Committee: Advisory Street Management  
Date: 4th March 2008  
Agenda item: Wards: Wimbledon Park Ward  
Subject: Proposed Kohat Road area ‘H1’ CPZ - Informal Consultation Results  
Lead officer: Lyn Carpenter, Director of Environment & Regeneration  
Lead member: Councillor Tariq Ahmad- Cabinet Member for Environment & Traffic Management  
Key decision reference number: N/A  

Recommendations:

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member:

1) Notes the results of the informal consultation carried out between 4th January and 25th January 2008, on the proposals to introduce a controlled parking zone (CPZ) in the Kohat Road area. For a summary of the results see Section 3 and appendix 2.

2) Agrees to proceed with the formal consultation on the proposed CPZ to include Kingsley Road; Kohat Road; Regent Place; Haydon's Road (nos 319 to 347 odd numbers only) and Plough Lane (nos 2 to 66 even numbers only) in Zone H; operational Mondays to Fridays, between 8.30am and 6.30pm, as shown on Drawing No. Z78/146/02A attached as appendix 1.

3) Agrees to exclude Havelock Road from the proposed CPZ but to proceed with the proposed double yellow lines at the junctions, bends and culs-de-sac as shown on Drawing No. Z78/146/02A appendix 1.

4) Agrees to the proposed CPZ boundary allowing residents and businesses of Haydons Road from nos 319 to 347 and Plough Lane from nos 2 to 66 to obtain the relevant permits for the CPZ, as shown on Drawing No Z78/146/02A.

1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

1.1 This report presents the results of the informal consultation carried out with the residents and businesses within the Kohat Road area, regarding proposals to introduce a CPZ.

1.2 It seeks approval to proceed with the undertaking of a formal consultation by publishing the relevant Traffic Management Orders for the introduction of the proposed parking management measures as shown on Drawing No Z78/146/02A.
2. DETAILS

2.1 The policy of Merton Council is to improve the environment by regulating the number of parked vehicles in the area and to increase safety for both motorists and pedestrians. The key objectives of these proposals is to improve the existing parking situation in the said roads, helping reduce and control non-essential parking to assist its residents, their short-term visitors and local businesses. This is in line with the Mayor for London Transport strategy, which aims to tackle congestion and reduce traffic and specifically supports effective controlled parking restrictions.

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:

2.3 Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
Pay and display only bays: - For use by pay and display customers only.
Pay and display bays: shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.4 A CPZ includes also double yellow line (no waiting at any time) restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.

2.5 Within any proposed CPZ, 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 Over the years there have been concerns from some residents regarding parking difficulties within this area. In March 2007 a petition (Ref: PT437) containing 51 signatures was received from some residents in Kingsley Road and Kohat Road requesting the introduction of a residents’ only parking scheme. They felt that the general problems caused are by commuters who park their vehicles and complete their journey by public transport; residents who reside within the neighbouring CPZs parking in the area to avoid purchasing a permit; those who work on the building site in Plough Lane or visiting neighbouring CPZs and the envisaged increase in demand for parking by the housing development on Plough Lane. The increase in activities at the Church Hall on Kohat Road was also of concern.

2.7 In addition the Traffic and Parking team have received representations from some residents in other areas with similar concerns. The Council’s response to these petitions and the representations received, in agreement with the local ward councillors, was to investigate and consult on parking management proposals.
The CPZ design comprises mainly of permit holder bays for the use by resident, their visitors or business permit holders and a limited number of pay and display shared use bays. The layout of the parking bays are arranged in a manner to help provide the maximum number of suitable parking spaces without jeopardising road safety and the free movement of all road users.

Pay and display-shared use bays are proposed in Kingsley Road at its junction with Haydon’s Road. A maximum stay of up to two hours is proposed to enable the bays to be fully utilised and to provide a parking facility for short-term shoppers and visitors to the nearby businesses. A number of proposed Pay and Display only bays are proposed in Regent Place with a maximum stay of ten hours.

