

Committee: Cabinet Member Report

Date: 13th May 2015

Agenda item:

Wards: St Helier

Subject: Proposed M3 CPZ (Chalgrove Avenue Area), Morden – 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 Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the informal consultation carried out between 13 March and 10 April 2015 on the proposals to introduce a Controlled Parking Zone (CPZ) M3 to include Ashley Avenue, Chalgrove Avenue, Elsrick Avenue and Redclose Avenue.
 - B) Agrees to proceed with a statutory consultation to include Ashley Avenue, Chalgrove Avenue, Elsrick Avenue and Redclose Avenue, into the proposed M3 CPZ, operational Monday to Sunday, between 8.30am and 6.30pm as shown in Drawing No. Z78-225-01 in *Appendix 1*.
 - C) Agrees to remove section of the central island in Chalgrove Avenue close to its junction with London Road to maximise the number of parking spaces in the road as indicated on the drawing attached in *Appendix 1*.
 - D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

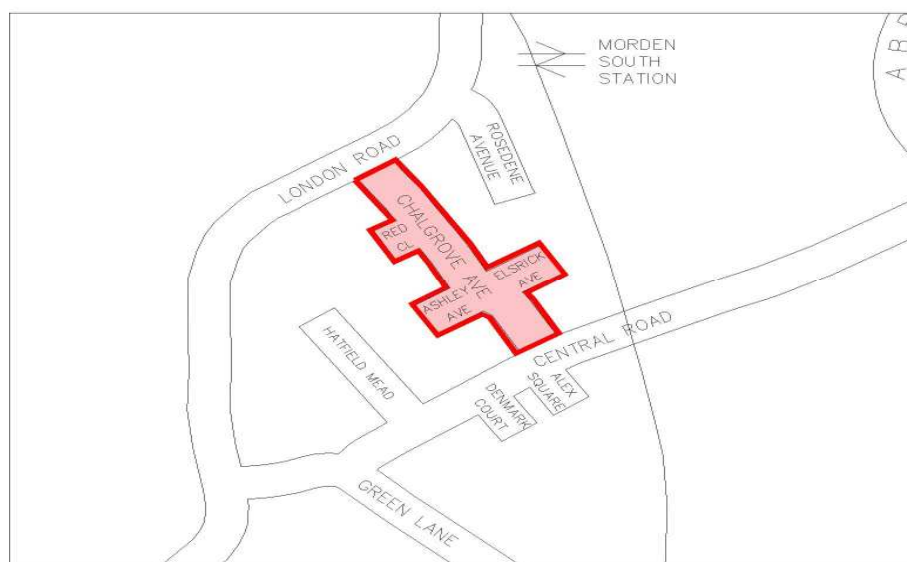
- 1.1 This report presents the results of the informal consultation carried on the Councils' proposals to introduce a CPZ in Chalgrove Avenue area of Morden, include Ashley Avenue, Chalgrove Avenue, Elsrick Avenue and Redclose Avenue.
- 1.2 It seeks approval to proceed with a statutory consultation to include Ashley Avenue, Chalgrove Avenue, Elsrick Avenue and Redclose Avenue into the proposed M3 CPZ, operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-225-01 in *Appendix 1*.

2. DETAILS

- 2.1 The key objectives of parking management include:
- Tackling of congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
 - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
 - Encouraging the use of more sustainable modes of transport.
- 2.2 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:
- Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
- Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.
- 2.3 A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.
- 2.4 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.

3. INFORMAL CONSULTATION

- 3.1 The Council received a petition submitted by residents from Chalgrove Avenue area requesting a CPZ in their roads. Two public meetings were held on 10 October and 12 November 2014 by the ward Councillors for this area, which officers attended.
- 3.2 The informal consultation on proposals to introduce parking controls in the Chalgrove Avenue area commenced on 13 March 2015 and ended on 10 April 2015. 64 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council website to fill in the online questionnaire. 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.
- 3.3 Notification of the proposals along with an online questionnaire (e-form) was also posted on the Council's website showing the parking controls within the zone including the following:
- 'At any time' double yellow lines at key locations such as at junctions, bends, and ends of culs de sac.
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor;
 - Removal of a section of the central island in Chalgrove Avenue close to its junction with London Road to maximise the number of parking spaces in the road.
- 3.4 The consultation resulted in a total of 32 questionnaires returned (after removing duplicates/multiple returns from some households), representing a response rate of 50%. See plan below showing the extent of the consultation.



