

NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

VNE CPZ – SEYMOUR ROAD AREA

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

27th September 2011

4. Date report made available to decision maker

20th September 2011

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

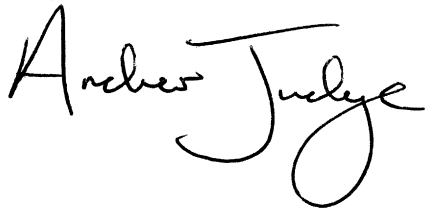
6. Decision

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability & Regeneration;

- A) Notes the result of the informal consultation carried out between 8 and 29 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road.
- B) Agrees to proceed with a statutory consultation to include Alfreton Close, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road into VNE CPZ, operational Mondays to Fridays between 10am and 4pm as shown in Drawing No. Z78-187-02 Rev A in Appendix 1.

7. Reason for decision

For the reasons set out in the Report and following the recommendations of SMAC. Further to representations from the Wimbledon and District Synagogue, which although just outside the borough boundary is a highly valued local faith and community institution, I ask that its community needs be taken into account as fully as is practicable during the next stage and anticipate that those needs be addressed in the further report.



8. Alternative options considered and why rejected

- 8.1 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.
- 8.2 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

10. Declarations of Interest

11. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

*There is no need to resend Street Management Advisory Committee reports.

Committee: Street Management Advisory

Date: 20th September 2011

Agenda item:

Wards: Village

Subject: Proposed VNE CPZ (Seymour Rd Area) – 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

Contact Officer: Leonardo Morris, Tel: 020 8545 3840

email: leonardo.morris@merton.gov.uk

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 8 and 29 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road.
- B) Agrees to proceed with a statutory consultation to include Alfreton Close, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road into VNE CPZ, operational Mondays to Fridays between 10am and 4pm as shown in Drawing No. Z78-187-02 Rev A in Appendix 1.

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 Seymour Road area to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road. This was as a result of a petition (PT501) received from the residents in the area.
- 1.2 It seeks approval to proceed with the undertaking of a statutory consultation on the Council's intention to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road in VNE CPZ, operational Mondays to Fridays between 10am to 4pm.

2. DETAILS

- 2.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan, submitted to TfL. This plan contains the policy framework for both parking and road safety and is summarised below.
- 2.2 Road Safety: chapter 6 of the LIP contains the Council's Road Safety Strategy, which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

2.3 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.

2.4 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.

2.5 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 Proposed measures

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.

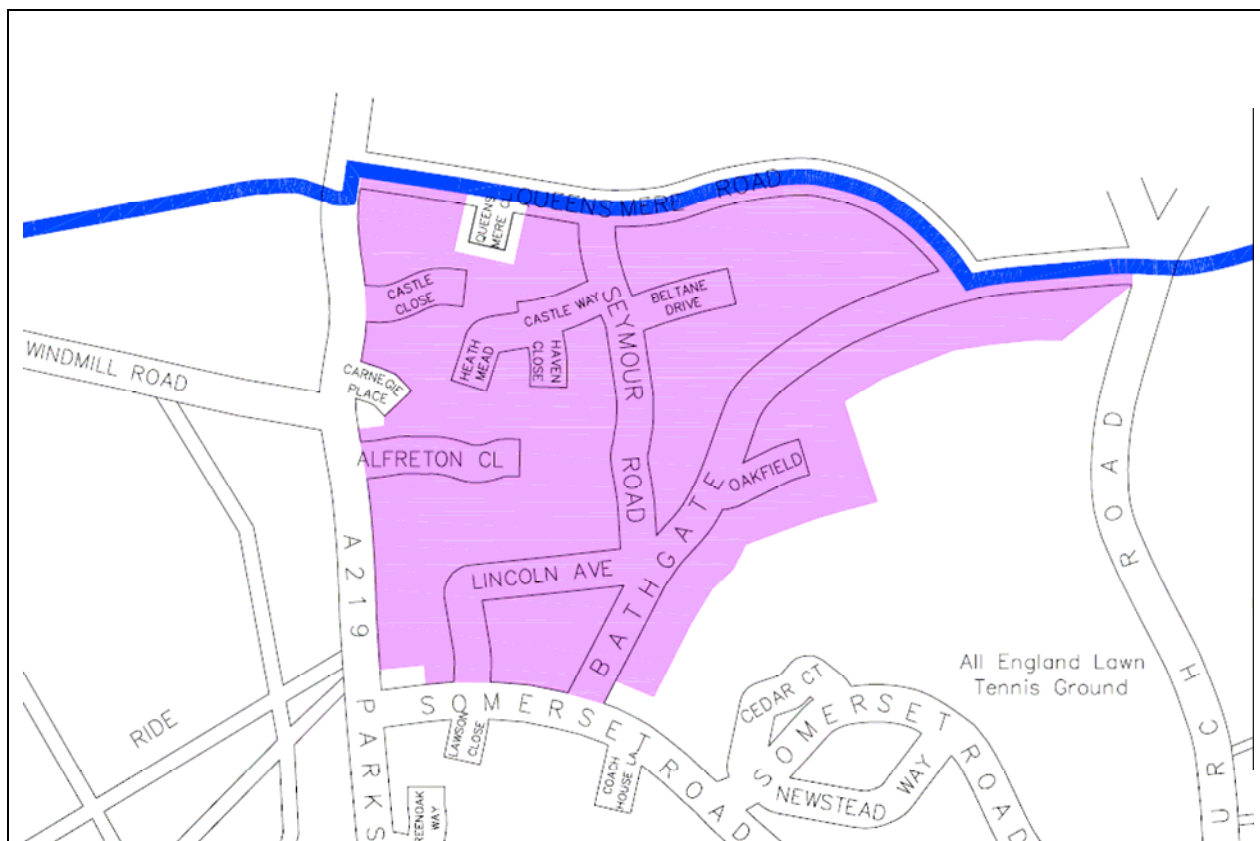
2.7 Within the CPZ, waiting restrictions are proposed at key locations such as at junctions, bends and passing gaps. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.

