

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3357
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Date: 22 January 2020

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Housing and Transport**

The attached non-key decision has been taken by the Cabinet Member for
Regeneration, Housing and Transport with regards to:

) Proposed GC3 CPZ Edgehill Road – statutory consultation

and will be implemented at **noon on Monday 27 January 2020** unless a call-
in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant
sections of the constitution.

Yours sincerely

**Amy Dumitrescu
Democracy Services**

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 GC3 CPZ Edgehill Road – statutory consultation

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet member for regeneration, housing and transport

4. Date of Decision

21 January 2020

5. Date report made available to decision maker

21 January 2020

6. Decision

- A. Notes the result of the statutory consultation carried out between 17 October and 15 November 2019 on the proposals to introduce a Controlled Parking Zone (CPZ) GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road).
- B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C. Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road) operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-354-02 and attached in Appendix 1.
- D. Agrees to proceed with making of the TMOs to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.
- E. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) Majority support shown in the consulted zone for the introduction of a controlled parking zone
- 2) The introduction of a controlled parking zone will help deal with obstructive parking and provide more parking spaces for residents that live in the zone.
- 3) A controlled parking zone will improve road safety in the area.
- 4) To exclude Melrose Avenue on the basis of informal and statutory consultation which showed a majority of residents against the introduction of a controlled parking zone.

8. Alternative options considered and why rejected

- 8.1 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.
- 8.2 In response to the results of the informal and statutory consultations where the majority of Melrose Avenue residents opted against the proposed CPZ, consideration could be given to include this road. This, however, would be against the wishes of the majority of those who responded to the consultation.

9. Declarations of Interest

None



Cllr Martin Whelton
Cabinet member for regeneration, housing and transport
21 January, 2019

Committee: Cabinet Member Report

Date: 20 January 2020

Agenda item:

Wards: Graveney.

Subject: Proposed GC3 CPZ Edgehill Road area –Statutory consultation.

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

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

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 contents detailed in this report and

- A) Notes the result of the statutory consultation carried out between 17 October and 15 November 2019 on the proposals to introduce a Controlled Parking Zone (CPZ) GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road).
- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road) operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-354-02 and attached in Appendix 1.
- D) Agrees to proceed with making of the TMOs to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.
- E) Agrees not to proceed with making of the Traffic Management Order for the introduction of a CPZ in Melrose Avenue in GC3.
- F) Agrees to proceed with the making 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. Z78-354-03 and attached in Appendix 1.

- G) 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 formal consultation carried out on the Councils' proposals to introduce a CPZ (GC2) to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road).
- 1.2 It seeks approval to implement 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 or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. 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 Residents of the Edgehill Road, Caithness Road and Garden Avenue Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road due to inconsiderate and obstructive parking, which impede traffic flow and reduces available parking for residents.

Consultations undertaken

4. INFORMAL CONSULTATION

- 4.1 The Informal consultation was carried out between 23 May and 21 June 2019 on the proposals to introduce a Controlled Parking Zone (CPZ) GC3 to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road and Streatham Road (between the entrance to Mitcham Industrial Estate and its junction with Ridge Road) as well as the associated waiting restrictions.
- 4.2 The consultation resulted in a total of 200 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 20%. Of the 200 who responded, 57% support a CPZ in their road, compared to 35% who do not and 8% who are unsure or made no response. On the question of neighbouring Roads, 59% support a CPZ in their road if their neighbouring roads are included in a CPZ, compared to 33% who do not with 8% who are unsure or made no response. Residents were also asked which days of operation they would prefer should the CPZ be introduced in their road. Results show that 55% of respondents prefer Mon – Fri; 22% prefer Mon – Sat, 22% prefer Mon – Sun and 1% who were unsure or made no response. Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 58% of respondents prefer 8.30am – 6.30pm; 26% prefer 11am – 3pm, 12% prefer 10am – 4pm and 4% who were unsure or did not respond.

4.3 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Housing and Transport on 27 August 2019, after which the Cabinet Member approved the undertaking of the statutory consultation for the GC3 CPZ to operate Monday – Friday, between 8.30am and 6.30pm. For further details, please refer to the report dated 25/08/2019 and titled proposed GC3 CPZ Edgehill Road area – Informal Consultation.

5. Statutory Consultation

5.1 The statutory consultation on the Council's intention to introduce the GC3 CPZ to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Melrose Avenue, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road) was carried out between 17 October and 15 November 2019. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in Wimbledon Times and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, as shown in Appendix 3, was also distributed to all those properties included within the consultation area.

