

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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

Proposed H3 CPZ Gap Road area

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport

4. Date of Decision

2 November 2020

5. Date report made available to decision maker

22 October 2020

6. Decision

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the informal consultation carried out between 10 August and 4 September 2020 on the proposals to introduce a Controlled Parking Zone (CPZ) H3 to include Gap Road, Durnsford Road (between its junction with gap Road and the Railway Bridge) and Pitt Crescent.
- B) Agrees to proceed with a statutory consultation to include Gap Road within the proposed H3 CPZ, operational Monday to Saturday between 3pm and 8pm as shown in Drawing No. Z78-365-01 and attached in Appendix 1.
- C) Agrees to exclude Durnsford Road and Pitt Crescent from the proposed H3 CPZ.
- D) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-365-01 and attached in Appendix 1
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

1) To reflect resident opinion on the consulted roads which showed support for a CPZ only on Gap Road

2) The opening of the new stadium on Plough Lane is likely to increase parking pressures in the surrounding area.

8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking demands of the local business community.

Councillor Martin Whelton

Cabinet Member for Regeneration, Housing and Transport

2 November, 2020

Committee: Cabinet Member Report

Date: 20th October 2020

Agenda item:

Wards: Wimbledon Park

Subject: Proposed H3 CPZ Gap Road area – Informal consultation

Lead officer: Chris Lee, Director of Environment & Regeneration.

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337 [Email: paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the results of the informal consultation carried out between 10 August and 4 September 2020 on the proposals to introduce a Controlled Parking Zone (CPZ) H3 to include Gap Road, Durnsford Road (between its junction with gap Road and the Railway Bridge) and Pitt Crescent.
- B) Agrees to proceed with a statutory consultation to include Gap Road within the proposed H3 CPZ, operational Monday to Saturday between 3pm and 8pm as shown in Drawing No. Z78-365-01 and attached in Appendix 1.
- A) Agrees to exclude Durnsford Road and Pitt Crescent from the proposed H3 CPZ.
- C) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-365-01 and attached in Appendix 1
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report presents the results of the informal consultation carried on the Council's proposals to introduce a CPZ (H3) to include in Gap Road, Durnsford Road (between its junction with gap Road and the Railway Bridge) and Pitt Crescent.

1.2 It seeks approval to progress the above recommendations.

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.
 - Encouraging 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. All existing double yellow lines at junctions will remain unchanged
- 2.4 The CPZ design comprises mainly of permit holder bays to be used by residents, 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.
- 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 Normally before the Council considers possible resident parking schemes, or returns to an area that previously rejected such proposals, it requires a demonstration of support

from the residents for the concept of controlled parking. The residents must show support by means of an area wide petition that must be instigated and forwarded by the residents. Upon the receipt of such a petition the area is programmed for investigation/consultation. However, this consultation is in response to a commitment the Council made during the planning stage of the new football stadium. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the new residential units.

3. INFORMAL CONSULTATION

- 3.1 The informal consultation on proposals to introduce parking controls was carried out between 10 August and 4 September 2020. Consultation catchment area was agreed with Ward Councillors. 469 premises were consulted via a newsletter explaining the proposals and a plan showing the proposed restrictions. A copy of the consultation document is attached as Appendix 2. The consultation document was posted to all properties within the catchment area. Notification of the proposals along with an online questionnaire (e-form) and frequently asked questions were also posted on the Council's website. The plan of the proposed CPZ showing the parking controls within the area included the following:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions, bends, and narrow roads.
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitors;

3.2 The consultation resulted in a total of 95 questionnaires returned (after removing duplicates/multiple returns from households, staff, members of businesses and residents outside the catchment area), representing a response rate of 20% which is considered good for this type of consultation.

Table 1

Road Name	No. of Properties	No. of Responses	Response rate
Durnsford Road	106	22	21%
Gap Road	265	35	13%
Pitt Crescent	102	38	37%
	473	95	20%

3.3 As shown in table 2, as a whole, of the 95 who responded, 43% support a CPZ in their road, compared to 52% who do not and 5% who are unsure or made no response.