3. **INFORMAL CONSULTATION**

3.1 The informal consultation for the proposals to introduce parking controls in the Seymour Road area commenced on 8 July and ended on 29 July 2011. 287 premises were consulted with 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. Copy is attached as Appendix 3. The consultation document was posted to all

households and businesses within the 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 16 July 2011 at the Fellowship House, St. Mary's Church allowing residents and businesses to discuss the proposed measures with officers.

3.2 The consultation resulted in a total of 116 questionnaires returned, representing a response rate of 40.4%, which is considered to be high for this type of consultation. See plan below showing the extent of the consultation.



3.3 As shown in table 1 below, a majority of 54.3% of all respondents feel that they have a parking problem, as opposed to 35.3% who feel that they do not have a problem in their road and 10.3% who are unsure.

(Table 1 – summary of results to question 3)

ROAD	NUMBER CONSULTED	Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
		YES	NO	UNDECIDED	% YES	% NO	% UNDECIDED
Alfreton Close	25	15	4	3	68.2%	18.2%	13.6%
Bathgate Road	56	11	9	4	45.8%	37.5%	16.7%
Beltane Drive	14	1	4	2	14.3%	57.1%	28.6%
Castle Close	12	7	2	0	77.8%	22.2%	0.0%
Castle Way	7	1	1	0	50.0%	50.0%	0.0%
Haven Close	13	0	5	0	0.0%	100.0%	0.0%
Heath Mead	22	6	0	0	100.0%	0.0%	0.0%
Lincoln Avenue	19	7	2	1	70.0%	20.0%	10.0%
Parkside	35	2	3	0	40.0%	60.0%	0.0%
Queensmere Close	19	1	4	0	20.0%	80.0%	0.0%

Queensmere Road	28	2	4	1	28.6%	57.1%	14.3%
Royal Close	15	1	1	0	50.0%	50.0%	0.0%
Seymour Road	22	9	2	1	75.0%	16.7%	8.3%
	287	63	41	12	54.3%	35.3%	10.3%

3.4 Of the 116 who responded, 55.2% support the concept of a CPZ compared to 32.8% who do not and 12.1% who are unsure.

(Table 2 – summary of results to questions 4)

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD					
	YES	NO	UNDECIDED	% YES	% NO	% UNDECIDED
Alfreton Close	13	5	4	59.1%	22.7%	18.2%
Bathgate Road	16	4	4	66.7%	16.7%	16.7%
Beltane Drive	2	4	1	28.6%	57.1%	14.3%
Castle Close	7	2	0	77.8%	22.2%	0.0%
Castle Way	0	2	0	0.0%	100.0%	0.0%
Haven Close	0	5	0	0.0%	100.0%	0.0%
Heath Mead	3	2	1	50.0%	33.3%	16.7%
Lincoln Avenue	6	2	2	60.0%	20.0%	20.0%
Parkside	3	2	0	60.0%	40.0%	0.0%
Queensmere Close	1	4	0	20.0%	80.0%	0.0%
Queensmere Road	3	3	1	42.9%	42.9%	14.3%
Royal Close	1	1	0	50.0%	50.0%	0.0%
Seymour Road	9	2	1	75.0%	16.7%	8.3%
	64	38	14	55.2%	32.8%	12.1%

3.5 Residents were also asked which days and hours of operation would they prefer should the CPZ be introduced in their road. Results showed that 57.8% of respondents are in favour of Monday-Friday, compared to 27.6% who are in favour of Monday-Saturday. 42.2% preferred the option of 10am-4pm, compared to 26.7% in favour of 8.30am-6.30pm and 14.7% opted for the one hour option. A complete road-by-road analysis of all questions is shown in Appendix 2.

Beltane Road and Castle Way

3.6 Upon analysing the results on a road-by-road basis it has been realised that the majority of roads in the consultation area are in favour of the controls with the exception of Beltane Road which accommodates 12 properties of which 7 responded with 57.1% against and Castle Way which accommodates 7 residents of whom only 2 responded and both are against. However for Beltane Road there was a majority of 42.9% in favour of controls if their neighbouring Roads were included, therefore officers' have included Beltane into the proposed zone. Officers' have also included Castle Way due to its geographical location, as it would be surrounded by the proposed CPZ and the displaced parking could have an adverse impact on the on-street parking conditions.

