	78	75.0%	78	1	1	0	0
KINGSTON ROAD (348-424 & 423-503) [BUSHEY - BURSTOW]	289	30	10.4%	28	2	0	0	0
KINGSTON ROAD (426-540 & 505-581) [BURSTOW-DORIEN]	289	28	9.7%	24	3	0	0	1
LOWER DOWNS ROAD	40	19	47.5%	19	0	0	0	0
SYDNEY ROAD	110	46	41.8%	46	0	0	0	0
	1138	334	29.3%	328	6	1	0	1

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD								Q4. 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	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	23	13	5	0	56.1%	31.7%	12.2%	0.0%	25	10	6	0	61.0%	24.4%	14.6%	0.0%
BRONSON ROAD	20	33	3	0	35.7%	58.9%	5.4%	0.0%	25	27	3	1	44.6%	48.2%	5.4%	1.8%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	14	21	0	0	40.0%	60.0%	0.0%	0.0%	18	14	3	0	51.4%	40.0%	8.6%	0.0%
DUPONT ROAD	71	7	0	0	91.0%	9.0%	0.0%	0.0%	71	4	2	1	91.0%	5.1%	2.6%	1.3%
KINGSTON ROAD (348-424 & 423-503) [BUSHEY - BURSTOW]	10	18	2	0	33.3%	60.0%	6.7%	0.0%	11	18	1	0	36.7%	60.0%	3.3%	0.0%
KINGSTON ROAD (426-540 & 505-581) [BURSTOW-DORIEN]	7	17	4	0	25.0%	60.7%	14.3%	0.0%	10	14	4	0	35.7%	50.0%	14.3%	0.0%
LOWER DOWNS ROAD	6	13	0	0	31.6%	68.4%	0.0%	0.0%	7	12	0	0	36.8%	63.2%	0.0%	0.0%
SYDNEY ROAD	27	16	3	0	58.7%	34.8%	6.5%	0.0%	31	11	4	0	67.4%	23.9%	8.7%	0.0%
	178	139	17	0	53.3%	41.6%	5.1%	0.0%	198	111	23	2	59.3%	33.2%	6.9%	0.6%

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?								Q6. WHICH HOURS OF OPERATION WOULD YOU PREFER?							
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE
ABBOTT AVENUE	35	2	3	1	85.4%	4.9%	7.3%	2.4%	27	20	17	7	38.0%	28.2%	23.9%	9.9%
BRONSON ROAD	41	5	2	7	74.5%	9.1%	3.6%	12.7%	16	5	27	7	29.1%	9.1%	49.1%	12.7%
BUSHEY ROAD	0	0	0	1	0.0%	0.0%	0.0%	100.0%	0	0	1	0	0.0%	0.0%	100.0%	0.0%
CHESTNUT ROAD	23	4	4	3	67.6%	11.8%	11.8%	8.8%	12	8	11	3	35.3%	23.5%	32.4%	8.8%
DUPONT ROAD	47	6	22	3	60.3%	7.7%	28.2%	3.8%	53	11	12	2	67.9%	14.1%	15.4%	2.6%
KINGSTON ROAD (348-424 & 423-503) [BUSHEY - BURSTOW]	19	2	1	6	67.9%	7.1%	3.6%	21.4%	9	5	7	6	33.3%	18.5%	25.9%	22.2%
KINGSTON ROAD (426-540 & 505-581) [BURSTOW-DORIEN]	18	3	4	3	64.3%	10.7%	14.3%	10.7%	8	5	12	3	28.6%	17.9%	42.9%	10.7%
LOWER DOWNS ROAD	14	3	0	2	73.7%	15.8%	0.0%	10.5%	9	2	4	4	47.4%	10.5%	21.1%	21.1%
SYDNEY ROAD	31	3	8	3	68.9%	6.7%	17.8%	6.7%	28	1	13	4	60.9%	2.2%	28.3%	8.7%
	228	28	44	29	69.3%	8.5%	13.4%	8.8%	162	57	104	36	45.1%	15.9%	29.0%	10.0%