Table 2 – (summary of CPZ support)

ROAD	DO YOU SUPPORT A CPZ IN YOUR ROAD					
	YES	% YES	No	% No	No response/ UNSURE	% No response/ UNSURE
Durnsford Road	7	31%	15	68%	0	0%
Gap Road	19	54%	13	37%	3	9%
Pitt Crescent	15	39%	21	55%	2	5%
Total	41	43%	49	52%	5	5%

3.4 As set out in table 3 below, residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 63% of respondents prefer Monday – Saturday; 32% prefer Monday – Sunday, 5% who were unsure or did not respond.

Table 3 – (summary of results to days of operation questions)

ROAD	Q5. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						
	MON - Sat	% MON - Sat	MON - Sun	% MON - Sun	UNSURE or NO response	% UNSURE or NO response	
Durnsford Road	14	64%	7	32%	1	4%	
Gap Road	21	60%	13	37%	1	3%	
Pitt Crescent	25	66%	10	26%	3	8%	
	60	63%	30	32%	5	5%	

3.5 Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 45% of respondents prefer 3pm – 8pm; 35% prefer 8.30am – 8pm, 14% prefer 11am – 8pm and 6% who were unsure or did not respond.

Table 4 (summary of results hours of operation)

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH HOURS WOULD YOU LIKE THE CONTROLS TO OPERATE?							
	8.30am to 8pm	% 8.30am to 8pm	11am to 8pm	% 11am to 8pm	3pm to 8pm	% 3pm to 8pm	unsure or no reply	% Unsure or no reply
Durnsford Road	8	36%	1	5%	12	54%	1	5%
Gap Road	16	46%	2	6%	16	46%	1	2%
Pitt Crescent	9	24%	10	26%	15	39%	4	11%
	33	35%	13	14%	43	45%	6	6%

3.6 As it can be seen from table 2, majority of those who responded have opted against the proposed CPZ. However, on a road by road basis, majority of those who responded from Gap Road support a CPZ. Due to the geographical location of Gap Road, it is possible to include this road within CPZ. Officers are therefore recommending that the proposed H3 CPZ is progressed. Gap Road is not connected to the other two roads within the catchment area (Durnsford Road and Pitt Crescent). Gap Road is not a convenient location for residents of Pitt Crescent to park. The walking distance between any proposed parking space in Gap Road and Pitt Crescent is between 10 – 15 minutes and the majority of residents in Durnsford Road have their own off street parking. Its close proximity to the existing 3E zone, means that Gap Rd suffers from bumper to bumper parking and has become an over flow parking from the existing zone. The proposed CPZ in Gap Road will prioritise parking for the estates in Gap Road that does not have enough parking spaces within the estates. It should also be noted that over the years, some residents have been complaining of long term commuter parking and the problem caused by those in the existing 3E who do not

want to pay to park in their roads. It is recommended that the proposed H3 CPZ in Gap Road is approved operational Monday to Saturday between 3am and 8pm.

- 3.7 Many roads were not designed to accommodate today's high traffic and parking levels; and at some locations, especially in residential areas with narrow roads and no driveways, the pavement is the only place to park without obstructing the carriageway. However, irrespective of whether pavement parking is deemed necessary, there are inherent dangers for all pedestrians; being forced onto the carriageway and into the flow of traffic. This is particularly difficult for people with disabilities, wheelchair users, young families and those with pushchairs. Parking on footways also cause damage to the footway resulting in a trip hazard, maintenance costs and personal injury claims which are also a cost to local authorities.

Pitt Crescent

- 3.8 The main reason residents do not support the CPZ is the proposed double yellow lines on both sides except locations that are wide enough to accommodate parking spaces. The carriageway in this road is not wide enough to accommodate parking on one side, and the footways are not wide enough to accommodate parking except locations where layby has been created. The carriageway width is between 4.2 and 4 metres, with footway width on both sides of the road at 1.8 metres. The minimum running width required by a fire engine to access residential road is between 3 and 3.5 metres. Carriageway and footway in this road are not wide enough to accommodate partial footway parking whilst maintain access for pedestrians and service / emergency services. Currently vehicles park partially on the footway to allow adequate space for emergency and refuse vehicles but do not provide adequate space for pedestrians using the footway; in fact pedestrians are often forced to walk on the carriageway. In some locations within the road, when vehicles are parked in this manner the Council's refuse vehicle cannot access the road which leads to the contractor having to use smaller vehicles which is not cost effective. This indeed cause delay to the collection refuse and increase cost to the Council and all the inherent issues mentioned in section (3.7) (see the attached photo in appendix 4). The contractor has been complaining of the negative impact this manner of parking is having on the service and the Council is aware of this unsafe and illegal practice, the Council is compelled to take the appropriate action.