Queensmere Road

- 3.7 Queensmere Road is split between the London Borough of Wandsworth, where Wandsworth is the traffic authority for the northern half of Queensmere Road and Merton is the authority for the southern half of Queensmere Road. Queensmere Road is only wide enough to allow parking on one side and the natural parking pattern is such that parking takes place on the northern half of the road (Wandsworth side). Officers' have had several meetings with Wandsworth Council in an attempt to determine a suitable way forward in terms of Merton's proposals on Queensmere Road. Despite Merton's concerns of the impact that our proposals may have on Wandsworth residents, Wandsworth Council have chosen not to be part of the consultation and have instructed Merton not to consult/inform Wandsworth residents about the proposed scheme.
- 3.8 Based on the analysis of the results of the 7 out of 28 Queensmere Road residents who responded, 42.9% support the concept of a CPZ compared to 42.9% who do not and 14.3% who are unsure. Residents were also asked if they would you support a CPZ if the neighbouring roads were in favour, upon which 57.1% of those who responded support the concept of a CPZ compared to 42.9% who do not. It is, therefore, officers' recommendation that Queensmere Road is included within the proposals and if agreed the statutory consultation will provide the residents a further opportunity to air their views.

Wimbledon and District Synagogue

- 3.9 The Council received 45 letters from the members of the Wimbledon and District Synagogue objecting to the scheme. The Synagogue which is based on Queensmere Road falls within the London Borough of Wandsworth and outside the proposed scheme. The informal consultation is only open to residents and businesses within the proposed zone and within L.B Merton and although the objections have been noted and will be responded to, they will not be considered at this stage. However, during a statutory consultation all representation will be considered. A common concern raised in the correspondence is that the scheme will have an adverse affect on parking spaces available to worshippers. The main day of worship at the Synagogue is Saturday. The recommended operational hours based on the consultation results are Mondays to Fridays between 10am to 4pm, therefore the zone would not impact on the main day of worship. Additionally there are also provisions made in the proposals for pay & display parking on Queensmere Road which worshippers /visitors to the Synagogue could utilise.

Heath Mead

- 3.10 Heath Mead residents initiated the petition for the controlled zone which is the road most affected by commuter parking. During the consultation officers received a large volume of telephone calls raising strong objection to the lack of proposed parking provisions on Heath Mead, in particular around the roundabout. Due to the narrow nature of Heath Mead it is not possible to allow parking on both sides of the road and the footway is not wide enough to allow footway parking and safe passage for pedestrians. The road is short and ends in a roundabout and currently residents and commuters are parking unsafely on both sides of the footway and along the outer kerbline of the roundabout. This unregulated parking that is currently taking place is unsafe for all road users in particular pedestrians. The proposed design only allows for parking to take place on one side of the road and no parking around the roundabout. Due to the concerns raised by residents for the loss of parking spaces around the roundabout, arrangement was made for Wandsworth Fire Brigade to do a vehicle test in the area to assess access difficulties. With no objection from Wandsworth Fire Brigade officers' have included additional parking on the roundabout on Heath Mead as shown on Drawing No.Z78-187-06 Heath Mead additional parking shown in Appendix 4.

- 3.11 It should be noted that officers have also been approached by the Resident Association and some of the residents of Heathmead with a proposal that would involve the residents of Nos 3 & 5 dedicating a section of their private property adjacent to the back of the existing narrow footway to be adopted and utilised by the Council so as to accommodate additional parking spaces. This issue is currently under investigation and would be subject to a simple legal agreement.

Bathgate Road

- 3.12 Bathgate Road is a private street which means that although the residents are responsible for the upkeep of the highway, L.B Merton is the Traffic Authority and the road must remain open at all times for public use. Due to the close proximity of Bathgate Road to the proposed zone it was felt that Bathgate Road could be affected by vehicle displacement from the proposed zone. Following a meeting with Bathgate Road Residents Association it was agreed to consult Bathgate Road as part of the proposed zone. However, due to the narrow nature of the road and in the absence of any footway, it is not possible to introduce safe parking bays and therefore, to protect the residents from displaced parking which would be obstructive, officers are recommending the introduction of yellow lines waiting restrictions in Bathgate Road.

Alfreton Close

- 3.13 Due to the narrow nature of Alfreton Close, parking cannot be accommodated on both sides of the road and the footways are not wide enough to allow footway parking and safe passage for pedestrians.
- 3.14 Discussions with the Alfreton Close Resident's Association highlighted insufficient parking provision for residents, therefore to maximise parking provisions for residents, it has been agreed to convert the proposed shared use bays to permit holder only bays; create an additional permit holder bay on the southern arm of the cul de sac end adjacent to property No.34 and reduce the proposed length of the double yellow line waiting restrictions along the south side between property Nos.24 to 45 to allow for residents to utilise the space across their driveways after the hours of operation.

Ward Councillor Comments

- 3.15 No comments were received at the time of writing this report

4. RECOMMENDATIONS

- 4.1 It is recommended that the Cabinet Member considers the result of the informal consultation along with officer's recommendations and agrees to proceed with a statutory consultation to introduce VNE CPZ to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road operational Mondays to Fridays between 10am to 4pm as shown in Drawing No. Z78-187-02 Rev A sheet 1 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 all 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.

Hours of Operation:

- 4.3 The majority of respondents favoured 'VNE' CPZ to operate Monday to Friday between the hours of 10am and 4pm.

Permit Issue Criteria:

- 4.4 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.