5.2 The newsletter detailed the following information:

- The outcome of the informal consultation & subsequent Cabinet Member decision
- The undertaking of the statutory consultation
- A plan detailing the following:
 - Zone operational hours (Monday to Friday between 8.30am and 6.30pm)
 - Double yellow lines operating "at any time" without loading restrictions
 - The various parking bays
 - Zone boundary

5.3 The statutory consultation resulted in 135 representations (some residents sent several representations which have been included within the 135 representations). There are 16 representations in support; 10 comments and 90 against the proposed CPZ. Details of these representations along with officer's comments can be found in appendix 2.

5.4 During the informal consultation majority of the proposed zone opted for the proposed CPZ. However, on a road by road basis, majority of those who responded from Edgehill Road and Melrose Avenue voted against being included in a CPZ even if the neighbouring roads were included. Prior to the statutory consultation, officers recommended that these roads progress to the next stage which is a statutory consultation thereby giving residents of these roads a further opportunity to consider the proposals with the understanding that double yellow lines will be recommended despite exclusion from the zone.

Edgehill Road

- 5.5 All those who responded to the statutory consultation from Edgehill Rd and Melrose Avenue have remained against the scheme. Officers have had discussions with the local Ward Councillors and analysed the responses received from these two roads. The analyses showed that majority of those who responded to the statutory consultation were also against during the informal consultation. Turning to the original petition that was signed by 50 residents from 43 households in Edgehill Road, it was discovered that those who are objecting to the CPZ did not sign the petition and of the 43 who did, only 3 households have changed their minds. Although statutory consultation is not about the number of objections but the weight and content of the representations, the local Ward Councillors felt it was necessary to carry the analysis of both consultations and the petition received. Please see Local Ward Councillors comments in section 5.7 of this report. It has been agreed that Edgehill Road should be included in the scheme. It is, therefore, recommended that Edgehill Rd is included in the GC3 CPZ.

Melrose Avenue

- 5.6 Residents of Melrose Avenue are firmly against the introduction of the CPZ in their road. Their main objection is the proposed introduction of single yellow lines across their crossovers during the operating hours of the CPZ. They felt that not being allowed to park across their crossovers is a reduction of the residents' parking spaces. Within a CPZ, it is mandatory that all sections of the kerbside are controlled for the scheme to operate and be legally enforceable. All kerbside must either be controlled with yellow line waiting restrictions or designated parking places. During the meeting with local Ward Councillors, it was agreed to uphold the objections thereby removing the road from the scheme until such time that residents change their minds. It is, therefore, recommended that the above road is removed from the GC3 CPZ but still subject to the proposed double yellow lines.

Ward Councillor Comments

- 5.7 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 have forwarded the following comments:-

Edgehill was less clear. They petitioned for a CPZ with 50 signatures, from 43 households. Approximately 1/3^d of all households. When we went through the responses individually to see who was actually objecting in Edgehill, we learned that only 3 households from the 43 who petitioned had changed their minds and this was largely on the cost side of permits.

Why more people didn't vote is hard to gauge. Maybe they felt that they had already petitioned for it so didn't need to. Of those that did respond to the informal and statutory consultations, the result of 15 for and 17 against was very close – unlike that in Melrose, which was overwhelming against.

Edgehill is already feeling the impact of having Eastfields station close by. It is a cul-de-sac with few dropped kerbs. One end of it leads into Hill Road that voted for the CPZ. With Melrose out of the scheme, the impact on Edgehill, already heavily impacted, would be enormous.

Recommendation:

After much discussion and thought Graveney Ward Councillors feel that it would be sensible to keep Edgehill (for the above reasons) in the scheme and for Melrose to opt out.

It may be that Melrose will feel the impact of being the only road in the whole of Graveney not in a CPZ but from the strength of feeling they have demonstrated, it would be hard to disagree with them. However, we note that overwhelmingly, residents in the block of roads voted to be in.

It is now for the Cabinet Member to make the final decision.