The earlier action the Council was due to take was delayed because of the commitment the Council made to consult residents of this area on a Controlled Parking Zone to mitigate perceived parking congestion associated with the new stadium. Although the consultation results show that the majority of residents from this road are not in favour of the scheme, it is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) is carried out and the implementation of at any time waiting restrictions (double yellow lines). The Council is legally bound to ensure access and safety are maintained at all times.

- 3.9 The inclusion of the Gap Road is recommended for the following reasons:-
- Some residents from the estates within this road do not have access to off street parking.
 - Over the years some residents have been complaining about long term commuter parking and about those from the existing 3E CPZ who do not want to pay to park in their roads.

- It will address the frequent complaints received regarding obstructive parking.
- The Gap Road does not intertwine with those roads who do not support the scheme and removing them would not cause confusion for both residents and other motorists.
- The excluded roads do form a logical geographical boundary that would allow them to be removed without impacting Gap Rd that has opted for the scheme to go ahead.

3.10 All comments received during the consultation have been attached as appendix 3

3.11 In conclusion, officers' recommendation is to carry out a statutory consultation on the council's intention to implement the double yellow lines as consulted upon during the informal consultation which is normal practice within all parking management proposals. Within any parking management arrangement, the Council gives priority to maintaining access and safety at all times. Parking can only be permitted where it does not impede on access and passing gaps are also used to ensure vehicles have some where to pull in to give way to oncoming traffic.

3.12 When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "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" when exercising any of its functions under the 1984 Act. Therefore the design provided adequate parking spaces for residents and clear access for all road users including the emergency services

Ward Councillor Comments

3.13 The local Ward Councillors' have been fully engaged during the consultation process. The results of the consultation and officer's recommendations were discussed prior to preparing this report.

4. PROPOSED MEASURES

4.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to include Gap Road in H3 CPZ, operational Monday to Saturday between 3pm and 8pm as shown in Drawing No. Z78-365-02 and attached in Appendix 1.

4.2 It is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in the area as shown in Drawing No. Z78-365-02 and attached in Appendix 1

4.3 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses 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.

4.4 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 charges for permits are (tier 2 on the price list) £100 for the first car in a household,

£150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320.

4.6 Visitors' permits

Half-day permits at £3. Half-day permits can be used between 3pm and 8pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.

4.7 Trades permits

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

5 ALTERNATIVE OPTIONS

5.1 Do nothing. This would not address the current parking demands of Gap Road 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.

5.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority.

6. TIMETABLE

6.1 If agreed, the statutory consultation is planned to be carried out during January 2021. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Wimbledon Times 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 and a plan.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 The cost of implementing the proposed measures is estimated at £10k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.

7.2 The cost of this proposal can be from the Environment and Regeneration revenue budget for 2020/2021 for Parking Management schemes.

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 without any prejudice toward 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 IMPLICATIONS

- 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. It will also do nothing to address the obstructive parking that has been identified.
- 11.2 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.

