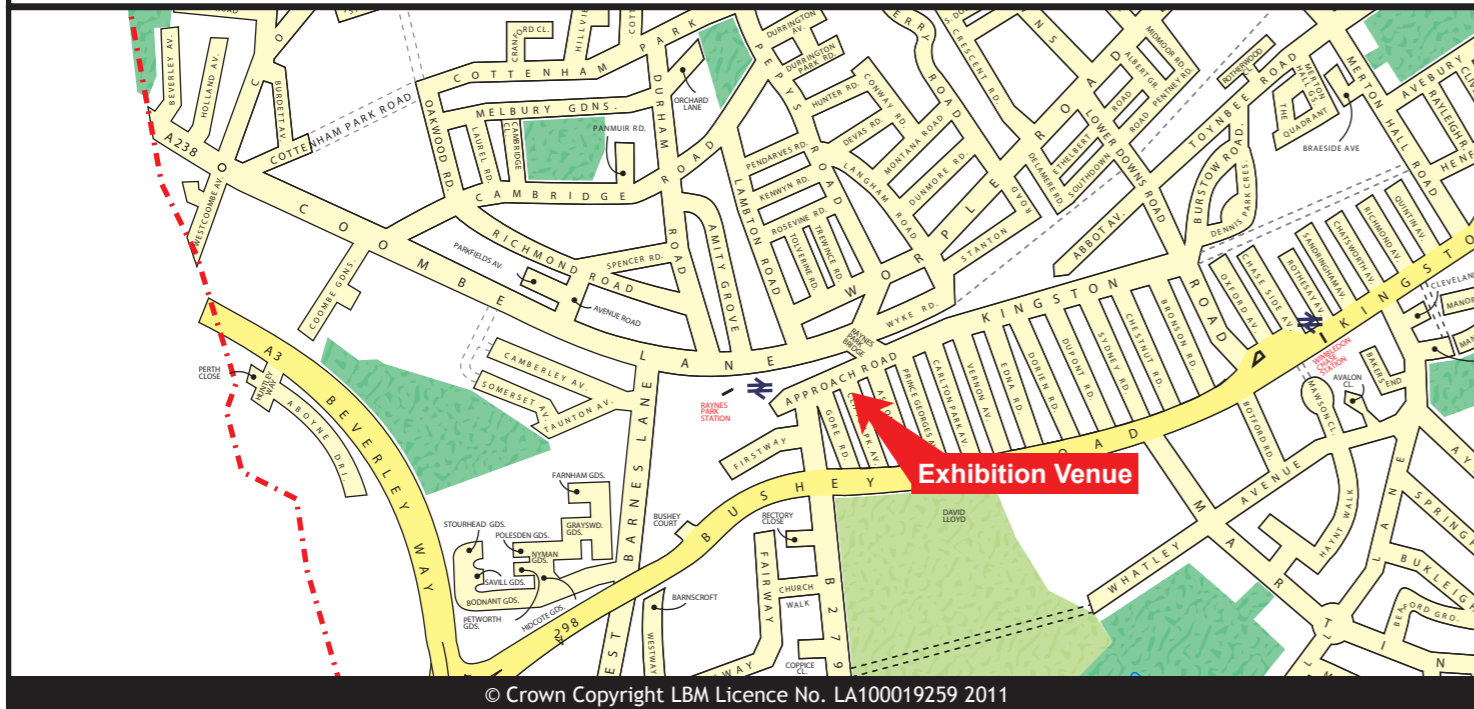


EXHIBITION INVITE

You may wish to attend our public exhibition
to be held at:

Raynes Park Library, Approach Road, Raynes Park, London, SW20 8BA
on Saturday, 24 September 2011 from 1pm to 5pm



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Controlled Parking Zone (CPZ) Proposed Zone RPA, Raynes Park Area



ISSUE DATE : 16 SEPTEMBER 2011

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) for the uncontrolled roads in the Raynes Park Area, as shows on the enclosed plans. This proposal is in response to representations and a petition received from some local residents who are experiencing parking difficulties in their road(s). Generally, residents feel that the problem is being caused by.