Within any the CPZ, double yellow line (no waiting at any time) and single yellow line restrictions are proposed at key locations such as at junctions, on bends; cul-de-sacs and in all other areas considered unsuitable for parking i.e. across private driveways and passing gaps (places for vehicles to pass unhindered). All single yellow lines will operate in line with the CPZ hours of operation. These restrictions will improve access for all road users particularly the emergency services and refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams.

RESULTS OF INFORMAL CONSULTATION

The informal consultation for the proposals commenced on 4 January and ended on 25 January 2008. 295 Consultation documents containing a newsletter detailing the proposals; an associated plan; a pre-paid questionnaire reply card and a sheet of frequently asked questions, as shown in Appendix 3 were posted to all households and businesses within the consultation area (shaded area) shown on the plan below. Notification of the proposals, along with an online questionnaire (e-form) was also posted on the Council’s website. Exhibitions were also held on four separate days at South Wimbledon Community Centre.

The consultation resulted in a total of 133 returns, representing a response rate of 45.1%. A summary of the responses is shown in the tables in Appendix 2.
3.3 61.7% respondents feel that they have a parking problem, as opposed to 33.1% who do not. 54.9% are in support of a CPZ in their road, compared to 35.3% against. A summary of these results is shown in table 1 below:

*(Table 1 – summary of results to questions 3 and 4)*

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Q3. DO YOU HAVE A PARKING PROBLEM?</th>
<th>Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YES%</td>
<td>NO%</td>
</tr>
<tr>
<td>Havelock Road</td>
<td>38.8</td>
<td>53.7</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>100.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>85.3</td>
<td>8.8</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>89.5</td>
<td>10.5</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>70</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td><strong>61.6</strong></td>
<td><strong>33.1</strong></td>
</tr>
</tbody>
</table>

3.4 The residents were also asked if they would be in favour of a CPZ in their road if the neighbouring road/s or part of the road were included in a CPZ. 59.4% of the residents would be in favour if this were the case. A summary of these results is shown in table 2 below:

*(Table 2 – summary of results to questions 5)*

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Q5. Would you be in favour of a CPZ in your road, if the neighbouring road(s) or part of your road, were included in a CPZ?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>YES%</td>
</tr>
<tr>
<td>Havelock Road</td>
<td>43.3</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>66.7</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>88.2</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>73.7</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>40.0</td>
</tr>
<tr>
<td></td>
<td><strong>59.4</strong></td>
</tr>
</tbody>
</table>

3.5 The majority of respondents are from Havelock Road and Kingsley Road with 85.3% of residents in Kingsley Road in support of the proposed CPZ in their road. This is compared to 53.7% of residents in Havelock Road who are against. The preferred hours of operational is Monday to Friday, between the hours of 8.30am and 6.30pm, as shown in table 3 below:

*(Table 3 – summary of results to questions 6)*

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>Q6. IF A CPZ WERE INTRODUCED, WHICH HOURS WOULD YOU PREFER?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8.30AM - 6.30PM %</td>
</tr>
<tr>
<td>Havelock Road</td>
<td>34.3</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>100.0</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>76.5</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>57.9</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>20.0</td>
</tr>
<tr>
<td></td>
<td><strong>48.9</strong></td>
</tr>
</tbody>
</table>
3.6 The residents were also asked if they would want the controls to include Saturdays with 37.6% in support of Saturday controls compared to 60.2% against. A summary of these results is shown in table 4 below:

(Table 4 – summary of results to questions 7)

<table>
<thead>
<tr>
<th>ROAD NAME</th>
<th>YES%</th>
<th>NO%</th>
<th>UND%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Havelock Road</td>
<td>25.4</td>
<td>70.1</td>
<td>4.5</td>
</tr>
<tr>
<td>Haydon’s Road</td>
<td>66.7</td>
<td>33.3</td>
<td>0.0</td>
</tr>
<tr>
<td>Kingsley Road</td>
<td>61.8</td>
<td>38.2</td>
<td>0.0</td>
</tr>
<tr>
<td>Kohat Road</td>
<td>42.1</td>
<td>57.9</td>
<td>0.0</td>
</tr>
<tr>
<td>Plough Lane</td>
<td>20.0</td>
<td>80.0</td>
<td>0.0</td>
</tr>
<tr>
<td></td>
<td>37.6</td>
<td>60.2</td>
<td>2.3</td>
</tr>
</tbody>
</table>