- 3.5 As shown in table 1 below, of the 32 who responded, 78.1% support a CPZ in their road, compared to 15.3% who do not and 6.3% 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
Ashley Avenue	1	0	2	0	33.3	0	66.6
Chalgrove Avenue	18	4	0	0	82	18	0
Elsrick Avenue	5	1	0	0	83	17	0
London Road	1	0	0	0	1	0	0
Redclose Avenue	0	0	0	0	0	0	0
Central Road	0	0	0	0	0	0	0
Total	25	5	2	0	78.1	15.6	6.3

3.6 Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 34.4% of respondents prefer Mon – Fri, 28.1% who support Mon - Sat and 37.5% prefer Mon – Sun as shown in table 2.

(Table 2 – summary of results to questions 5)

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN
Ashley Avenue	2	1	0	0	66.6	33.3	0
Chalgrove Avenue	8	6	8	0	36.4	27.2	36.4
Elsrick Avenue	1	1	4	0	33.3	16.6	50
London Road	0	1	0	0	0	100	0
	11	9	12	0	34.4	28.1	37.5

3.7 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 84.4% of respondents prefer 8.30am – 6.30pm, while 12.5% prefer 11am – 3pm and 3.1% prefer 10am – 4pm. As shown in Table 3 above.

(Table 3 – summary of results to questions 6)

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	8.30AM-6.30PM	10AM - 4PM	11AM – 3PM	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-3PM	Undecided
Ashley Avenue	3	0	0	100	0	0	
Chalgrove Avenue	18	1	3	82	4	14	
Elsrick Avenue	5	0	1	83	0	17	
London Road	1	0	0	100	0	0	
	27	1	4	84.4	3.1	12.5	

3.8 Chalgrove Avenue central island

There is a high level of demand for on street parking from residents, business and their visitors in Chalgrove Avenue. There is a central island with mature trees. The carriageway on both sides of the central island is too narrow to accommodate parking and maintain the minimum required road width of 3m that is necessary for the Fire brigade. Currently if there is an emergency, the fire brigade would have to over run the central island if vehicles are parked on the carriageway or stop and carry the fire equipment which is far from ideal with serious safety ramifications. In fact with vehicles parked on the carriageway on either sides of the island, the average available carriageway space for access is reduced on both sides to 2.4m which is an unacceptable carriageway width. The option of partial footway parking was considered but rejected due to the narrow nature of the footway width. It is necessary to remove parking from majority sections the carriageway where the central island accommodates mature trees. 'At any time' waiting/loading restrictions will, therefore, be introduced along these sections as well as along other areas where parking cannot be achieved in a safe manner or where access would be obstructed. It is considered that the proposals will assist residents and improve access for traffic including the Council refuse vehicles, delivery vehicles and the emergency services. To maximise parking, it is proposed to remove the section of the central island that does not accommodate any mature trees. This will allow parking provisions on both sides of the road.

3.9 Ward Councillor Comment

All local ward Councillors have been fully engaged during the consultation process and they are supportive of the recommendations made in this report.

4. **PROPOSED MEASURES**

- 4.1 Based on the informal consultation results it is recommended that a statutory consultation be carried out to include Ashley Avenue, Chalgrove Avenue, Elsrick Avenue and Redclose Avenue into the proposed M3 CPZ, operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-224-01 in *Appendix 1*.

- 4.2 The CPZ design comprises of mainly permit holder bays to be used by residents, and their visitors. 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.
- 4.3 Hours of operation
The majority of respondents favoured M3 CPZ to operate Monday to Sunday between the hours of 8.30am and 6.30pm.
- 4.4 Permit issue criteria
It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140.
- 4.5 Visitors' permits
All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am & 2pm or 12pm & 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

5. 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 intention of 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.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £25k. This includes the publication of the made Traffic Management Orders, the road markings, the signs and removal of part of the Central Island.
- 7.2 The Environment and Regeneration revenue budget for 2015/16 currently contains a provisional budget of 203k 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.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

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.
- 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 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.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

Appendix 1 – Drawing No. Z78-225-01
Appendix 2 – Informal Consultation Results Tables
Appendix 3 – Informal Consultation Documents