14. APPENDICES

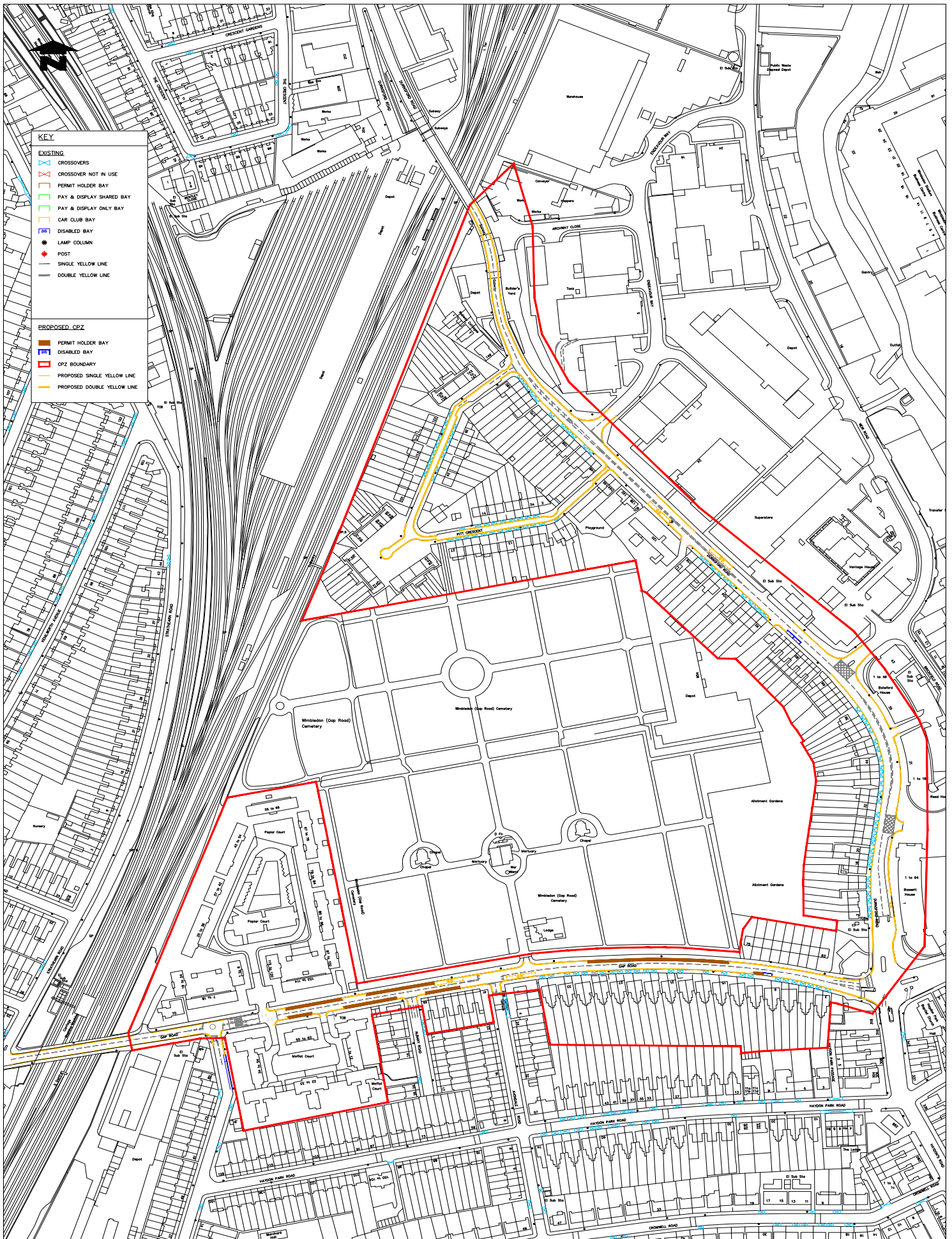
14.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing No. Z78-365-02

Appendix 2 – Informal consultation document.

Appendix 3 – comments received.

Appendix 4 – photo of obstructive parking in Pitt Crescent.



- KEY**
- EXISTING**
- CROSSOVERS
 - CROSSOVER NOT IN USE
 - PERMIT HOLDER BAY
 - PAY & DISPLAY SHARED BAY
 - PAY & DISPLAY ONLY BAY
 - CAR CLUB BAY
 - DISABLED BAY
 - LAMP COLUMN
 - POST
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
- PROPOSED CPZ**
- PERMIT HOLDER BAY
 - DISABLED BAY
 - CPZ BOUNDARY
 - PROPOSED SINGLE YELLOW LINE
 - PROPOSED DOUBLE YELLOW LINE

Controlled Parking Zone (CPZ)

Proposed Zone H3 - Gap Road, Durnsford Road and Pitt Crescent



ISSUE DATE :7 AUGUST 2020

Dear Residents/business,

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in the unrestricted roads which include Gap Road, Durnsford Road and Pitt Crescent. This proposal is in response to a commitment the Council made during the planning stage of the new football stadium. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the 633 new residential units. You may wish to note the following information prior to responding to this consultation.

The information that we have been provided regarding matches at the stadium include:

There are expected to be about 23 home league games during the season with about 16 being scheduled for Saturday at 3pm and about 4 on a Tuesday or Wednesday evening at 7.45pm. games may also take place on Bank holidays, Boxing Day, News Year's Day, Good Friday and Easter Monday.