3.7 The most frequent comment received and expressed at the exhibitions, which was attended by approximately 17 visitors, was to do with the associated costs. The residents felt that the cost for permits was exorbitant and that at least the first permit for residents should be reduced or even free. Officers were of the opinion that some residents would welcome parking controls, however, due to the costs implications, they rejected the proposals. Some residents also expressed that they would welcome the hours of operation even longer up to 11:30pm and even Sunday operation.

3.8 Businesses in the area have expressed concerns about the impact a CPZ would have on the parking needs for their staff and commercial vehicles, which currently utilise parking spaces in Kingsley Road when the 1-hour bays on Haydons Road are in use.

Havelock Road

3.9 On analysing the results on the question posed “ Do you support a CPZ in your road” of the 143 property consulted 67 responded representing a response rate of 46.9% of which 25 (37.3% in favour) and 36 (53.7% against) with 6 (9.0% unsure). On the question posed" Would you support a CPZ if the neighbouring roads were in favour" 29 (43.3% in favour) and 31(46.3% against). Based on the analysis above it is clear that the majority of those who responded from Havelock Road are not in favour of the proposed CPZ and would not consider being included if the neighbouring roads are in favour. Therefore based on the results, it is recommended that this road be excluded from the CPZ until such time the residents demonstrate support for inclusion. If approved, during the formal consultation the residents will also be given a further opportunity to air their views.

3.10 It is acknowledged that there will be a displacement from the proposed zone into any neighbouring road such as Havelock Road that is excluded from the proposed zone. However, the residents are clear within their response to the questions put to them that they do not support the proposed controls.

4. **RECOMMENDATIONS**

4.1 That the Committee considers the issues detailed in this report and recommends that the Cabinet Member:
• Agrees to proceed with the formal consultation on the proposed CPZ to include Kingsley Road; Kohat Road; Regent Place; Haydon’s Road (nos 319 to 347) and Plough Lane (nos 2 to 66) in Zone H; operational Mondays to Fridays, between 8.30am and 6.30pm, as shown on Drawing No. Z78/146/02A attached as appendix 1.

• Agrees to exclude Havelock Road from the proposed CPZ but to proceed with formal consultation to introduce ‘At any time’ waiting restrictions at specific locations, such as junction, bends, at the turning heads of the culs-de-sac and other specific locations identified in Havelock Road, as shown in Drawing Z78/146/02A in appendix 1.

4.2 The recommendations are based on the support expressed by residents in these roads during the informal public consultation carried out in January 2008.

4.3 The Council must consider whether or not the problems currently being experienced in these roads are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact. Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the effected residents in Kingsley Road and Kohat Road where there is majority support for introducing a CPZ.

4.4 Hours of Operation: It is recommended that the proposed ‘H1’ CPZ should operate Monday to Fridays, between 8.30am and 6.30pm as supported by the majority of respondents.

4.5 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. The existing cost of the first permit in each household is £60 per annum, the second permit is £95 and the third permit cost is £120. An annual Visitor permit costs is £120.

4.6 Visitors’ permits: It is recommended that the system and charges applied elsewhere in the Borough for visitor permits should also be introduced. All-day Visitor permits will remain at £3 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.

4.7 Business Permits: It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the current charges of £201 per 6 months with a maximum of only two permits per business without off-street parking facilities.