PROPOSED ZONE - CHALGROVE AVENUE AREA CPZ SUMMARY OF CONSULTATION RESULTS BY ROAD

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	OTHER
ASHLEY AVE	4	3	75	3			
CHALGROVE AVE	41	22	54	22			
ELSRICK AVE	11	6	55	6			
LONDON ROAD	2	1	50	1			
REDCLOSE AVE	4	0	0	0			
CENTRAL ROAD	2	0	0	0			
TOTAL / AVERAGE	64	32	50%	32			

ROAD	Q3. DO YOU SUPPORT A CPZ IN YOUR ROAD						
	YES	NO	UNDECIDED	NO RESPONSE	% YES	% NO	% UNSURE
ASHLEY AVE	1	0	2	0	33.3	0	66.6
CHALGROVE AVE	18	4	0	0	82	18	0
ELSRICK AVE	5	1	0	0	83	17	0
LONDON ROAD	1	0	0	0	100	0	0
TOTAL / AVERAGE	25	5	2	0	78.1	15.6	6.3

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	% YES	% NO	% UNSURE
1	0	2	33.3	0	66.6
18	4	0	82	18	0
5	1	0	83	17	0
1	0	0	100	0	0
25	5	2	78.1	15.6	6.3

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	MON - FRI	MON - SAT	MON - SUN	NO RESPONSE	% MON - FRI	% MON - SAT	% MON - SUN
ASHLEY AVE	2	1	0	0	66.6	33.3	0
CHALGROVE AVE	8	6	8	0	36.4	27.2	36.4
ELSRICK AVE	1	1	4	0	16.6	16.6	66.7
LONDON ROAD	0	1	0	0	0	100	0
TOTAL / AVERAGE	11	9	12	0	34.4	28.1	37.5

Q6. WHICH HOURS OF OPERATION WOULD YOU PREFER					
8.30AM - 6.30PM	10AM - 4PM	11AM - 3PM	% 8.30AM - 6.30PM	% 10AM - 4PM	% 11AM - 3AM
3	0	0	100	0	0
18	1	3	82	4	14
5	0	1	83	0	17
1	0	0	100	0	0
27	1	4	84.4	3.1	12.5

Controlled Parking Zone (CPZ)

Proposed Zone M3- Chhalgrove Avenue Area

ISSUE DATE : 13 MARCH 2015

Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

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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 also of importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the uncontrolled roads in the Chalgrove Avenue area. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs 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 proposals to introduce a CPZ in the uncontrolled roads in the Chalgrove Avenue area, as shown on the enclosed plans. This proposal is in response to representations received from Chester Road residents who are experiencing parking difficulties in their road. 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 and six form students

This area is currently being proposed as a new stand alone zone thereby allowing residents to choose the hours of operation of the zone.

WHAT IS A CONTROLLED PARKING ZONE (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 safely. 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 purchasing and 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 property, 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.

CPZ, only those within the zone are entitled to permits. This means that long-term parking will not be permitted within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also assists in minimising the number of permits issued to individual residents and help discourage multiple car ownerships. CPZs comprise of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permits); shared use bays (for permit holders and pay and display) and pay and display only bays (permits are not valid). Council appointed Civil Enforcement Officers will enforce the controls by issuing fines/Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions. Outside the controlled times the restrictions are not enforced.

However, Civil Enforcement Officers will issue PCNs for any other parking contravention such as parking on double yellow lines, footways and parking across individual crossovers without the property owner's consent. The Council aims to reach a balance between the needs of the residents, businesses and the safety of all road users. In the event that the majority of those consulted do not support a CPZ in their road or area officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access. This would be subject to the approval of the Cabinet Member for Environmental Sustainability and Regeneration

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 parking. 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.

4 hours controls (11am - 3pm) - These operating times offer fewer restrictions for residents and their visitors than the "all day" controls. It is still effective in preventing commuters and other long stay parking. However, it may encourage short-term parking outside the operating times by non-residents or businesses. Residents returning from work later in the afternoon may find less available parking in their road due to this. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times. The standard annual parking permit charges apply regardless of the hours the zone operates.

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.

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 Cost of the annual parking permits remains unchanged whether the CPZ operates all day or part.

