

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)

MP4 CPZ – Grasmere Area – informal consultation

2. Decision maker

Cabinet Member for Regeneration, Housing and Transport

3. Date of Decision

2 April 2019

4. Date report made available to decision maker

25 March 2019

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

N/A

6. Decision

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

- A) Revoke my previous decision made on 25 March to opt for Monday-Saturday and to instead agree to Monday-Sunday
- B) Notes the result of the informal consultation carried out between 4 and 22 February 2019 on the proposals to introduce Controlled Parking Zone (CPZ) MP4 to include Grasmere Avenue, Kenley Road (between Windermere Avenue and Circle Gardens) and Windermere Avenue.
- C) Agrees to proceed with a statutory consultation to introduce the proposed MP4 CPZ to include Grasmere Avenue and Kenley Road (between Windermere Avenue and Circle Gardens), operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-356-01 and attached in Appendix 1.
- D) Agrees to proceed with a 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. Z78-356-01 and attached in Appendix 1.
- E) Agrees not to include Windermere Avenue in the proposed MP4 CPZ.

- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
-

7. Reason for decision

- 1) Support shown by local residents for the introduction of a controlled parking zone in the area,
- 2) Monday-Sunday was the most popular option for parking controls at 40%
- 3) Improving road safety in the area
- 4) Excluding Windermere Avenue as it was not supported by residents

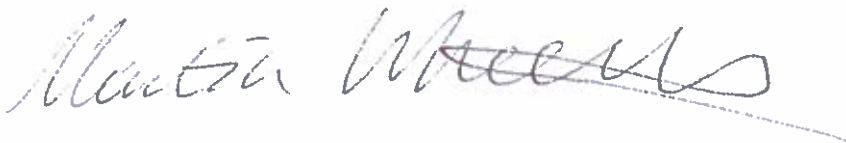
8. Alternative options considered and why rejected

- 8.1 **Do nothing.** 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 double yellow lines. In the event of an incident, however, this would put the residents at safety risk and the Council would be at risk as the Council could be considered as failing in its duties by not giving safety and access priority.
- 8.3 Introducing Monday-Friday or Monday-Saturday controls as it was not supported by local councillors and was not the most popular option in the consultation.

Informal consultation documents, and drawings

9. Declarations of Interest

None



Cllr Martin Whelton
Cabinet member for regeneration, housing and transport
2 April, 2019

Committee: Cabinet Member Report

Date: 21st March 2019

Agenda item:

Wards: Merton Park

Subject: Proposed MP4 CPZ – Grasmere Avenue area – Informal consultation.

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

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: <mailto:paul.atie@merton.gov.uk>

Recommendations:

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

- A) Notes the result of the informal consultation carried out between 4 and 22 February 2019 on the proposals to introduce Controlled Parking Zone (CPZ) MP4 to include Grasmere Avenue, Kenley Road (between Windermere Avenue and Circle Gardens) and Windermere Avenue.
- B) Agrees to proceed with a statutory consultation to introduce the proposed MP4 CPZ to include Grasmere Avenue and Kenley Road (between Windermere Avenue and Circle Gardens), operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-356-01 and attached in Appendix 1.
- C) Agrees to proceed with a 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. Z78-356-01 and attached in Appendix 1.
- D) Agrees not to include Windermere Avenue in the proposed MP4 CPZ.
- E) 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 (MP4) to include Grasmere Avenue, Kenley Road (between Windermere Avenue and Circle Gardens) and Windermere Avenue.
- 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.
- 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 The CPZ design comprises of permit holder bays to be used by residents, their visitors or business permit holders. 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 In April 2018 some residents of Grasmere Avenue petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their roads. This instigated the start of the consultation process.

3. INFORMAL CONSULTATION

- 3.1 The informal consultation on the proposals to introduce Controlled Parking Zone (CPZ) MP4 to include Grasmere Avenue, Kenley Road (between Windermere Avenue and Circle Gardens) and Windermere Avenue commenced on 4 and end 22 February 2019. 199 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout. Residents were directed to the Council's website to fill in the online questionnaire. A copy of the consultation document is attached as Appendix 2. The consultation document was posted to all households and businesses within the catchment area.
- 3.2 Notification of the proposals along with the web link to the 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 communal entrances;
 - Single yellow lines (mainly between parking bays and across dropped kerbs);
 - Permit holder bays for use by residents, businesses and their visitor.
- 3.3 The consultation resulted in a total of 96 questionnaires returned, representing a response rate of 48%.

Road Name	No. of Properties	No. of Responses	Response rate %
Grasmere Ave	83	42	51%
Kenley Road	40	19	47%
Windermere Ave	76	37	48%
TOTAL	199	98	49%

- 3.4 As shown in table 1 below, of the 96 who responded, 66% support a CPZ, compared to 31% who do not and 3% who are unsure or made no comments.

Table 1 – summary of results to question: Do you support a CPZ?