SUMMARY OF CONSULTATION RESULTS BY ROAD PROPOSED ZONE A1 - APOSTLES AREA CPZ - REDUCED AREA

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER	NO RESPONSE
ABBOTT AVENUE	80	41	51.3%	41	0	0	0	0
BUSHEY ROAD	23	1	4.3%	1	0	0	0	0
CHESTNUT ROAD	101	35	34.7%	35	0	0	0	0
DUPONT ROAD	104	78	75.0%	78	1	1	0	0
SYDNEY ROAD	110	46	41.8%	46	0	0	0	0
	308	155	50.3%	155	1	1	0	0

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD								Q4. 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	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE	% NO RESPONSE
ABBOTT AVENUE	23	13	5	0	56.1%	31.7%	12.2%	0.0%	25	10	6	0	61.0%	24.4%	14.6%	0.0%
BUSHEY ROAD	0	1	0	0	0.0%	100.0%	0.0%	0.0%	0	1	0	0	0.0%	100.0%	0.0%	0.0%
CHESTNUT ROAD	14	21	0	0	40.0%	60.0%	0.0%	0.0%	18	14	3	0	51.4%	40.0%	8.6%	0.0%
DUPONT ROAD	71	7	0	0	91.0%	9.0%	0.0%	0.0%	71	4	2	1	91.0%	5.1%	2.6%	1.3%
SYDNEY ROAD	27	16	3	0	58.7%	34.8%	6.5%	0.0%	31	11	4	0	67.4%	23.9%	8.7%	0.0%
	135	58	8	0	67.2%	28.9%	4.0%	0.0%	145	40	15	1	72.1%	19.9%	7.5%	0.5%

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?								Q6. WHICH HOURS OF OPERATION WOULD YOU PREFER?							
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN	% NO RESPONSE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	NO RESPONSE	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% NO RESPONSE
ABBOTT AVENUE	35	2	3	1	85.4%	4.9%	7.3%	2.4%	27	20	17	7	38.0%	28.2%	23.9%	9.9%
BUSHEY ROAD	0	0	0	1	0.0%	0.0%	0.0%	100.0%	0	0	1	0	0.0%	0.0%	100.0%	0.0%
CHESTNUT ROAD	23	4	4	3	67.6%	11.8%	11.8%	8.8%	12	8	11	3	35.3%	23.5%	32.4%	8.8%
DUPONT ROAD	47	6	22	3	60.3%	7.7%	28.2%	3.8%	53	11	12	2	67.9%	14.1%	15.4%	2.6%
SYDNEY ROAD	31	3	8	3	68.9%	6.7%	17.8%	6.7%	28	1	13	4	60.9%	2.2%	28.3%	8.7%
	136	15	37	11	68.3%	7.5%	18.6%	5.5%	120	40	54	16	52.2%	17.4%	23.5%	7.0%

Controlled Parking Zone (CPZ)

Proposed Zone A1 - Apostles (Dupont/Kingston)

merton

ISSUE DATE : 21 JUNE 2013

Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

T: 020 8545 3425
E: andrew.judge@merton.gov.uk

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 uncontrolled roads in the Apostles area. CPZ's are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZ's will usually only be implemented where a majority of households who respond within a proposed area, want one in defined circumstances

The purpose of this leaflet is to seek your views on a proposal to introduce a CPZ in Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Abbott Avenue, Lower Downs Road and part of Kingston Road. This proposal is in response to representations received, a public meeting and two petitions received from local residents 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.
- Residents within the neighbouring CPZ's avoiding parking charges.
- Staff of nearby businesses.

It has, therefore, been decided that the Council would carry out an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

This area is currently being proposed as a new stand alone zone thereby allowing the residents to choose the hours of operation. However, based 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 existing zones they will be adopting the hours of operation of the existing zone it is added to.

For Kingston Rd (the section between its junctions with Lower Downs Road and Bushey Road) subject to support for controls, the Council intends to split Kingston Road (east side and west side) into its two existing adjacent zones; this will allow the parking pressure from Kingston Road to be shared between Bronson Road and Oxford Avenue.

WHAT IS A CONTROLLED PARKING ZONE OR 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 premise, 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 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, and 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 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 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.