6. PROPOSED MEASURES

- 6.1 Based on the results, it is recommended that the TMO is made to implement GC3 CPZ to include Beecholme Avenue, Caithness Road, Edgehill Road, Elmhurst Road, Garden Avenue, Hill Road, Park Avenue, Ridge Road and Streatham Road (between entrance to Mitcham Industrial Estate and its junction with Ridge Road) operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-354-02 and attached in Appendix 1.
- 6.2 It is recommended that Melrose Avenue is excluded from the zone. However, it is considered essential that for safety and access purposes, the proposed double yellow lines are implemented.
- 6.3 It is recommended that the relevant Traffic Management Orders (TMOs) is made and the proposed 'At any time' waiting restrictions (as consulted on) and as shown in Drawing No. Z78-354-02 and attached in Appendix 1 are implemented.
- 6.4 The CPZ design comprises of mainly permit holder bays to be used by residents, businesses and their visitors with some pay and display and shared use facilities made available for pay & display customers. 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.
- 6.5 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 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.
- 6.5.1 In November 2016, the Council introduced a Diesel Levy to all those permit holders with a diesel vehicle. 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.

6.6 Visitors' permits

Half-day permits at £1.50. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.

6.7 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.

6.8 Pay and display tickets

It is recommended that the charge for parking within the pay and display shared use/permit holder bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

6.9 PERMIT PRICE UPDATE

6.9.1 Following a consultation, in September 2019 the Council made a decision to change the Council's parking tariff structure including permit prices. The new price structure will come in to effect 14th January 2020.

6.9.2 It was agreed that since during the informal CPZ consultation the residents were consulted on the previous permit prices, permit prices will be the charged as set out above but only if applicants apply for their permits within 8 weeks of the implementation of the zone; application after this period will be subject to new charges. New charges will apply upon renewal. More specific dates for applications will be provided if the CPZ is introduced. During both the informal and statutory consultations, residents were advised of the consultation on the new tariff restructure.

6.9.3 Upon renewal of permits and/or 8 weeks after the CPZ is implemented residents would need to pay the new charges as set out below:-

- First permit £80.00
- 2nd permit £130.00
- 3rd and subsequent permit £180.00
- Annual visitor permit £330.00,
- Daily visitor permit £3.00,
- Half day visitor permit £2.00

7. TIMETABLE

7.1 If agreed, the TMO will be made soon after the publication of the Cabinet Member's decision and will be implemented 6-10 weeks after the Order is made.

7. ALTERNATIVE OPTIONS

7.1 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.

- 7.2 In response to the results of the informal and statutory consultations where the majority of Melrose Avenue residents opted against the proposed CPZ, consideration could be given to include this road. This, however, would be against the wishes of the majority of those who responded to the consultation.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £35k. This includes the publication of the Made Traffic Management Orders, the road markings and signs.
- 8.2 The cost of this proposal can be met from the Environment and Regeneration revenue budget for 2019/2020 which contains a provisional budget for Parking Management schemes.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 9.2 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.
- 9.3 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.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 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.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents thereby meeting the Mayor's Vision zero for casualties.
- 10.3 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.

- 10.4 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.

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties will 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.
- 12.2 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.

13. 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.