Visitors' permits:

- 4.5 All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 10am & 2pm or 12pm & 4pm. 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.

Business permits:

- 4.6 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.

Pay & Display tickets:

- 4.7 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 per hour, with a maximum stay of up to 5 hours. No purchase of tickets will be available before 9.30am.

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 Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users.

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. This does not include consultation and staff costs.
- 7.2 The environment and Regeneration capital budget for 2011/012 contains a provision of £380k for Parking Management schemes. The cost of this proposal can be met from this budget.
- 7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

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 IMPLICATIONS

- 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. APPENDICIES

- 13.1 The following documents are to be published with this report and form part of the report.
- Appendix 1 – Drawing No. Z78-187-02 Rev A CPZ VNE
 - Appendix 2 – Informal consultation results
 - Appendix 3 – Informal consultation documents
 - Appendix 4 – Drawing No. Z78-187-06 Heath Mead additional parking

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE PROPOSED CONTROLLED PARKING ZONE VNE

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	NO RESPONSE	Q2. NUMBER OF CARS	Q3. DO YOU CURRENTLY HAVE A PARKING PROBLEM IN YOUR ROAD?					
									YES	NO	UNDECIDED	% UNDECIDED	% YES	% NO
Alfreton Close	25	22	88.0%	20	0	0	2	35	15	4	3	68.2%	18.2%	13.6%
Bathgate Road	56	24	42.9%	24	0	0	0	51	11	9	4	45.8%	37.5%	16.7%
Beltane Drive	14	7	50.0%	7	0	0	0	14	1	4	2	14.3%	57.1%	28.6%
Castle Close	12	9	75.0%	9	0	0	0	16	7	2	0	77.8%	22.2%	0.0%
Castle Way	7	2	28.6%	2	0	0	0	6	1	1	0	50.0%	50.0%	0.0%
Haven Close	13	5	38.5%	5	0	0	0	5	0	5	0	0.0%	100.0%	0.0%
Heath Mead	22	6	27.3%	6	0	0	0	6	6	0	0	100.0%	0.0%	0.0%
Lincoln Avenue	19	10	52.6%	10	0	0	0	20	7	2	1	70.0%	20.0%	10.0%
Parkside	35	5	14.3%	4	0	1	0	11	2	3	0	40.0%	60.0%	0.0%
Queensmere Close	19	5	26.3%	5	0	0	0	3	1	4	0	20.0%	80.0%	0.0%
Queensmere Road	28	7	25.0%	7	0	0	0	13	2	4	1	28.6%	57.1%	14.3%
Royal Close	15	2	13.3%	2	0	0	0	4	1	1	0	50.0%	50.0%	0.0%
Seymour Road	22	12	54.5%	11	0	0	1	18	9	2	1	75.0%	16.7%	8.3%
	287	116	40.4%	112	0	1	3	202	63	41	12	54.3%	35.3%	10.3%

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD				Q5. WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR			
	YES	NO	UNDECIDED	% UNDECIDED	YES	NO	UNDECIDED	% UNDECIDED
Alfreton Close	13	5	4	59.1%	11	4	7	50.0%
Bathgate Road	16	4	4	66.7%	20	4	0	83.3%
Beltane Drive	2	4	1	28.6%	3	2	2	42.9%
Castle Close	7	2	0	77.8%	6	1	2	66.7%
Castle Way	0	2	0	0.0%	0	2	0	0.0%
Haven Close	0	5	0	0.0%	0	5	0	0.0%
Heath Mead	3	2	1	50.0%	2	2	2	33.3%
Lincoln Avenue	6	2	2	60.0%	7	0	3	70.0%
Parkside	3	2	0	60.0%	2	2	1	40.0%
Queensmere Close	1	4	0	20.0%	1	4	0	20.0%
Queensmere Road	3	3	1	42.9%	4	3	0	57.1%
Royal Close	1	1	0	50.0%	1	1	0	50.0%
Seymour Road	9	2	1	75.0%	9	2	1	75.0%
	64	38	14	55.2%	66	32	18	56.9%
				12.1%				27.6%
				32.8%				15.5%

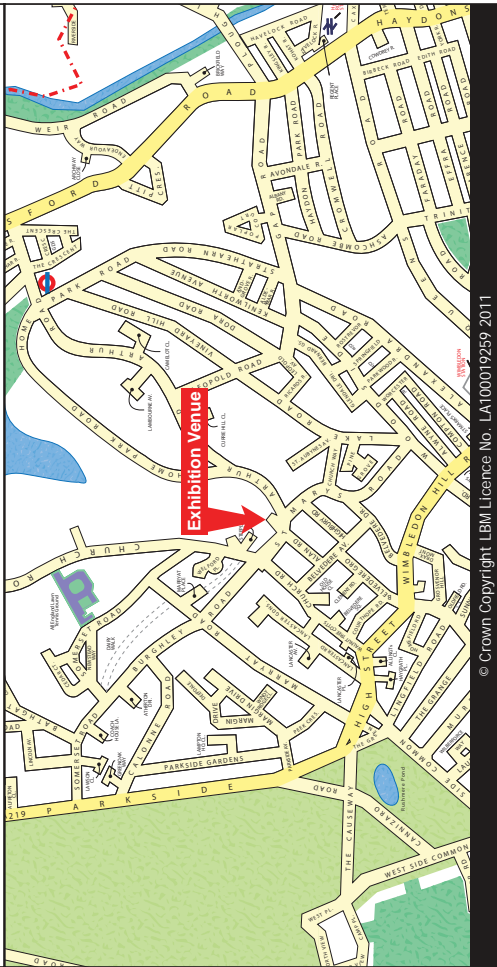
SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE PROPOSED CONTROLLED PARKING ZONE VNE