There is also the EFL competition for Leagues one or two of which tend to have lower attendance. That is a minimum of 2 midweek evening games and a maximum of 6, depending on progress.

There is also the League Cup (midweek) and FA cup (weekend) including Friday evenings, Saturday lunchtimes, Saturday tea-time, Sundays or Mondays.

The season is early August to early May. Pre-season games from early/mid-July can be well attended, particularly against higher league opposition. These will occur midweek and weekend, about 2-3 in total.

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here is also the likelihood of other events that may take place at any given time. And of course there is the potential parking generated by the large number of residential units within the development.

To address residents' parking and access concerns the Council is undertaking an informal consultation to seek your views on proposals to control parking in your road (see enclosed plans for the proposals).

It is important to note that the proposed double yellow lines in the area are essential to ensure safety and access for all road users. Regardless of the outcome of the proposed CPZ consultation officers will strongly recommend to the Cabinet Member that the proposed double yellow lines are introduced. This will ensure clear access for all road users including pedestrians.

This area is currently being proposed as a new zone thereby allowing residents to choose the hours of operation. You can view the plan on the website www.merton.gov.uk/cpzh3

HOW WILL IT WORK?

All road space in a CPZ is managed by some form of restrictions. 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" restrictions where the kerb is lowered, i.e. at crossovers for driveways.

PROPOSAL

The proposals include a number of provisions which are detailed below:-

Days of operation - The choice of operational days below:

Monday - Saturday

or

Monday - Sunday

Operational Hours - The choice of operational hours are explained below:

www.merton.gov.uk

8.30am - 8pm - 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.

The charges for permits are (tier 2 on the prize list) £120 for the first car in a household, £170 for the second in a household and £220 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £370. A daily visitor's permit is charged at £5.00 and half day visitor's permit is £3.50.

11am - 8pm - These operating times offer less restrictions on residents and their visitors than 'all day' controls. It would cover all the anticipated football games days and times including bank holidays. The charges for permits are (tier 2 on the prize list) £110 for the first car in a household, £160 for the second in a household and £210 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £360. A daily visitor's permit is charged at £4.00 and half day visitor's permit is £3.00.

3pm - 8pm - These operating times offer less restrictions for residents and their visitors. It is still effective in preventing commuters and other long stay parking. It would cover all the anticipated football games days and times including bank holidays. The charges for permits are (tier 2 on the prize list) £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320. Half day visitor's permit is £3.00.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link (one vote per household or business) www.merton.gov.uk/cpzh3 The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require

a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **4 September 2020** and it is only one vote per premises.

We regret that due to the number of responses received during an informal consultation, it will not be possible individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Transport. Once a decision is made you will be informed accordingly.

Further information on how CPZs work, details of permit costs (prize list) can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzh3

WIMBLEDON PARK WARD COUNCILLORS

Cllr Edward Gretton
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Email: edward.gretton@merton.gov.uk