14. APPENDICES

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

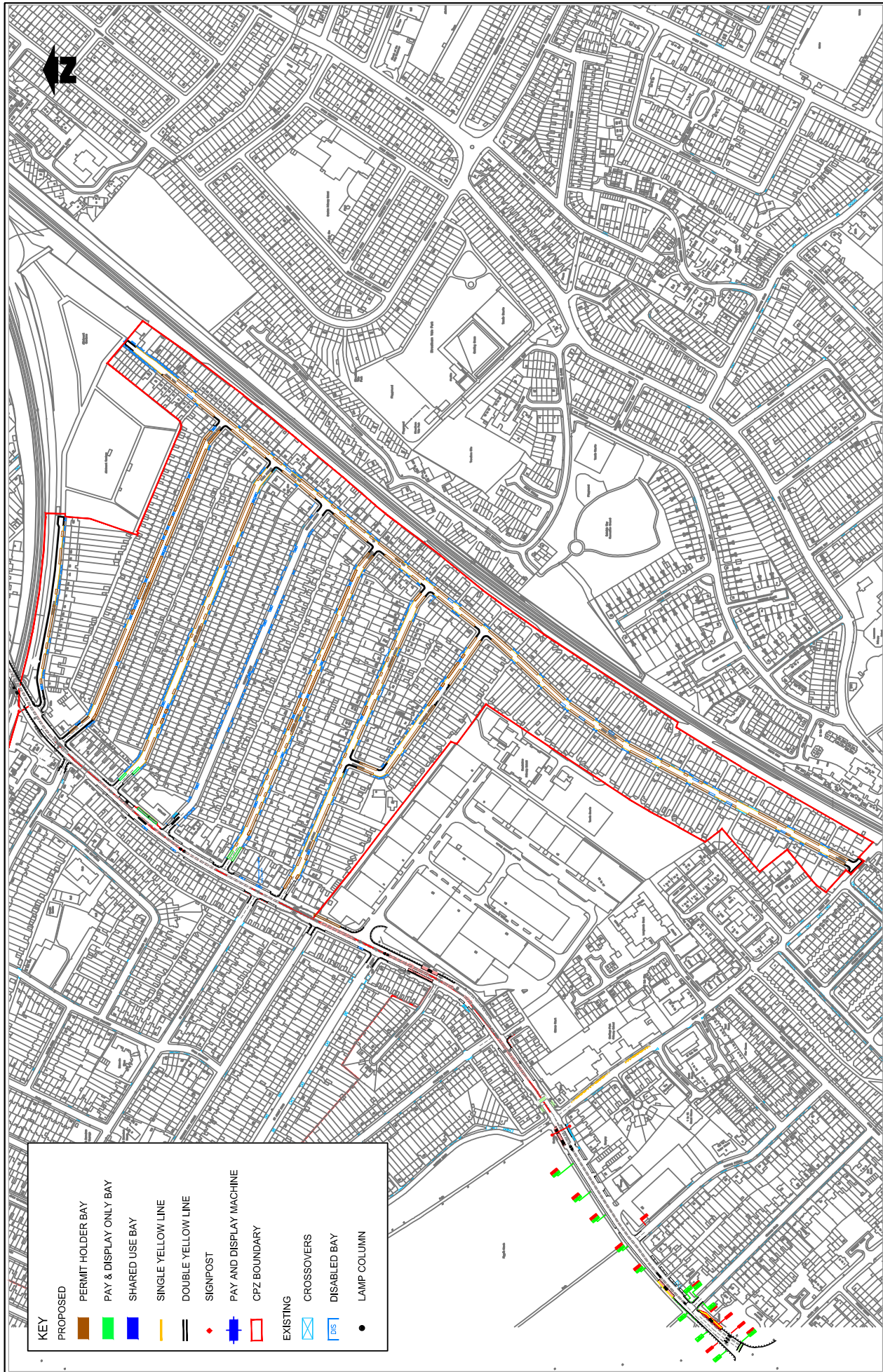
Appendix 1 – Drawing No. Z78-354-01A

Appendix 2 – representation and officers comment

Appendix 3 – formal consultation document.

15. BACKGROUND PAPERS

- 15.1 Dated 18/12/2017 and titled proposed GC2 CPZ St Barnabas Area – Informal Consultation.



KEY

PROPOSED

- PERMIT HOLDER BAY
- PAY & DISPLAY ONLY BAY
- SHARED USE BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- SIGNPOST
- PAY AND DISPLAY MACHINE
- CPZ BOUNDARY

EXISTING

- CROSSOVERS
- DISABLED BAY
- LAMP COLUMN

NOTES
Do not scale from this drawing

Rev	Revised	Date	By	CHK	Date	By	CHK	Date	By	CHK

TRAFFIC & HIGHWAYS

Sustainable Communities
environment & regeneration

PROJECT
CONTROLLED PARKING ZONES

TITLE
GC3 EDGEHILL AREA
SCHEME LAYOUT

Drawing No. Z87-354-01
Revision CONSULTATION
Date N.T.S.

merton
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Notwithstanding to what may appear on this drawing, the Council does not accept any liability for any loss or damage, howsoever caused, arising from the use of this drawing.

Representations and Officer's Comments

Representation - Support

002 Edgehill Road

With regards to the above referenced CPZ.

We live in Edgehill Road, and since the introduction of the new Station have suffered with commuter parking.

This is on top of numerous small privately run taxi services (some with a number of vehicles) being operated from Edgehill Road that have made parking a serious problem for residents.

I am all for the CPZ my only reservation is it may force traffic down our access alley ways that service our garages. Please ensure that the funds generated by the scheme are indeed spent to police the inconsiderate parking and those breaking the law by parking in the garage access ways as well as enforcing the CPZ.

In the past we have been advised that those parking in the garage access alleyways are nothing to do with the council and individuals must seek civil actions to address the issue.

Kindly advise what steps will be introduced to address of vehicles parking in the garage access ways, as the CPZ will (with little doubt) exacerbate the problem.

009 Edgehill Road

We respectfully ask that you consider the following factors in regard to the above CPZ proposal.