ROAD	Q6. WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE					Q7. IF A CPZ WAS INTRODUCED WHICH HOURS OF OPERATION WOULD YOU PREFER									
	MONDAY - FRIDAY	MONDAY - SATURDAY	UNDECIDED	% MONDAY FRIDAY	% MONDAY - SATURDAY	% UNDECIDED	8.30AM - 6.30PM	10am-4pm	11AM - 12PM	UNDECIDED	% 8.30AM - 6.30PM	% 10AM- 4PM	% 11AM- 12PM	% UNDECIDED	
Alfreton Close	11	9	2	50.0%	40.9%	9.1%	3	15	0	4	13.6%	68.2%	0.0%	18.2%	
Bathgate Road	14	9	1	58.3%	37.5%	4.2%	8	9	5	2	33.3%	37.5%	20.8%	8.3%	
Beltane Drive	4	1	2	57.1%	14.3%	28.6%	2	1	2	2	28.6%	14.3%	28.6%	28.6%	
Castle Close	7	1	1	77.8%	11.1%	11.1%	2	6	0	1	22.2%	66.7%	0.0%	11.1%	
Castle Way	2	0	0	100.0%	0.0%	0.0%	0	0	2	0	0.0%	0.0%	100.0%	0.0%	
Haven Close	2	0	3	40.0%	0.0%	60.0%	1	1	0	3	20.0%	20.0%	0.0%	60.0%	
Heath Mead	3	0	3	50.0%	0.0%	50.0%	0	4	0	2	0.0%	66.7%	0.0%	33.3%	
Lincoln Avenue	9	1	0	90.0%	10.0%	0.0%	3	3	3	1	30.0%	30.0%	30.0%	10.0%	
Parkside	3	2	0	60.0%	40.0%	0.0%	1	2	2	0	20.0%	40.0%	40.0%	0.0%	
Queensmere Close	3	1	1	60.0%	20.0%	20.0%	2	3	0	0	40.0%	60.0%	0.0%	0.0%	
Queensmere Road	2	4	1	28.6%	57.1%	14.3%	3	1	2	1	42.9%	14.3%	28.6%	14.3%	
Royal Close	0	1	1	0.0%	50.0%	50.0%	1	0	0	1	50.0%	0.0%	0.0%	50.0%	
Seymour Road	7	3	2	58.3%	25.0%	16.7%	5	4	1	2	41.7%	33.3%	8.3%	16.7%	
67	32	17	17	57.8%	27.6%	14.7%	31	49	17	19	26.7%	42.2%	14.7%	16.4%	

EXHIBITION INVITE

You may wish to attend the public exhibitions to be held at:
Fellowship House, 30 St. Mary's Road, SW19 7BP
 at the following time:

Sat, 16 July 2011 from 1pm to 5pm



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**Controlled Parking Zone (CPZ)
 Proposed Zone VNE, Village North East**



ISSUE DATE : 8 JULY 2011

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in all roads bounded by Parkside, Queensmere Road, Bathgate Road and Somerset Road, not including Carnegie Place and Queensmere Close. 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

The Council is therefore undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

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 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 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

Request for document translation
PROPOSED CONTROLLED PARKING ZONE VNE
 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
 Bengali
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 Chinese
 Czech
 Danish
 Dutch
 English
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 German
 Greek
 Hindi
 Italian
 Japanese
 Korean
 Latvian
 Lithuanian
 Polish
 Portuguese
 Romanian
 Russian
 Serbian
 Slovak
 Slovenian
 Spanish
 Swedish
 Tagalog
 Thai
 Turkish
 Urdu

Large print Braille Audiotope

Your contact:
 Name.....
 Address.....
 Telephone.....

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

VILLAGE WARD COUNCILLORS

Cllr John Bowcott
 Tel - 020 8946 1011
 Email: john.bowcott@merton.gov.uk

Cllr Richard Chellew
 Tel - 020 8545 3396
 Email: richard.chellew@merton.gov.uk

Cllr Samantha George
 Tel - 020 8545 3396
 Email: samantha.george@merton.gov.uk



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)

NB - The borough boundary bisects Queensmere Road and the northern section falls within the London Borough of Wandsworth. The Council is currently agreeing the operational management of parking control proposals in this road with Wandsworth Council.

LET US KNOW YOUR VIEWS

The decision on whether 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 the link provided www.merton.gov.uk/cpzvne, where possible. 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 **29 JULY 2011**. Please note that only one response per household will be accepted.

VISIT THE EXHIBITION

A large scale plan of the proposals will be available for inspection at the exhibition to be held on 16 July 2011 at Fellowship House, 30 St. Mary's Road, SW19 7BP between 1pm & 5pm. Officers will be in attendance on the day to explain the proposals and how you and your property may be affected. Details of the exhibition are given overleaf.