5. ALTERNATIVE OPTIONS

5.1 Do nothing. This would not address the current parking difficulties currently experienced by the residents and would not be in line with 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 An alternative option would be to include Havelock Road. This would protect the residents against the likely displaced parking that may take place. This, however, would be against the wishes of the majority of those who responded.
5.3 To introduce single yellow line (SYL) waiting restriction instead, at key location such as at junctions, at bends, at turning heads of culs-de-sac and other specific locations that have been identified.

This is in line with the Cabinet Member Cllr. Tariq Ahmad’s suggested policy and instruction to officers concerning double yellow lines.

The introduction of SYL may be more flexible for resident during the evening, however, this would not have the desired effect of keeping areas clear of obstructive or dangerous parking at all times.

Single yellow lines outside of a controlled parking zone would need associated time plate’s and post’s, this would increase street clutter considerably which is contradictory to council policy, for example at a four way junction 8 post’s and time plates would be required in accordance with the Traffic Signs Regulations and General Directions 2002.

6. RISK MANAGEMENT IMPLICATIONS,

6.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for residents would continue and it would do nothing to assist the residents.

6.2 The risk in not introducing the proposed waiting restrictions would be the potential accidents and inconvenience as a direct result of obstruction, obscured sightlines, access difficulties and will affect all road users particularly those who are vulnerable.

6.3 The risk in not addressing the issues raised within the informal consultation exercise would be the loss of confidence in the Council by those who have sought our assistance. 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 outweighs the risk of doing nothing.

6.4 The risk of introducing the proposed measures would be a possible increase in demand for parking within the immediate vicinity of the proposed zone. This, however, is considered to be minimal risk and the benefits of the proposals outweigh this risk.

7. FINANCIAL IMPLICATIONS

7.1 The cost of implementing the proposed measures is estimated at £20,000. This includes the publication of the made Traffic Management Orders, the road markings and the signs. This does not include consultation and staff costs.

7.2 The costs for the proposals will be funded from the Capital budget identified for controlled parking zones and the financial effects of the implementation will be reviewed as part of the revenue budget monitoring process.

8. LEGAL 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.

9. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

9.1 The implementation of 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/orange badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. Appendices – the following documents are to be published with this report and form part of the report

Appendix 1 ‘H1’ - Proposed measures Drg no. Z78/146/02A
Appendix 2 ‘H1’ – Consultation results
Appendix 3 ‘H1’ – Consultation document

11. Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report

N/A

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  - Tel: 020 8545 3181

- London Borough of Merton:
13. Useful links
13.2 Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council's and third party linked websites.
13.3 http://www.merton.gov.uk/legal.htm
13.4 This disclaimer also applies to any links provided here.
# SUMMARY OF CONSULTATION RESULTS BY ROAD FOR H1 - JAN 2008