We live at 1 Edgehill Road, 50 metres from the London platform of Mitcham Eastfields Station. We have lived here for 4 years and the difficulty in parking has increased dramatically, particularly in the last 2 years.

This end of the road is busier than most of Edgehill Road as cars drive to this end to turn round, or to drop off passengers for the station and students for St. Mark's School.

Parking is extremely difficult at this end of Edgehill Road for the following reasons.

- Commuters using Mitcham Eastfields Station parking their cars
- Customers and delivery vehicles for the garage behind 2 Edgehill Road parking, and sometimes parking for short periods in the turning section at the end of the road, thus blocking the emergency access
- One resident of Rialto Road parking 4 cars at this end of Edgehill Road, which are left there for weeks at a time without moving
- A number of residents in nearby houses having 3 and 4 cars
- The large number of dropped kerbs (our request for a dropped kerb has been declined), particularly at this end of the road
- The relatively large number of disability parking spaces in Edgehill Road

My wife and I find it difficult to park near our home and this can entail carrying heavy bags of shopping a considerable distance, which is arduous as we are retirees.

If a CPZ is put in place for the whole area with the exception of the two roads that voted against it (Edgehill Road being one of them), the residents of those two roads will very quickly change their minds due to cars being displaced onto their roads being without parking restrictions. At my previous residence in East London, a CPZ was introduced due to a local hospital. It was introduced piecemeal, and gradually extended due to displacement parking. This resulted in expensive and repeated consultations. Once the CPZ was fully in place the ease of parking was significantly improved. It would save money and repeated consultations to put the whole of the original GC3 scheme in place straightaway.

We therefore request that you go ahead with the full scheme as soon as possible.

077 Edgehill Road

I refer to a recent letter from Merton regarding a control regarding Proposal of a Control Parking Zone (CPZ) GC3. you have request me to quote ref ES/GC3 CP3 in this regard. I confirm that I am in favour of CPZ on our street i.e Edgehill road, Mitcham CR4 2HZ.

127 Edgehill Road

I am a resident at Elmhurst Avenue and would like to support the proposed Controlled Parking Zone (CPZ) GC3.

004 Elmhurst Avenue

I am in favour of the the parking controlled parking zone. That means some times it would be nice if you could park on your street. In the last few years it's been very difficult to get a park. People from other streets have been parking their cars on Elmhurst Avenue for 4 = 6 weeks at a time. Even parking so bad that sometimes taking up 2space. Please please let u have parking zone.

034 Elmhurst Avenue

I live in Elmhurst Avenue, and I'm emailing to express my approval for the proposed CPZ in the Gravney area.

As parking has become a huge problem for residents in the area.
It is clearly evident that vehicles from other areas park on neighbouring streets in order to use Mitcham & Eastfields Station to travel to work.

I sincerely hope that this CPZ proposal goes ahead, come what may.

011 Elmhurst Avenue

Whilst generally I am for the introduction of a CPZ on Elmhurst Avenue I have a concern over your number of Permit Holder Bays that is being proposed.

A number of household on this road have a multiple cars, 3 and 4 in most cases. Whereas my household of 4 adults has 1 car.

I believe the households with multiple cars have the means to afford permits for these cars, therefore the implementation of CPZ will not reduce the number of cars on the road.

With the above in mind we need to maximise where possible areas for permit holder bays. Below is a markup of your scheme layout identifying areas that could accommodate a permit holding car which is currently marked for a single yellow line.

A further point of note, the crossovers shown on Beecholme Avenue are for garages, these garages are not utilised for cars and in fact most homeowners are applying for planning permission to convert the garages into a separate residential property (which the same council implementing the CPZ is approving). The lack of use for parking and the introduction of additional properties will only further exacerbate the parking problem.

Please whilst reviewing the statutory consultation survey the roads in question and maximise the areas for permit holder bays.

Otherwise you run the risk of;

- A) Homeowners not being able to park their cars.
- B) Further deforestation of front gardens and green spaces to accommodate cars.
- C) Moving the problem to surrounding roads.
- D) Increased frustrations and volatility between neighbours.

130 Garden Avenue

If it's not too late I would like to express my strong support for implementation of a controlled parking zone at Garden avenue in Mitcham. At the moment all the residents are suffering from excessive amount of cars parked there. Many cars parked here belong to people who don't even live at this street. We also struggle with households that own more than 5 cars and informal car trading businesses located in some of the properties at our street that keep parking their cars here. Our drive is often blocked by cars as people are desperate to park anywhere. Current arrangement is dysfunctional and does not incentivise people to get rid of unused cars. All of those factors create difficult conditions at this street.