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. 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 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/cpzvne. 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.

assist in minimising the number of permits issued to individual residents and help discourage 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:**

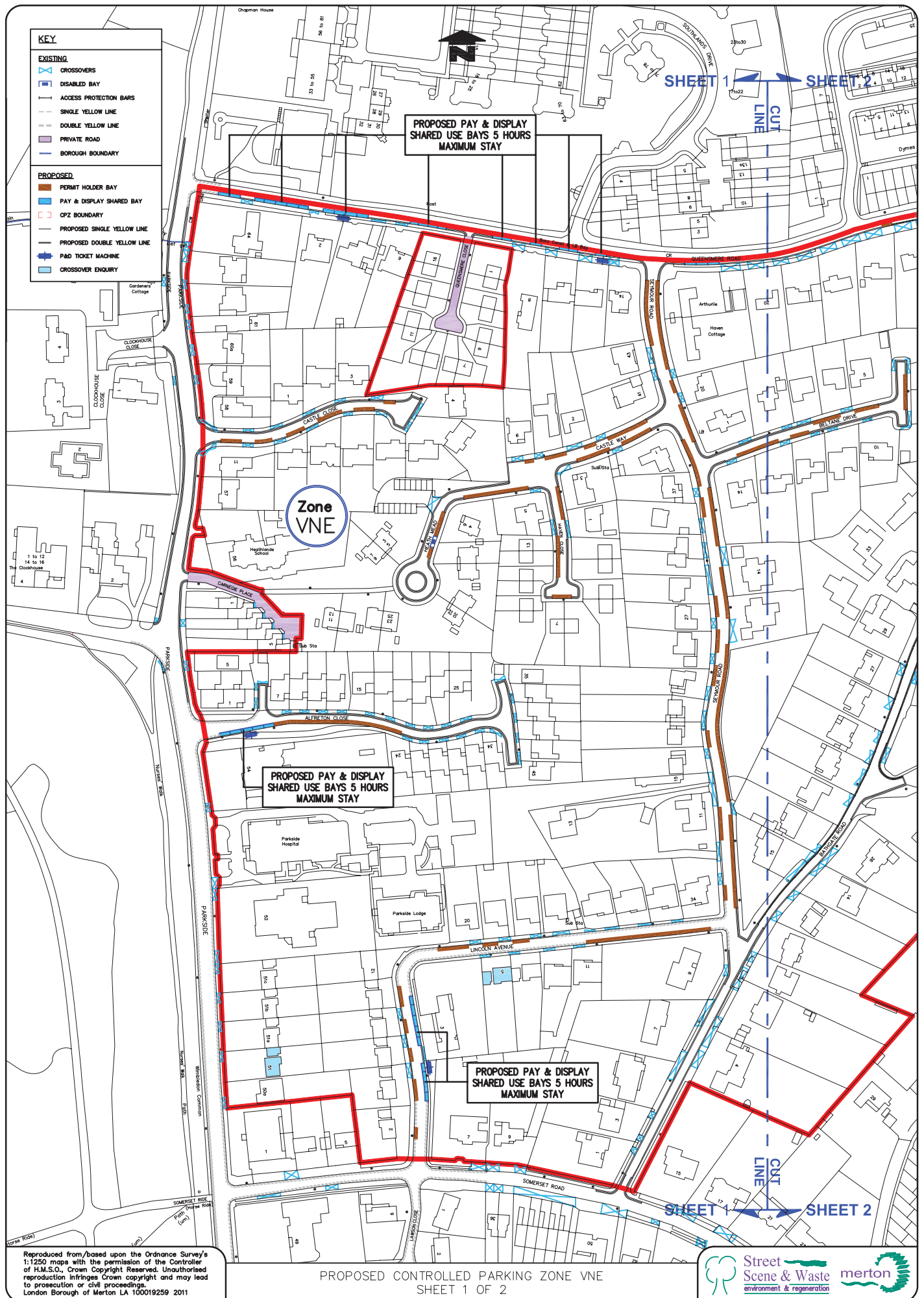
Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it may encourage non residents, especially shoppers, to park on Saturdays, therefore reducing available parking for your visitors.

Monday to Saturday - 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 :