One-hour control (11am - 12 noon) - This minimum restriction offers more flexibility to residents and their visitors than the part time day controls, reducing the amount of visitors' permits they would normally obtain, and is still effective in restricting long-term parking. However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and other residents from neighbouring CPZs. Non-residents may also work their way around the one-hour by moving their vehicles and then returning to park for the rest of the day.

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 your visitors.

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

The standard prices for annual parking permits apply to all operational times, whether all day, part time, or 1 hour controls.

Parking Provisions - 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 if you could submit your questionnaire online using the link provided www.merton.gov.uk/cpza1_apostles. The online system has been created to keep costs down and allow the Council to process your views more efficiently. Alternatively you can complete and return the enclosed prepaid questionnaire (no stamp required), with any comments or suggestions you may have by **12 JULY 2013**.

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. You are also invited to speak to officers at the public exhibition on **29 JUNE 2013** as detailed overleaf. 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 Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and Regeneration. Once a decision is made you will be informed accordingly.

You can visit our website using the following link www.merton.gov.uk/cpza1_apostles. 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 Raynes Park Library.

ENVIRONMENT AND REGENERATION DEPARTMENT
Chris Lee - Director

CORMAC STOKES – HEAD OF STREET SCENE & WASTE
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Direct Line: **020 8545 3840**
Fax: **020 8545 4865**

My Ref : **CPZ A1 - Apostles**
Please Ask For: **Leonardo Morris**

Date: **27 June 2013**

Dear Resident, Business

RE : Proposed CPZ A1 - Apostles

Merton Council is currently undertaking an Informal Consultation on proposals to introduce parking controls in the Apostles area, which closes on Friday, 12 July 2013.

It was discovered that the consultation package sent out to residents was missing the Frequently Asked Questions insert.

Therefore, we are issuing the Frequently Asked Questions enclosed to all residents in the consultation area and are extending the consultation period by 1 week to close on 19 July 2013.

Thank you for your feedback during the consultation. If you require further information, please do not hesitate to contact me on the telephone number provided above.