- Commuters who park and complete their journey by public transport.
- Staff of nearby businesses.
- Waitrose Development staff, residents and visitors along with displacement from the reduce capacity of the car park from the former Thames Water site. (*The Council has received a request from Waitrose Supermarket to change the tariffs for Coombe Lane Car Park which serves the new Waitrose development and the Town centre to include Sunday. This means that those who currently use the car park on Sunday eg worshippers and commuters would be displaced into the surrounding roads. Therefore, the Council would like residents to consider part or all day Sunday parking controls as part of the proposals.*)

The Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals). For finer details of the proposals please visit the Council website www.merton.gov.uk/cpzrpa.

When making your decision please take into account that if your neighbouring roads have a CPZ introduced it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road if it is not controlled. This has been experienced in roads immediately adjacent to existing CPZ's.

WHAT IS A CONTROLLED PARKING ZONE (CPZ)

A CPZ 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 signs as you enter the zone. In some cases there may be single yellow lines that operate at different times and these will be signed separately. Double yellow line restrictions do not require signs. In the absence of loading restrictions you may stop on a yellow line to load or unload goods 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 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

RAYNES PARK WARD COUNCILLORS

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Request for document translation

PROPOSED CONTROLLED PARKING ZONE RPA

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 gjuhën amtare ju lutemi shënojeni 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 লিখিত বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচ 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 coordonnées figurant ci-dessous.
- Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된다면, 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 quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- Somali Haddii aad u baahan tahay in qayb dukaameetigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalila.
- 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 இது போன்ற ஆவணத்தின் ஒரு பகுதியை உங்களின் மொழியில் விளக்கவேண்டும், கவனத்தில் கொள்ளுங்கள். உங்களின் மொழியில் விளக்கவேண்டிய பகுதியைக் குறிப்பிட்டு, எழுதி அல்லது தொலைபேசியில் எங்களுக்குத் தொடர்பு கொள்ளுங்கள். கீழ்க்கண்ட விவரங்களைப் பார்.
- Urdu اگر آپ اس دستاویز کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو، براہ کرم اس جگہ پر نشان لگائیں اور ہمیں لکری یا فون پر رابطہ کرنے کے لیے ہمیں آگاہ کریں۔

Large print Braille Audiotape

Your contact:

Name.....

Address.....

.....

Telephone.....

Leonardo Morris,
Merton Civic Centre,
London Road, Morden,
SM4 5DX

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 with the parking needs of 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 assist in minimising the number of permits issued to individual residents and help discourage unnecessary multiple car ownerships. 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) are provided in CPZs. 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.

Civil Enforcement Officers will however 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 may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

PROPOSALS

The proposals include a number of options which are detailed below. Please indicate your preference on the reply card provided.

Operational Hours:

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 in order to park in the permit holder bays. Alternatively, visitors can pay to park within shared use / pay and display bays.

Part Time Controls (10am - 4pm) - These operating times offer less restrictions. 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 all-day 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.

Operational Days:

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/Sunday - 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, places of worship 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)

CAR CLUB PARKING

In partnership with Car club operators and TfL, Merton Council is seeking to expand car clubs throughout the Borough and it is proposed to implement bays in locations where local residents are members or have expressed an interest. Car Clubs are short-term car rental schemes, allowing its members quick access to a range of vehicles, whether you need a car for just one hour, or for several days. Cars can be booked through a pay and go system, and members are charged according to the mileage driven and the length of time the car is in use. There is a range of social, financial, economical and environmental benefits of becoming a Car Club member. If you drive less than 6,000 miles a year you can make savings of up to £1,500 a year. The main advantage is that Car Club members enjoy the freedom of using the cars without the burden of owning one.

To become a member of Streetcar and for further information, visit the streetcar club website, www.streetcar.co.uk or phone 0845 644 8475 to register.

To become a member of City Car Club and for further information, visit the city car club club website, www.citycarclub.co.uk or phone 0845 330 1234 to register.

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/cpzrpa. 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 **7 October 2011**.

We regret that due to the number of responses received during a public 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 **24 September 2011** 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, unless it is felt any excluded road would be adversely affected.

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 by the Cabinet Member you will be informed accordingly.

CONTACT US

If you require further information please contact Leonardo Morris on 020 8545 3840 or email trafficanhighways@merton.gov.uk. Alternatively you can visit our website using the following link www.merton.gov.uk/cpzrpa. 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.