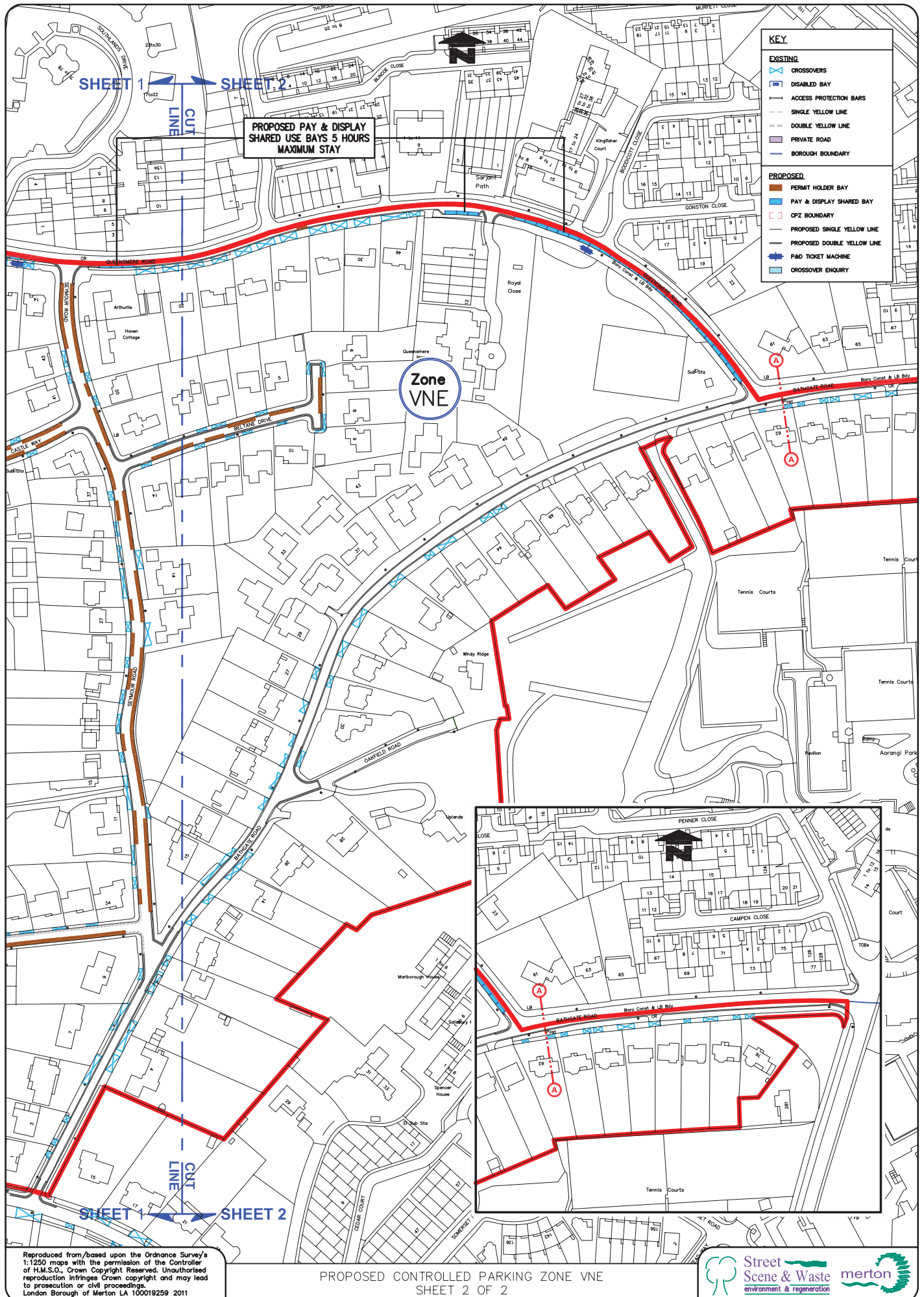
- Double yellow lines at junctions, bends, ends of cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking



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PROPOSED CONTROLLED PARKING ZONE VNE
SHEET 1 OF 2





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Frequently Asked Questions



Merton - putting you first

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 £2.50 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 much do resident and business permits cost?

Resident

1 st Permit in household	£ 65.00 per annum
2 nd Permit in household	£ 110.00 per annum
3 rd & 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 £331.50 per 6 months (All zones except W1, W2, W3, W4 & W5)

Central Wimbledon Business Permit £376.50 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.

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.

What is the cost of a PCN?

As of the 1st July 2007 differential parking penalty charges have been introduced with some of the cost for offences reducing to £60 and some increasing to £100, all Bus Lane charges will increase to £120, for a more detailed summary of the changes please go to the London Councils web site on <http://www.londoncouncils.gov.uk/doc.asp?doc=20090&cat=937>

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.

Public Consultation

Proposed Controlled Parking Zone VNE

We would like to know your views.

Please tick the appropriate boxes and return this card by **29 JULY 2011**

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? Res. Bus. Other - Specify
2. How many vehicles do you have in your household/business?
3. Do you feel you have a parking problem in your road? Yes No Undecided
4. Do you support a proposed CPZ in your road? Yes No Undecided
5. 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
6. If a CPZ was introduced which days would you like the controls to operate? Mon-Fri Mon-Sat
7. 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.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections of the community and hence to test whether or not the channels of communication which we are currently using are effective