<table>
<thead>
<tr>
<th>ROAD</th>
<th>NUMBER CONSULTED</th>
<th>NUMBER OF RETURNS</th>
<th>% OF RESPONSE</th>
<th>RESIDENT</th>
<th>BUSINESS</th>
<th>BOTH</th>
<th>NUMBER OF CARS</th>
<th>DO YOU FEEL THAT YOU HAVE A PARKING PROBLEM IN YOUR ROAD</th>
<th>YES %</th>
<th>NO %</th>
<th>UNSURE %</th>
<th>% YES</th>
<th>% NO</th>
<th>% UNSURE</th>
</tr>
</thead>
<tbody>
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<td>46.9%</td>
<td>67</td>
<td>0</td>
<td>0</td>
<td>68</td>
<td>36% 39.8% 7.5%</td>
<td>46.3% 39.8% 7.5%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAYDONS ROAD</td>
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<td>3</td>
<td>17.6%</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>6% 100.0% 0%</td>
<td>0% 100.0% 0%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KINGSLY ROAD</td>
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<td>34</td>
<td>59.6%</td>
<td>34</td>
<td>0</td>
<td>0</td>
<td>39</td>
<td>29% 85.3% 8.8%</td>
<td>29% 85.3% 8.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KOHAT ROAD</td>
<td>42</td>
<td>19</td>
<td>45.2%</td>
<td>19</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>10% 89.5% 19.9%</td>
<td>10% 89.5% 19.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PLOUGH LANE</td>
<td>36</td>
<td>10</td>
<td>27.8%</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>7% 70.0% 30.0%</td>
<td>7% 70.0% 30.0%</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>ROAD</th>
<th>DO YOU SUPPORT A CPZ IN YOUR ROAD</th>
<th>WOULD YOU SUPPORT A CPZ IF THE NEIGHBOURING ROADS WERE IN FAVOUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAVELOCK ROAD</td>
<td>23% 36% 0% 37.3% 53.7% 9.0% 29% 31% 2 43.3% 46.3% 10.4%</td>
<td></td>
</tr>
<tr>
<td>HAYDONS ROAD</td>
<td>2% 0% 1% 66.7% 0% 33.2% 2% 0% 1% 66.7% 0% 33.2%</td>
<td></td>
</tr>
<tr>
<td>KINGSLY ROAD</td>
<td>26% 4% 1% 85.3% 11.8% 2.9% 30% 3% 1% 88.2% 8.8% 2.9%</td>
<td></td>
</tr>
<tr>
<td>KOHAT ROAD</td>
<td>13% 3% 3% 66.4% 15.8% 15.8% 14% 3% 2% 73.7% 15.8% 10.5%</td>
<td></td>
</tr>
<tr>
<td>PLOUGH LANE</td>
<td>4% 4% 2% 40.0% 40.0% 20.0% 4% 3% 3% 40.0% 30.0% 30.0%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROAD</th>
<th>HOURS OF OPERATION</th>
<th>DO YOU WANT SATURDAY RESTRICTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAVELOCK ROAD</td>
<td>23% 17% 26% 34% 26.4% 25.4% 29.8% 10.4%</td>
<td></td>
</tr>
<tr>
<td>HAYDONS ROAD</td>
<td>3% 0% 0% 100.0% 0% 0% 0% 0% 0% 0% 66.7% 33.3% 0.0%</td>
<td></td>
</tr>
<tr>
<td>KINGSLY ROAD</td>
<td>26% 3% 3% 2% 76.5% 8.8% 8.8% 5.9% 21% 13% 0% 61.8% 38.2% 0.0%</td>
<td></td>
</tr>
<tr>
<td>KOHAT ROAD</td>
<td>11% 2% 2% 4% 57.9% 10.5% 10.5% 21.1% 3% 11% 0% 42.1% 57.9% 0.0%</td>
<td></td>
</tr>
<tr>
<td>PLOUGH LANE</td>
<td>2% 7% 1% 2% 20.0% 70.0% 10.0% 0.0% 3% 5% 8% 0% 20.0% 80.0% 0.0%</td>
<td></td>
</tr>
</tbody>
</table>
Dear Resident/Business

The purpose of this newsletter is to consult you on the proposals to introduce a Controlled Parking Zone (CPZ) in your road/area. This proposal is in response to complaints and a petition received from some of the local residents who find it difficult to park in and near their road.

General problems are caused by:

- Commuters who park their vehicle and complete their journey by public transport.
- Residents who reside within neighbouring CPZs parking in the area to avoid purchasing a permit.
- Those who work on the building site in Plough Lane or visiting the neighbouring CPZs.
- The envisaged increase in demand for parking upon the completion of the development on Plough Lane.

For the extent of the proposed CPZ please see the plan overleaf.

What is a Controlled Parking Zone or CPZ?

A controlled parking zone is an area where parking bays and yellow line restrictions are marked on the carriageway to indicate to motorist where it is safe/unsafe to park. In a CPZ the operational times for the single yellow lines are indicated on the zone entry signs. There may be single yellow lines that operate at different times and these would be signed separately. Double yellow line restrictions at key locations indicate no parking at any time do not require a sign. However, in the absence of loading restrictions you may stop on a yellow line to load or unload goods for a limited period of time. All parking places are signed to ensure that they are fully enforceable.