ROAD	DO YOU SUPPORT A CPZ					
	YES	NO	UNSURE/ NO REPLY	% YES	% NO	% UNSURE
Grasmere Ave	32	8	2	76%	19%	5%
Kenley Road	17	2	0	89%	11%	0%
Windermere Ave	16	20	1	43%	54%	3%
Total	65	30	3	66%	31%	3%

- 3.5 As shown in table 2 below, of the 96 who responded, 66% support a CPZ in their road if their neighbouring roads were included in a CPZ, compared to 31% who do not, 3% who are unsure or who made no response.

Table 2 – summary of results to question: Would you want support parking controls if neighbouring roads did

ROAD	Would you want support parking controls if neighbouring roads did?					
	YES	NO	UNSURE	% YES	% NO	% UNSURE / NO REPLY
Grasmere Ave	31	8	2	74%	21%	5%
Kenley Road	17	2	0	89%	11%	0%
Windermere Ave	16	20	1	43%	54%	3%
Total	63	30	3	66%	31%	3%

Windermere Avenue

- 3.6 According to the results, it is clear that Windermere Avenue does not support a CPZ even if the neighbouring roads become part of the proposed CPZ. The policy of the Council has never been to impose a resident parking scheme against the wishes of the residents; as a result, it is recommended that Windermere Avenue be removed from the CPZ until such time residents change their mind and request inclusion via a petition signed by majority of the households.

Table 3 – summary of results to question: Preferred days of operation

ROAD	PREFERRED HOURS OF OPERATION					
	MON-FRI	MON-SAT	Mon- Sun	% MON - FRI	%MON - SAT	%Mon - Sun
Grasmere Ave	14	7	20	33%	17%	48%
Kenley Road	9	6	4	47%	32%	21%
Total	23	13	24	38%	21%	40%

* One respondent from Grasmere did not respond to the question relating to days of operation. This lack of response equates to 1%.

- 3.7 Residents were further asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 40% of respondents prefer Mon - Sunday, while 21% prefer Monday – Saturday, 38% prefer Monday – Friday and 3% unsure or no response.
- 3.8 When considering the results per road, the results have revealed that there is a clear majority support from Grasmere Avenue for Monday – Sunday and a clear majority support from Kenley Road for Monday-Friday. However, if this is to operate as one zone, when considering the results for the whole zone, there is a majority of 40% support for Monday-Sunday and 38% support for Monday-Friday. As per normal practice, for the purpose of the statutory consultation, the days of operation with overall majority is being recommended for this zone. However, should the residents of Kenly Road make representations against the days of operation during the statutory consultation, the road could be recommended for inclusion into the existing MP1 CPZ. It should, however, be noted that the existing hours of operation for the existing MP1 Zone is between 10am and 4pm and the majority of Kenley Rd residents have opted for 8.30am and 6.30pm. Kenley Rd residents, therefore, must compromise either on the hours of operation or days of operation.
- 3.9 Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 56% of respondents prefer 8.30am to 6.30pm, while 27% prefer 10am to 4pm, 15% prefer 11am to 3pm and 3% unsure or no response.

Table 4 – summary of results to question: Preferred hours of operation

ROAD	PREFERRED HOURS OF OPERATION						
	8.30am-6.30pm	10am–4pm	11am–3pm	% 8.30am 6.30pm	% 10am–4pm	% 11am -3pm	Unsure / No reply
Grasmere Ave	23	12	7	54%	28%	16%	2%
Kenley Road	12	4	3	63%	21%	16%	0%
Total	35	16	10	57%	26%	16%	1%

** One respondent from Grasmere did not respond to the question relating to days of operation. This lack of response equates to 1%.*

3.10 Ward Councillor Comments

The local Ward Councillors have been fully engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations and the following comments have been received:

Thank you for meeting with Cllr Foley and myself on Friday to discuss the analysis of the MP4 consultation, and for your summary below.

I think we can be pleased with the results in many respects. The response rate is only just short of 50% (and may even reach it with late postal submissions), and is consistent across the three roads. Support for a CPZ is very strong in Grasmere Avenue and Kenley Road, giving an indisputable mandate for going ahead in these two roads. Rejection is more balanced in Windermere Avenue, but as you say we would never impose a CPZ against the wishes of a majority of residents.

Taken together, the two roads that would comprise MP4 favour Monday-Sunday over Monday-Friday controls by a small margin - but the two roads are very different. Grasmere wants 7 days a week controls, whereas Kenley would prefer Monday-Friday. Because there are twice as many addresses in Grasmere as Kenley, the former wins out on numerical superiority.

As we have consulted on this basis, I expect your report to recommend that MP4 should operate 8.30am to 6.30pm Monday to Sunday. There can be no doubt this will meet the wishes of the residents in Grasmere who originally petitioned for the consultation.

However, we must expect residents of Kenley to be disappointed with this outcome. As their Ward Councillors we will let them know they can raise objections during the statutory consultation stage. We have already discussed whether they would be better served by joining MP1, but we cannot offer this directly as it did not form part of the original consultation. I would be grateful if you could advise the Cabinet member that we may need to carry out a two stage consultation, in effect, ending with MP4 including Grasmere only and Kenley joining MP1.