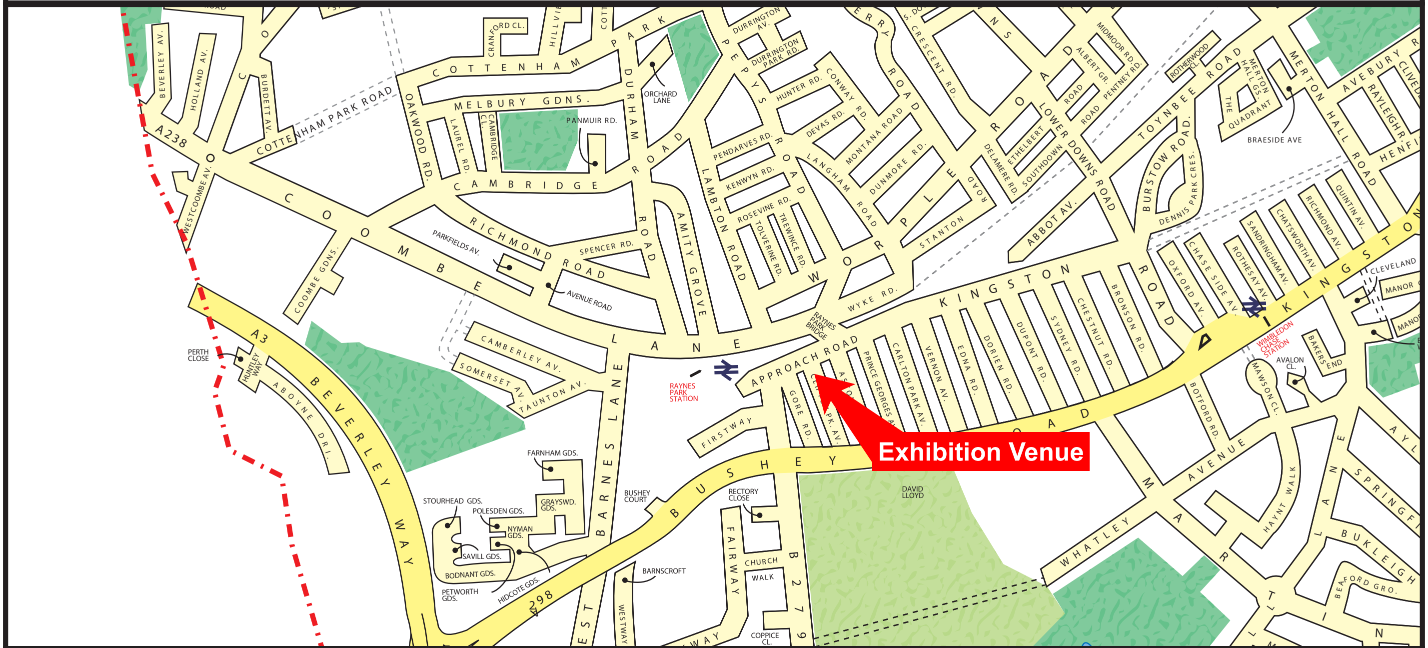
Yours sincerely,

Leonardo Morris
Parking Engineer
Traffic and Highways

EXHIBITION INVITE

You may wish to attend our public exhibition
to be held at:
Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA

at the following time:
Sat 29 June 2013 from 12pm to 4pm



DUNDONALD WARD COUNCILLORS

Cllr David Dean Tel - 020 8542 2434
Email: david.dean@merton.gov.uk

Cllr Chris Edge Tel - 020 8545 3396
Email: chris.edge@merton.gov.uk

Cllr Suzanne Grocott Tel - 0208 545 3396
Email: suzanne.grocott@merton.gov.uk

CONTACT US

Project Engineer - Leonardo Morris
Tel - 020 8545 3840
Email: trafficandhighways@merton.gov.uk

Request for document translation

PROPOSED CPZ A1 - APOSTLES (DUPONT-KINGSTON)

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

☐ Albanian **Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në ghuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.**

☐ Bengali এই তথ্যের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাক্সটিতে (বক্সে) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।

☐ French **Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos cordonnées figurant ci-dessous.**

☐ Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된것이 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.

☐ Polish **Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.**

☐ Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.

☐ Somali **Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.**

☐ Spanish **Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.**

☐ Tamil **இந்தப் பத்திரத்தின் எந்தப் பகுதியும் உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்கு வேண்டுமானால், தயவுசெய்து பெட்டியில் அடையாளமிட்டு, கீழுள்ள எங்களின் விபரங்களைப் பயன்படுத்தி எழுத்துமூலமாக அல்லது தொலைபேசி மூலமாக எங்களைத் தொடர்புகொள்ளவும்·**

☐ Urdu اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دیئے گئے باکس میں صحیح کا نشان لگائیے اور ہمارے درج ذیل رابطے پر یا تو ٹیلیفون کے ذریعے یا پھر تحریری طور پر رابطہ کریں۔

☐ Large print ☐ Braille ☐ Audiotape

Your contact:	
Name..	Leonardo Morris, Merton Civic Centre, London Road, Morden, SM4 5DX
Address..	
....	
....	
Telephone...	

Public Consultation

Proposed Controlled Parking Zone A1, Apostles - Dupont/Kingston

We would like to know your views.
Please tick the appropriate boxes and return this card by **12 JULY 2013**
Alternatively, you can submit the online form at www.merton.gov.uk/cpza1_apostles

Please write in BLOCK capitals

Name: .... Signature: ....
Road: .... Property No./Name: ....
Email: .... Post Code: ....

Please tick if you would like the above information to be confidential. ☐

1. Are you a resident or business? ☐ Resident ☐ Business ☐ Other - Specify ....
2. How many vehicles do you have in your household/business? ☐
3. Do you support a proposed CPZ in your road? ☐ Yes ☐ No ☐ Undecided
4. 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
5. If a CPZ is introduced which days would you like the controls to operate? ☐ Mon - Fri ☐ Mon - Sat ☐ Mon - Sun
6. Which hours of operation would you prefer?
   ☐ 8.30am - 6.30pm (Day time)
   ☐ 10am - 4pm (Part time)
   ☐ 11am - 12pm (One hour)

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)

....

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

ISSUE DATE: 21 JUNE 2013

Frequently Asked Questions

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 £1.00 per hour to £4.00 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

1st Permit in household	£ 65.00 per annum
2nd Permit in household	£ 110.00 per annum
3rd & 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 to £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