To help reduce the number of new posts required, every effort is made to ensure that signs are placed on existing street furniture, such as lamp columns.

In a CPZ the 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. A permit does not give the holder the right to park outside a particular premise, and does not guarantee a parking space.

How will it work?

A CPZ intends to control parking by non-permit holders, and may help to improve the environment by reducing the number of parked vehicles.

A CPZ comprises of various types of parking bays such as permit holder bays (for use by resident or business permit holders and those with visitor permit); shared use bays (for permit holders and pay and display) and pay and display only bays. Within any proposed controlled parking zone the Council aims to reach a compromise between the needs of the residents, businesses and visitors.

In a CPZ all road space is managed by the introduction of restrictions. Parking can only be permitted where safety, access and sightlines 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 would also be necessary to lay yellow lines (effective during the hours of operation or at any time) across where the kerb is lowered, i.e. crossovers.

Within any proposed CPZ the Council will aim to reach a sensible balance between the residents/businesses needs...
and the safety of all road users. In the event that the majority of those consulted reject the CPZ in their road, and
the Council agrees not to proceed, Officers’ will recommend that the proposed double yellow lines identified at key
locations are introduced for safety and access reasons.

Council appointed parking attendants will enforce the controls by issuing fines to vehicles parked in contravention.
These fines are called Penalty Charge Notices (PCNs).

Outside the controlled times the restrictions are not enforced. However, attendants 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.

Please see plan opposite, dwg no. Z78-146-02, for further details of proposals.

Proposal

The Council is considering three options relating to the operational times of the proposed parking measures in your
area.

These include:

1. Mondays to Fridays, between the hours of 8.30am and 6.30pm. This will provide maximum protection to the
residents by removing commuter parking for a longer period of time. It will, however, be less flexible for residents
and their visitors who will need to obtain a visitors’ permit from the residents they are visiting in order to park in
the permit holder bays.

2. Mondays to Fridays, between 11am and 3pm. This will provide less restriction for residents and their visitors,
whilst still preventing most commuters from parking in the area. However, residents returning from work later
in the afternoon, outside the controlled times, may have difficulties finding available parking due to shoppers,
evening shift workers and those from neighbouring zone.

3. One-hour controls - Mondays to Fridays, between 11am and 12 noon. This is the minimum restriction that can
be applied. The advantage would be that it would mean less number of visitors’ permits and more flexibility for
all. However, the price of a permit is the same and a 1- hour zone will do nothing to prevent others to park in the
area outside the controlled time to access the local shops and use the nearby train station, reducing available
parking for residents. Such zones have enforcement implications in that it would be extremely difficult and would
require extensive resources to enforce the entire zone within the limited time, making the enforcement of the
zone less effective.

4. You also have the option of opting for Saturdays to be included within the hours of operation.

Let us know your views

The decision on whether or not to proceed with the next step, which would involve a formal consultation on the
proposals, will be subject to the responses received during this consultation.

Please complete and return the enclosed prepaid questionnaire (no stamp required), with any further comments/suggestions you may have by 25 January 2008.

We regret that due to the number of responses received during a public consultation 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 responses received recommendation may be made to include those roads or parts
of those roads who support the proposed measures within a CPZ.

What happens next?

It is envisaged that the result of the consultation along with officers’ recommendations will be reported to the Street
Management Advisory Committee and the Cabinet Member for Environment and Traffic Management on 04 March
2008. Once a decision is made you will be informed accordingly.
Contact us

If you require further information please contact Mr Robert McDonnough on 020 8545 3042 or email robert.mcdonnough@merton.gov.uk.

Alternatively you can visit our website using the following link www.merton.gov.uk/h1cpz

You may also view the plans in Merton Link at Merton Civic Centre, Morden during our workings hours, Monday to Friday between 9am and 5pm and at Wimbledon Library, 35 Wimbledon Hill Road, Wimbledon SW19 7NB.

Additionally there will be an exhibition where you can speak to officers regarding these proposals. Please see below for venue.