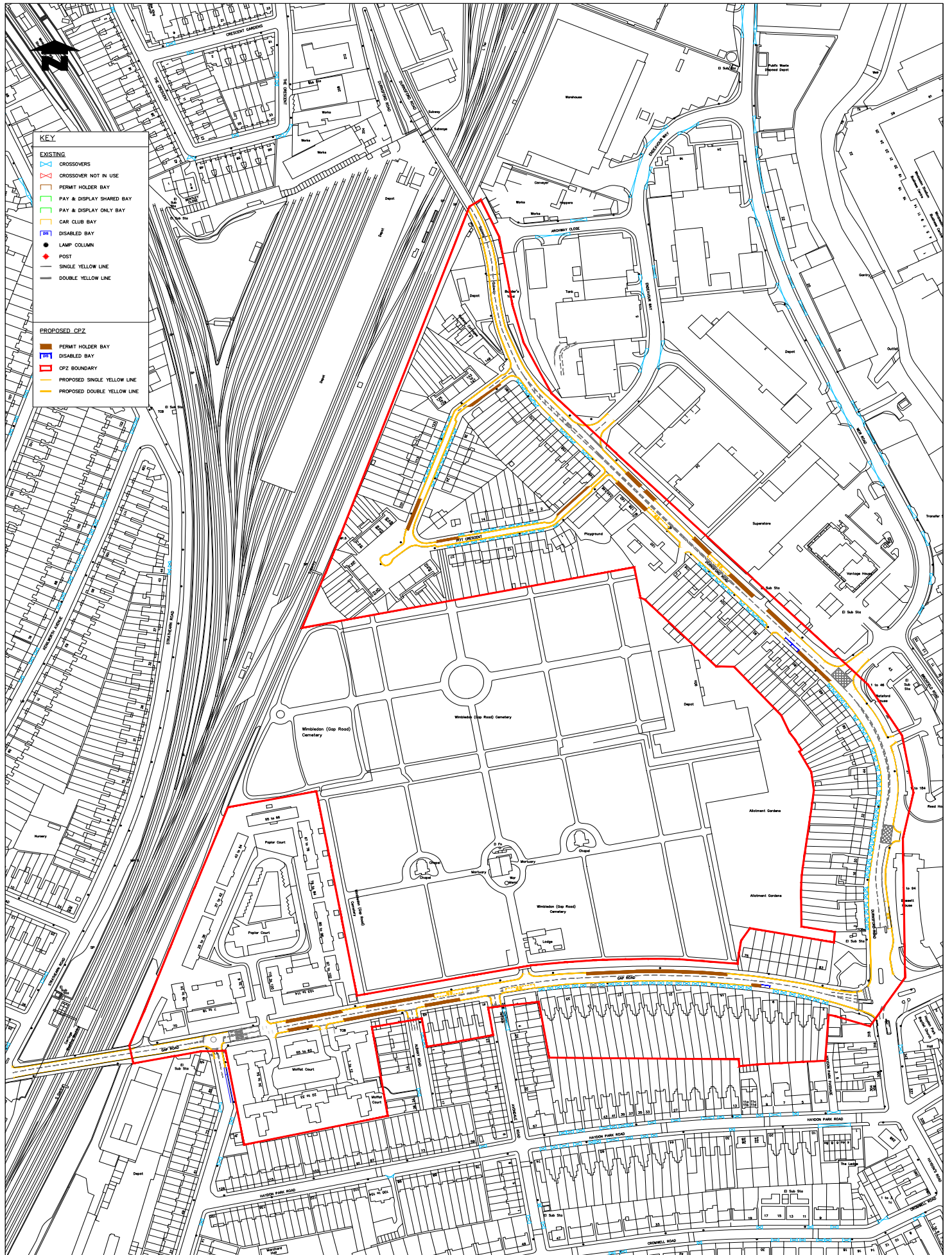
Cllr **Janice Howard**
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Cllr Oonagh Moulton
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Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk

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



KEY

EXISTING

- CROSSOVERS
- CROSSOVER NOT IN USE
- PERMIT HOLDER BAY
- PAY & DISPLAY SHARED BAY
- PAY & DISPLAY ONLY BAY
- CAR CLUB BAY
- DISABLED BAY
- LAMP COLUMN
- POST
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE

PROPOSED CPZ

- PERMIT HOLDER BAY
- DISABLED BAY
- CPZ BOUNDARY
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE

I am very upset at this proposal. We should not have to pay to park at our own home and we would expect for residential permits and guest permits to be provided for free as they will not be paid for.

Residents have more than one car so it's very hard to find parking and they don't always use their cars as they have two or three per household very good idea to pay for parking

I was wondering if this would take over from the current parking scheme inside Poplar Court "run" by the shysters at Clarion? Ideally I would like Red Double Lines down Gap Road as currently commuters parking across entrances cause issues.

we don't have enough parking spaces in Moffat Court so the rest of the cars park on the main road (Gap Road), because at 7.04 am they issue tickets, I have had 5 tickets if not more, please get someone to contact me over all this.

- There are no shared pay and display provisions. Why are some not provided? These are important. - Why does there need to be yellow lines across the dropped kerb to drives? They only need to be on the raised kerbs between the drop drives.

£££ in merton council instead of thinking of the needs of residents; The proposed CPZ doesn't help local residents, it will only reduce the spaces available, which are already scarce

Any measures that will stop football attendees using local car parking spaces

The parking on this street is insane and something needs to be done about it quickly. It will only get worse as time goes on. Something also needs to be done about traffic in general, particularly at the junction.