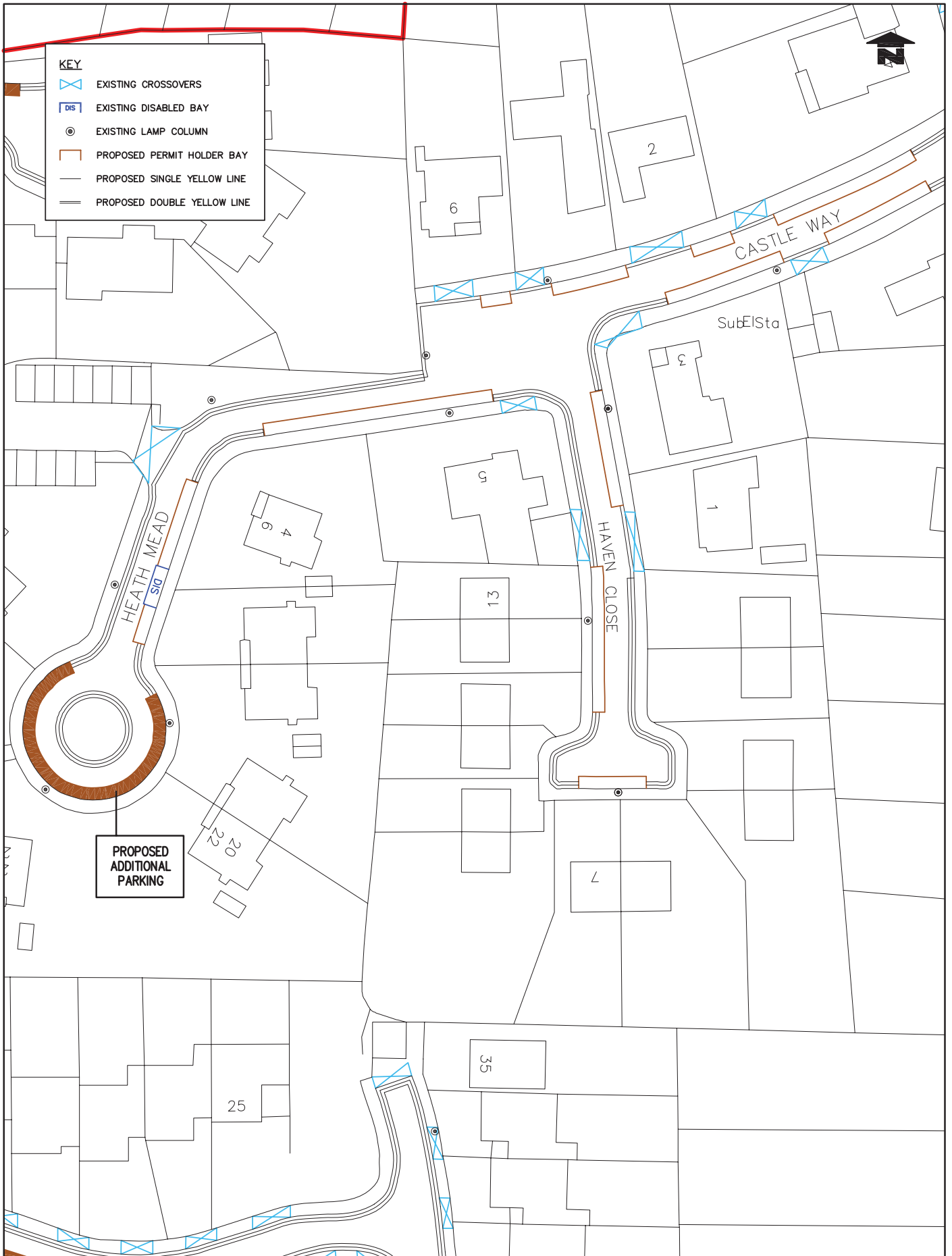
Gender Male Female Do you consider yourself to have a disability? Yes No

Age Group (please tick one box)

- 15 or under 20 - 24 30 - 34 40 - 44 50 - 54 60 - 64 70 - 74
- 16 - 19 25 - 29 35 - 39 45 - 49 55 - 59 65 - 69 75 or over

Ethnic Origin (please tick one box)

- | | | | |
|---|---|---|---|
| <p><u>White</u></p> <p><input type="checkbox"/> White - English</p> <p><input type="checkbox"/> White - Scottish</p> <p><input type="checkbox"/> White - Welsh</p> <p><input type="checkbox"/> White - Irish</p> <p><input type="checkbox"/> Gypsy / Roma / Traveller</p> <p><input type="checkbox"/> Other (please specify)</p> <p><input style="width: 100%; height: 15px;" type="text"/></p> | <p><u>Mixed Ethnicity</u></p> <p><input type="checkbox"/> White & Black Caribbean</p> <p><input type="checkbox"/> White & Black African</p> <p><input type="checkbox"/> White & Asian</p> <p><input type="checkbox"/> Other (please specify)</p> <p><input style="width: 100%; height: 15px;" type="text"/></p> | <p><u>Asian or Asian British</u></p> <p><input type="checkbox"/> Indian</p> <p><input type="checkbox"/> Pakistani</p> <p><input type="checkbox"/> Bangladeshi</p> <p><input type="checkbox"/> Tamil</p> <p><input type="checkbox"/> Other (please specify)</p> <p><input style="width: 100%; height: 15px;" type="text"/></p> | <p><u>Black or Black British</u></p> <p><input type="checkbox"/> Caribbean</p> <p><input type="checkbox"/> African</p> <p><input type="checkbox"/> Other (please specify)</p> <p><input style="width: 100%; height: 15px;" type="text"/></p> <p><u>Chinese & Other Ethnic Groups</u></p> <p><input type="checkbox"/> Chinese</p> <p><input type="checkbox"/> Korean</p> <p><input type="checkbox"/> Other (please specify)</p> <p><input style="width: 100%; height: 15px;" type="text"/></p> |
|---|---|---|---|



Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

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Drawn by LM	Sig.	Date Jul 11
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT
Controlled Parking Zone
VNE

TITLE
Heath Mead
Amended Parking Arrangement



Drawing No. Z78-187-07
Revision -
Classification DRAFT
Scale 1:500