Thank you for the work that you and Barry have put in to get us here

4. PROPOSED MEASURES

- 4.1 Based on the results of the informal consultation, it is recommended that a statutory consultation is carried out to introduce MP4 CPZ to include Grasmere Avenue and Kenley Road (between Windermere Avenue and Circle Gardens), operational Monday to Sunday between 8.30am and 6.30pm operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-356-01 and attached in Appendix 1.
- 4.2 It recommended that a statutory consultation is carried out to introduce the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions in the Grasmere Avenue, Kenley Road (between Windermere Avenue and Circle Gardens) as shown in Drawing No. Z78-356-01 and attached in Appendix 1.
- 4.3 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.

4.3.1 In November 2016, the Council introduced a Diesel Levy to all those permit holders with a diesel vehicle. The Diesel Levy is in addition to the cost of permit. Permit holders will be advised accordingly when making their permit application. Those residents with all-electric vehicles will only have to pay a reduced rate of £25 instead of £65.

4.4 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.

4.5 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.

4.6 The Council is due to start a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although the residents have been consulted on the existing permit prices, should the proposed parking charges be implemented, residents would need to pay the new charges upon the renewal of their permits. The information can be found on the Council's website using the following links

- www.merton.gov.uk/parkingconsultation2019
- www.merton.gov.uk/parkingreport

5. **ALTERNATIVE OPTIONS**

5.1 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.

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

6. **TIMETABLE**

6.1 If a decision is made to proceed, the statutory consultation will be carried out in April / May 2019 after the school holiday period. This will include the erection of the Notices on lamp columns in the area, the publication of the Notice in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision and the statutory consultation. All representations will be reported back to the Cabinet Member for a final decision.

7 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

7.1 The cost of implementing the proposed measures is estimated at £15k. This includes the consultations, the publication of the Made Traffic Management Orders, the road markings and the signs.

7.2 The Environment and Regeneration revenue budget for 2019/20 currently contains a provisional budget 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 without 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 progressing the proposed measures to the statutory consultation stage will be against the wishes of the majority of the residents who responded favorably to the informal consultation. Also, it will do nothing to address existing parking and access difficulties.
- 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. The statutory consultation will provide a further opportunity for residents to air their views.

12. ENVIRONMENTAL IMPLICATIONS

- 13.1 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.
- 13.2 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. Z78-356-01

Appendix 2 – informal Consultation Document.

14. BACKGROUND PAPERS

None.



KEY

PROPOSED CPZ

- PERMIT HOLDER BAYS
- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE
- POST
- CPZ BOUNDARY

EXISTING

- CROSSOVERS
- REDUNDANT CROSSOVERS
- DISABLED BAY
- LAMP COLUMN
- RED ROUTE PARKING BAY

Merton Civic Centre

 London Road

 Merton, Surrey

 SM5 5DX

PROJECT: Controlled Parking Zones (CPZs)

 TITLE: GRASMERE AVENUE PROPOSED DESIGN

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Sustainable Communities

 environment & regeneration

TRAFFIC & HIGHWAYS

Rev	Date	Revisions	Drawn	Sp	Chk	Sp	Date	Rev	Sp	Chk	Sp	Date

NOTES

Controlled Parking Zone (CPZ)

Proposed Zone MP4 - Grasmere Ave, Windermere Ave and Kenley Road



ISSUE DATE : 1 FEBRUARY 2019

Dear Resident,

The purpose of this leaflet is to seek your views on proposals to introduce a Controlled Parking Zone (CPZ) in Grasmere Avenue, Windermere Avenue and part of Kenley Road (between Circle Gardens and Sandbourne Avenue). This proposal is in response to a petition received from residents of Grasmere Avenue who are experiencing parking difficulties in their road during evenings and weekends. Windermere Avenue and part of Kenley Road have been included to give residents of these roads an opportunity to opt in or out of the proposed scheme.

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

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/cpzm4

HOW WILL IT WORK?

Road space in a CPZ must be 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 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 footways.

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 other short term commuter parking outside the restricted time, by those who may also work their way around the 6 hours by moving their vehicles and then returning to park for the rest of the day. 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 less restrictions for residents and their visitors. 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. Consequently residents returning later in the afternoon may find less available parking in their road. Motorists unable to park in nearby roads without controls may also take advantage of the available parking outside the controlled times.

www.merton.gov.uk

The proposed operational days include:
Monday to Friday - This will offer more flexibility to residents and visitors at weekends. However it allows non-residents to park on Saturdays and Sundays, therefore reducing available parking for your visitors.

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

The standard annual parking permit charges apply regardless of the days or hours the zone operates.

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 www.merton.gov.uk/cpzmp4.

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 **23 February 2019. It is only one vote per address.**

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

It is important to note that the proposed double yellow lines in the area are paramount 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.

To fully note the extent and nature of the proposed yellow lines, it is essential that you view the plan using the website or the large plan which is deposited in the Library and the link.

WHAT HAPPENS NEXT

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

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzmp4
It is essential you read the document

MERTON PARK WARD COUNCILLORS

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