I would rather have the parking staggered. 9:30-11 then 11-5

My primary concern is having to pay for parking outside of my flat, which I do not need to do currently. If there is a CPZ introduced, can residents can obtain a free permit thereby introducing restrictions but not financial burden on residents.

Would support this regardless of football cars parked up on pavements In the area is dangerous as blocks pedestrian access and views of oncoming traffic when trying to cross the road

Parking at the exit is always a problem. Ambulances, refuse, and delivery trucks have to back up and turn round which means going out the one way system the wrong way.

Hopefully a CPZ will stop commuters park and in consider the parkers who park on walkways and corners reducing the road width

Indiscriminate parking over crossovers presently causes stress. Will want to have Visitor Parking still accessible and not expensive

Controlled parking will result in unnecessary harassment to residents by making them pay for visitor permits. The football stadium at the other end of Plough Lane is unlikely to affect cars parked in this area.

Parking permits for residents of Moffat Court should be provided free of charge (not £290) & keep the £10 booklets for visitor day permits. Exclude Moffat & Poplar Court car parks from parking restrictions or changes to existing permit regulations.

Money making for council

The proposals are not viable, as you are not providing enough resident bays for parking. At the end of Pitt crescent, I counted 12 residents cars and on the proposal map there like to be only enough space for 4-5 cars, what happens to the rest

I fully support the introduction of a CPZ for this area. With the arrival of a stadium, with little public transport access I am relieved to see this proposal.

We have never had this problem before when the dog track and speedway was up and running so why should we now so stop making money off those who can just about afford to live with what they have

Money making as per usual. And does not guarantee you a parking space either. And the fact that you have to pay more if you own a Diesel vehicle is outrageous. to park outside my house should not matter what the vehicle is. I pay the tax premium already

It's a terrible idea. We can cope with the football. It'll only be 25/30 afternoons a year. Please don't do this. I don't know anyone who supports it

It is ridiculous. There a very few parking spaces for the number of flats particularly in the Crescent. It is disgusting that after 20 years of living in the very same house, I'd now be charged annually to keep my car in an area that has little space

money for profit by council another hardship for families to have to pay out for permits should not cost if you live on these streets

I think this is a good idea there are lots of business that currently use the street to park their entire fleet of vehicles, often blocking pavement on both sides of the road. They also block the road so it is almost impossible to drive through

There has been an ongoing parking problem in and around Pitt Crescent for at least 30 years. As a community we have managed to cope, leaving the way clear for emergency and utility vehicles. 250 characters is insufficient for argument.

I'm disabled will i have to pay?

RESIDENTS AND THEIR VISITORS SHOULD PARK FREE

My concern is the cost of a visitors permit should we need one, but this would be only rarely needed by this household.

I think a CPZ is required to deal with the impending stadium completion for as short a period as possible. There should be ample supply of parking spots for short stay visitors and have the first 30 minutes free. .

Not support, because you don't provide enough parking holder spaces for residents.

Our household does not support the introduction of any restrictions and strongly believes that the rationale introduced in the proposal are invalid. We think this proposal should be firstly delayed until end of the holiday period.

We have a private car park for our flats but with no gate it will be full of cars that have no permits

Not requested by the residents on Pitt crescent. Not willing to pay for permit when there are not enough parking spaces provided for current residents. Football stadium represents small portion of parking hours required within year of parking hours

Fully support this measures. Current situation is unsafe for me pushing new baby in pram. My driveway often blocked due to inconsiderate non-resident parkers. Exit/Entrance to Pitt Crescent unsafe vision due to curb /pavement parking.

Support the proposals - driveway frequently blocked by all day parkers. Pitt Crescent often very tight to drive through due to inconsiderate parkers on pavements. Dangerous exit of Crescent due parking on pavement / kerbs blocking visibility.

Fully support the proposal. The current parking situation is unsafe as buggies need to be in the road due to blocked pavements. Driveway is often partially blocked throughout the day.

Can the bays be restricted to the road (i.e., not partly on the pavement)? Will there be free parking for carers for disabled residents?

It seems there are not sufficient bays for all residents. This will lead to neighbourhood conflict

We already have difficulties parking on Durnsford Road, with people parking there and commuting to Central London by bus or tube, and by people working in businesses around. So, we are really looking forward a fair parking solution for residents.