FOR MORE INFORMATION ON HOW CPZs WORK IN MERTON, PLEASE SEE THE ‘FREQUENTLY ASKED QUESTIONS’ ON THE SEPARATE SHEET ENCLOSED

EXHIBITION INVITE

You may wish to attend one of our public exhibitions to be held at:

South Wimbledon Community Centre,
74 Haydon’s Road, SW19 1HL

at the following times:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tue 15 Jan 08</td>
<td>11.00 am - 7.00 pm</td>
</tr>
<tr>
<td>Wed 16 Jan 08</td>
<td>11.00 am - 7.00 pm</td>
</tr>
<tr>
<td>Thu 17 Jan 08</td>
<td>11.00 am - 7.00 pm</td>
</tr>
<tr>
<td>Sat 19 Jan 08</td>
<td>12.00 am - 5.00 pm</td>
</tr>
</tbody>
</table>

EXHIBITION VENUE

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Wimbledon Park Ward Members

Councillor Tariq Ahmad
Tel: 020 8542 0366
Email: tariq.ahmad@merton.gov.uk

Councillor Stephen Kerin
Tel: 020 8545 3396
Email: stephen.kerin@merton.gov.uk

Councillor Oonagh Moulton
Tel: 020 8879 6153
Email: oonagh.moulton@merton.gov.uk

Issue Date : 4 January 2008

Robert McDonnough, Merton Civic Centre,
London Road, Morden, SM4 5DX
Public Consultation
Proposed Controlled Parking Zone H1
We would like to know your views.
Please tick the appropriate boxes and return this card by 25 January 2008

Please write in BLOCK capitals

Name: ............................................................... Signature: ............................................................... 
Address: ............................................................................................................................Postcode: ......................................

Please tick if you would like the above information to be confidential. ☐
1. Are you a resident or business? ☐ Resident ☐ Business ☐ Other - Specify
2. How many vehicles do you have in your household/business? ......................
3. Do you feel you have a parking problem in your road? ☐ Yes ☐ No ☐ Undecided
4. Do you support a proposed CPZ in your road? ☐ Yes ☐ No ☐ Undecided
5. Would you be in favour of a CPZ in your road, IF the neighbouring road(s) or part of your road, were included in a CPZ. ☐ Yes ☐ No ☐ Undecided
6. If a CPZ was introduced which hours of operation would you prefer? ☐ Mon - Fri : 8.30am - 6.30pm ☐ Mon - Fri : 11am - 3pm ☐ Mon - Fri : 11am - 12pm
7. Would you want the controls to include Saturdays? ☐ Yes ☐ No

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

.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information
This information is requested so as to enable the Council to develop its understanding of the response rate from the different sections of the community and hence to test whether or not the channels of communication which we are currently using are effective.

Gender ☐ Male ☐ Female

Do you consider yourself to have a disability? ☐ Yes ☐ No

Age Group (please tick one box)

☐ 15 or under ☐ 20 - 24 ☐ 30 - 34 ☐ 40 - 44 ☐ 50 - 54 ☐ 60 - 64 ☐ 70 - 74
☐ 16 - 19 ☐ 25 - 29 ☐ 35 - 39 ☐ 45 - 49 ☐ 55 - 59 ☐ 65 - 69 ☐ 75 or over

Ethnic Origin (please tick one box)

White ☐ White - English ☐ White & Black Caribbean ☐ Indian
☐ White - Scottish ☐ White & Black African ☐ Pakistani
☐ White - Welsh ☐ White & Asian ☐ Bangladeshi
☐ White - Irish ☐ Other (please specify) ☐ Tamil
☐ Gypsy / Roma / Traveller ☐ Other (please specify) ☐ Other (please specify)

Mixed Ethnicity

Asian or Asian British

Black or Black British

Caribbean
☐ African
☐ Other (please specify)

Chinese & Other

Ethnic Groups

☐ Chinese
☐ Korean
☐ Other (please specify)

Issued : 4 January 2008
Where may I park in a CPZ?
Vehicles may only be parked in marked parking bays. These bays are located where it is safe to park and unlikely to cause a physical or visual obstruction. Each bay may be restricted by charge, length of stay or permit requirement. Permit holder bays will be undivided to ensure greater parking efficiency. ‘Pay & display’ bays and shared use bays will be marked individually.