Parking Controls - The following are incorporated within the proposed measures:

- Double yellow lines at junctions, bends, ends of

- cul-de-sac and at strategic sections of the road to create passing gaps. (This will improve safety and access at all times by reducing obstructive parking that is currently taking place)
- Shared Use Pay and Display bays are also proposed where it is necessary to allow non residents to pay for parking for a short period at specific locations such as near shops, schools, churches and also in areas for longer term parking where residents are not directly affected, to allow effective use of the bays. (This will increase the use of parking provisions in the area for 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 undertaking a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you complete and submit your questionnaire online using this link www.merton.gov.uk/cpzvsw_chester. 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 **13 March 2015**.

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 **28 February 2015** 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

The results of the consultation along with officers' recommendations will be presented in a report to 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/cpzvsw_chester. 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 Wimbledon Library.

ST HELIER WARD COUNCILLORS

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(The contact details of ward councillors are provided for information purposes only)

CONTACT US

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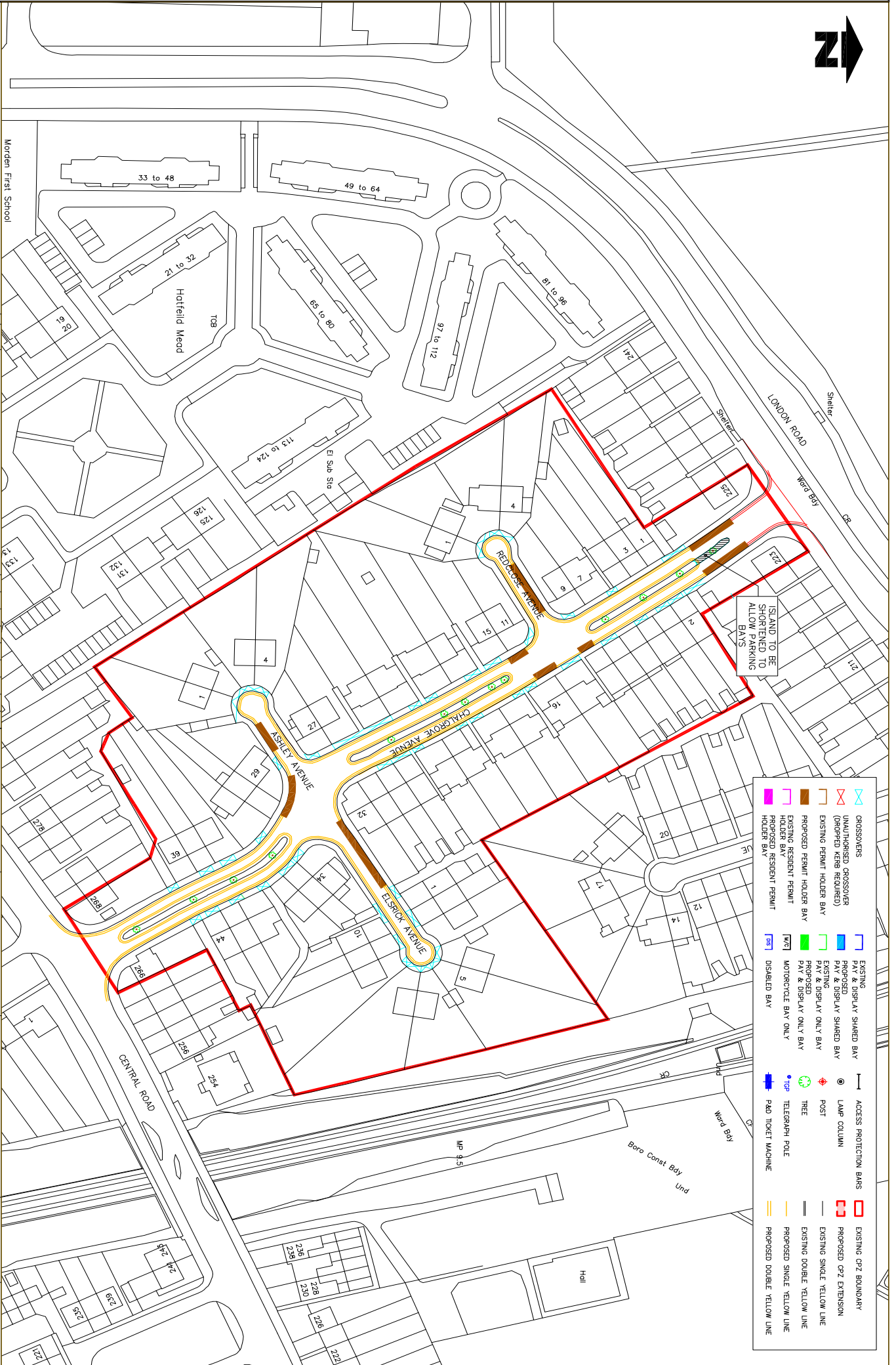
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If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali এই ডকুমেন্টের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাঙ্কটিতে (বক্স) টিক চিহ্ন দিন এবং চিঠি দিয়ে 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 coordonnées figurant ci-dessous.
- Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 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 dukaameentigan ka mid ah laguugu sharxo luqaddaada, faqlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan 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 திட்டம் பற்றியுள்ள அங்குசம் உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்கு தேவையானால், கீழ்க்கண்ட சதுரத்தில் அம்மாதிரி தேவையான அங்குசத்தை அடையாளப்படுத்தி எழுத்துருவாக்க அல்லது தொலைபேசி மூலம் தொடர்பு கொள்ளுங்கள்.
- Urdu اگر آپ اس دستاویز کے کسی حصے کا ترجمہ چاہتے ہیں تو اسے اس کے پاس مہنگے کا نشان لگائیے اور ہمارے دفتر یا تو فون پر یا خط کے ذریعے ہمارے تحریری طور پر رابطہ کریں۔