Why not be innovative and use a Wembley type approach? CPZ restrictions on event days only - 1500-1600 or 1930-2030? 250 characters not enough for comments. Will email all councillors.

I think you need to consider the needs of residents on Pitt Crescent and include double lines and permit parking on Weir Road and Endeavour Way. These roads seem to be a dumping ground for unused cars. Please respect our local area.

Why are the options so limited? The rationale for this proposal is the new football stadium. You could target the parking restrictions to Saturdays only or matchdays as is done in Brent for Wembley Stadium. I will email regarding this questionnaire.

4 Gap Rd doesn't have a driveway. We are concerned about a reduction in parking spaces & the impact this will have on us being able to park. We urge some protection for us. The spaces would be quite far from our house & on opposite side of busy road

We have no option to create off street parking yet our family home is furthest away from proposed parking spaces on other side of road. We need provision for space close to home for safety of young children

I cannot answer the above questions as I do not support the proposed CPZ. I heavily on the extra parking on the road as there is not enough room on our estate and don't see why we have to pay because of football matches for half a year

what a ridiculous idea, more flats being built so lets stop all the parking, WHERE ARE PEOPLE GOING TO PARK. PLEASE STOP THIS SILLY IDEA.

The CPZ will make the street safer for resident by preventing car parking on the sidewalk enabling better sight of the oncoming speeding traffic. It would be good to introduce a speedometer too to enforce the 20 speed limit and make it safer.

Essential for residents in this area and will improve street cleaning and kerb appeal.

This is the only road anywhere near our house that isn't permit holders only. We personally do have a permit however there are people who might not be able to afford this. People also use this parking to visit loved ones in the cemetery.

Full double Yellow Line alongside Durnsford Road to keep traffic flowing in particular for buses and ambulances.

Pls see our email: too few spaces for residents on Pitt Crescent. If it was pedestrian priority road, wheelchairs & pedestrians could use full width of road eliminating pavements and cars could park at edges increasing width of road & no. of spaces.

I strongly recommend that some kind of restrictions are put in place. Currently, Pitt Crescent is inundated with commuter and commercial vehicles, and in danger of being the only road in the area without controls.

It is wrong to impose a COZ in the gap road and surrounding area. It will have such a large impact on families and friends visiting. 2020 is hard enough already do we really need it to be worse?

I don't wish to have this, I have been a resident here for 20 years this is ridiculous, causing unnecessary inconvenience for us as residents, I have 3 cars in my household friends family visiting I don't wish to have double lines on my driveway

Those who have paid or have their driveway should not loose access to this. It is unfair and criminal to take it away from them.

Those who have paid for or have a driveway, should not loose this. The double yellow lines should be not be applied to what was a big draw for purchasing or altering the property in the first instance

Those who have paid for or have a driveway, should not loose this. The double yellow lines should be not be applied to what was a big draw for purchasing or altering the property in the first instance

The whole idea is absolutely atrocious. This road consists of residential houses your leaflet stating family will not be able to park across driveways to visit is outrageous not to mention residents who have no driveway. This road works as it is

I do not support any of your controlled parking ever

Please don't make it permit or paying for.

I think it is just to make money. I do not agree

I do not support this at all

Terrible if this happens

This is just another way for council to tax residents!! I would like to see the full voting results!!

It would have been helpful if you had properly consulted (ie had a dialogue) (not during the summer holiday) with residents as collectively I think we may have had other thoughts/ approaches for how the CPZ could be done that would not penalise us.

After living here for over 29 years, it will be so unhelpful and unfair for residents because now family and friends and workman have to pay to park.

Parking restrictions will impact visits from family who perform essential activities for me as a disabled and elderly person

Concerned about double yellow lines on Gap Road will stop us being able to park outside our house

We don't want yellow lines across our drive

No to double & single yellow lines over our cross over/dropped kerb. Zebra crossing at 120 Windsor Court & 156 Bus stop, Location HH, where island crossing in place, and no to permit parking at this, as will impede sight of traffic

fuck capitalism.

I wholeheartedly don't support this proposal

I feel there will not be enough parking for residents

I hope this is voted down by the majority

I have a drive outside, It is already difficult to get on and off as cars park right up to the bus stop, I wouldn't want a bay from the bus stop to our drive., or I wouldn't want a yellow line on our drive

