



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.

The key objective of managing parking is to reduce and control non-essential parking and assist the residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. This means that long-term parkers will not be able to park within the permit bays during the operational times. An incremental pricing structure for 2nd and subsequent permits also 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, and if the Cabinet Member agrees, officers may recommend that only the proposed double yellow lines identified at key locations are introduced to improve safety and maintain access.

### 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 parkers. However, it may encourage short-term parking by non residents or businesses, such as shoppers outside the operating times. Residents returning from work later in the afternoon may find less available parking in their street due to this.

However, it may encourage other short term parking outside the restricted time, by non-residents such as shoppers and non-residents 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.

**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 for your visitors.

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

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

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 by 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 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/cpz\\_streatham](http://www.merton.gov.uk/cpz_streatham). The online system has been created to keep costs down and allow the Council to process your views more efficiently. Please let us have any comments or suggestions you may have by **10 June 2016**.

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. It should be noted that subject to the responses received, a recommendation may be made to only include those roads where there is a majority in support of the proposals.

### WHAT HAPPENS NEXT

It is envisaged that the results of the consultation along with officers' recommendations will be presented in a report to the 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/cpz\\_streatham](http://www.merton.gov.uk/cpz_streatham). 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. Plans will also be available at Mitcham Library.