



ISSUE DATE : 14 JANUARY 2016

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 of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ) is proposed in the Langdale Avenue area. CPZs are only considered where local residents have petitioned the Council to introduce parking controls in their road. CPZs will usually be implemented where a majority of households who respond within a proposed area/or road, want one in defined circumstances.

The purpose of this leaflet is to seek your views on proposals to introduce a CPZ in Langdale Avenue Area as shown on the enclosed plans. This proposal is in response to representations received from Langdale Avenue residents who are experiencing parking difficulties in their road(s). Generally, residents feel the problem is being caused by:

- Commuters who park and complete their journey by public transport.
- visitors to the Town Centre.
- Staff of nearby businesses.

In anticipation of the likely parking displacement into the roads neighbouring Langdale Avenue, it has been agreed that the Council would carry out an informal consultation on a larger area, beyond Langdale Avenue to give those residents an opportunity to air their views.

When making your decision please take into account that if a CPZ is introduced in your neighbouring roads, it is likely that the vehicles displaced (commuters and residents avoiding charges) from your neighbouring roads could increase pressure for parking on your road.

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. 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 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

FIGGS MAWARD COUNCILLORS

Cllr Agatha M. Akyigyina

Tel - 020 8545 3424

Email: agatha.akyigyina@merton.gov.uk

Cllr Geraldine Stanford

Phone: 020 8715 6667

Email: geraldine.stanford@merton.gov.uk

Cllr Peter Walker

Phone: 020 8545 3425

Email: peter.walker@merton.gov.uk

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

Request for document translation

PROPOSED CPZ MTC - LANGDALE AREA
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 shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali এই কবছর কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাংলাটিতে (যেহে) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচের যোগাযোগের বিবরণ দেখুন।
- 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 quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- Somali Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luuqaddaada, fadlan 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 இந்த ஆவணத்தின் எந்த ஒரு பகுதியை உங்களின் தாய்மொழியில் விளக்க வேண்டும், அதற்கான பாக்டைன் குவாட்ரட்டை, கீழ்க்கண்ட முகவரி மூலமாக அல்லது தொலைபேசியில் எங்களுடன் தொடர்பு கொள்ளவும்.
- Urdu اگر آپ اس دستاویز کے کسی بھی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو اس کے بائیں جانب موجود ہونے والے مربع پر نشان لگائیں اور ہمیں خط یا فون پر اطلاع دیں۔

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Your contact:
Name..... Paul Atie,
Address..... Merton Civic Centre,
London Road, Morden,
SM4 5DX
Telephone.....

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 or 8.30 - 11pm) - 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 4 hours by moving their vehicles and then returning to park for the rest of the day.

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/cpzmtc. 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 **12 February 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/cpzmtc. 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 Mitcham Library.