What is a permit holder bay?
This is a bay in which only vehicles displaying a valid resident, business or visitor permit may be parked.

What is a ‘pay & display’ bay?
These are bays designed for short or long-term parking. Any vehicle parked in these bays must display a valid ‘pay & display’ ticket that may be purchased from a nearby ticket machine. Each of these bays will allow non-permit holders’ vehicles to park for a ‘maximum stay’. Parking will be free in these bays until they become operational. However, it will not be possible to purchase a ticket until the bays become operational. The operational times of the bays will be shown on parking signs.

What is a shared use bay?
These are bays designed for use by either permit holders (without additional charge) or by non-permit holders who must purchase a ‘pay & display’ ticket. These bays have a ‘maximum stay’ that only ‘pay & display’ users must adhere to.

How much will ‘pay & display’ cost?
Tariffs vary across the Borough from £0.60 per hour to £2.00 per hour.

Where may ‘blue badge’ holders park?
Disabled parking bays are available for use to all Blue Badge holders. Blue Badge holders may park free of charge and without time limit at pay & display only and shared-use bays. Blue Badge holders may not park on resident parking bays. Check with the local authority’s Highways Department. However, in Merton, Blue Badge holders may park free of charge for an unlimited period on permit holder parking bays. Residents of Merton who possess a Blue Badge may apply for a resident permit free of charge. Resident visitor permit are charged at the current rate. All other national guidelines on the use of Blue Badges apply throughout the borough.

Where may motorcyclists park?
Solo motorcycles may be parked in permit holder bays and motorcycle bays free of charge.

Where can’t I park?
Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are operational at all times.

Can a CPZ be reviewed after implementation?
Newly implemented CPZ will be monitored and can be reviewed 6 to 12 months after implementation and if necessary appropriate action will be taken to improve the arrangements.
How much do resident and business permits cost?

**Resident**

First car £ 60.00 per annum  
Second car £ 95.00 per annum  
Third and subsequent car £120.00 per annum  
Address Permit £60.00 per annum (These are free for housebound/ registered disabled residents who require daily care)

**Business Permit** £201.00 per 6 months  
Central Wimbledon Business Permit £228.00 per 6 months

A permit will not be issued for a vehicle greater than 2.28 metres in height or more than 5.25 metres in length. Business permits are provided for vehicles used to assist in the operations of a business rather than providing reduced rate commuter parking. No more than two business permits will usually be issued per business except in exceptional circumstances.

How much do resident visitor permits cost?

Half day (08.30 - 14.00/12.00 - 18.30) £1.50  
Full day £3.00  
Annual permit £120.00

Residents are entitled to 100 half-day visitor permits per annum and 50 full day permits per annum. Vehicles displaying these permits may be parked in either permit bays or shared use bays within the zone.

Why must I pay to park in my street?

In order to meet the costs of installation, maintenance, enforcement and review of the zone, we must charge residents/businesses and their visitors. Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes.

What if I have special care needs?

If you are housebound and require regular care or nursing attendance, you may apply for a free discretionary permit.

How are regulations enforced?

Uniformed parking attendants will regularly patrol the zone and issue a penalty charge notice (PCN) to any vehicle that is illegally parked.

What is the cost of a PCN?

As of the 1st July 2007 differential parking penalty charges have been introduced with some of the cost for offences reducing to £60 and some increasing to £100, all Bus Lane charges will increase to £120, for a more detailed summary of the changes please go to the London Councils web site on http://www.londoncouncils.gov.uk/doc.asp?doc=20090&amp;cat=937

How will I know when the regulations are in force?

Zone entry signs show the hours of operation of zones. Any restrictions within a zone that do not operate for these times are signed independently.