- Large print
- Braille
- Audiotape

<p>Your contact: Name..... Address..... Telephone.....</p>	<p>Paul Atie Merton Civic Centre, London Road, Morden, SM4 5DX</p>
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ISLAND TO BE SHORTENED TO ALLOW PARKING BAYS

- EXISTING DOUBLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- EXISTING SINGLE YELLOW LINE
- PROPOSED SINGLE YELLOW LINE
- EXISTING CPZ EXTENSION
- EXISTING CPZ BOUNDARY
- UNLIT/UNPOWERED CROSSOVER
- PROPOSED CROSSOVER (PROPOSED KERB REQUIRED)
- EXISTING PERMIT HOLDER BAY
- PROPOSED PERMIT HOLDER BAY
- EXISTING RESIDENT PERMIT HOLDER BAY
- PROPOSED RESIDENT PERMIT HOLDER BAY
- EXISTING PAY & DISPLAY ONLY BAY
- PROPOSED PAY & DISPLAY ONLY BAY
- EXISTING PAY & DISPLAY SHARED BAY
- PROPOSED PAY & DISPLAY SHARED BAY
- EXISTING MOTORCYCLE BAY ONLY
- PROPOSED MOTORCYCLE BAY ONLY
- EXISTING DISABLED BAY
- PROPOSED DISABLED BAY
- EXISTING ACCESS PROTECTION BARS
- PROPOSED ACCESS PROTECTION BARS
- EXISTING LAMP COLUMN
- PROPOSED LAMP COLUMN
- EXISTING POST
- PROPOSED POST
- EXISTING TELEGRAPH POLE
- PROPOSED TELEGRAPH POLE
- EXISTING PADD TICKET MACHINE
- PROPOSED PADD TICKET MACHINE
- EXISTING TREE
- PROPOSED TREE

Notes

Date	Revision	By	Check	Appr	Rev	Rev	Rev	Rev	Rev

TRAFFIC & HIGHWAYS

Street Scene & Waste
environment & regeneration

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Project No: 278-25-01
Revision: -
Date: -
Scale: DRAFT
Author: NTS

TRAFFIC & HIGHWAYS

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Project No: 278-25-01
Revision: -
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Scale: DRAFT
Author: NTS

PROJECT

Controlled Parking Zones (CPZs)

Chalgrove Avenue Proposed Layout

merton
Merton Civic Centre
London Surrey
S14 5DX
www.merton.gov.uk

Consultation
DRAFT
NTS

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

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 £331.00 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 £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>

Proposed Controlled Parking Zone M3 - Chalgrov Avenue

We would like to know your views.

Please tick the appropriate boxes and return this card by **13 March 2015**

Please only use this reply card if you cannot respond on-line at www.merton.gov.uk/cpzvsw_chester

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
 10am - 4pm
 11am - 3pm

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

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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.