023 Melrose Avenue

I am one of the resident in Melrose avenue cr4 and very much appreciated if parking control zone has place. There are a lot of cars has parking in Melrose Avenue which is not belong to residents and had seen some cars had parked for more than six months in one place since last year me and my wife a lot of stress for not finding parking space during the day and at night it more difficult and stressful too. I very helpful the parking control zone happen and we will have a lot space for Parking as it happen in swains road and opposite our street.

114 Melrose Avenue

I live on Melrose Avenue and I would really like the controlled parking zone. As I find it very hard to park near my house. I always end up at the top of the road or on another street. We get Tesco's staff and customers parking on our road. Plus if you don't make this road a parking zone we're going to get all the other cars come along and park on here which will make it even harder.

I also think that you're making it harder with cars not allowed to park on the drop kerb which will add to the parking around here been harder.

052 Park Avenue

we would like to have CPZ as people are leaving their cars on our road who live in other areas and there is often no space to park our car outside our house. We live on Park Avenue

082 Park Avenue

I am responding to your letter from Merton Council concerning a proposal to implement a Controlled Parking Zone.

"YES" to Controlled Parking Zone (CPZ) GC3 in the area of Park Avenue.

085

I think the introduction of controlled parking is long overdue and should have been introduced a lot sooner about time people who can afford to run more than one car should pay for the privilege of parking it !!

Hopefully this will hinder people from parking on my dropped kerb

I would like to express my strong support for implementation of a controlled parking zone at Garden avenue in Mitcham. At the moment all the residents are suffering from excessive amount of cars parked there. Many cars parked here belong to people who don't even live at this street. We also struggle with households that own more than 5 cars and informal car trading businesses located in some of the properties at our street that keep parking their cars here. Our drive is often blocked by cars as people are desperate to park anywhere. Current arrangement is dysfunctional and does not incentivise people to get rid of unused cars. All of those factors create difficult conditions at this street.

131 & 134

I just wanted to send my support for the introduction of the CPZ in the area.

I realise it's a little past the deadline, although hopefully it still counts.

A flyer was distributed to the neighbours last week with information that would scaremonger people against CPZ, the information was misconstrued and not a fair representation of how CPZ would impact the street.

I truly believe that CPZ will alleviate many of the parking issues in the area and benefit the community positively. I am fully in support of this.

Comments

001 Beechoim Road

Regarding the consultation results for controlled parking in Mitcham. I live in Beecholme Avenue and am concerned that if the 8.30-6.30 times are implemented parents will be unable to park to drop their children at school resulting in them having to stop outside the school and the children run in.

Wouldn't it be better to have the same times Wandsworth use off Southcroft Rd- 11 am-12 am.

This would stop people parking all day who use the train but let parents safely stop?

065 Caithness Road

As an elderly disabled resident of Caithness Rd. with a blue badge and disabled bay, I am writing to voice my concerns regarding the proposed GC3 CPZ. Whilst I note that I can apply free of cost for a Residents Address permit, due to the nature of my disabilities I have to have a cleaner 2 hours per week, a gardener fortnightly, shopping home delivered by supermarket van also fortnightly. These visits do not take into account necessary visits by family and friends who provide me with much appreciated assistance with daily living activities. Please explain what kind of concessions will be made available to people like myself who will be adversely affected by the proposed prohibitive costs of providing visitors permits and the apparent limit on the yearly amount that can be applied for, be it half yearly or yearly. The above does not even factor in visits by workmen to carry out the servicing of equipment/appliances and social visits. The main reason, as I recall, why some 53 out of 123 residents on Caithness Rd. originally petitioned for a CPZ was because they were unhappy they were unable to find parking spaces on the road near their homes in the evenings after work etc or at weekends and had to resort to parking several roads away.. To a lesser extent some were unhappy with short term parking during the daytime. The Proposed Scheme does not give any guarantee to residents that they will be able to park on their road or even within the proposed zone. I believe some residents are under the mistaken belief that by paying to park it will solve their problem...**it will not**. The problem is going to be further exacerbated by amongst other things, the following:-

i) inclusion of new development Imperial Court within the proposed zone which does not provide sufficient parking to adequately match the units being built and for users of the proposed retail element

ii) the proliferation of HMOs on the road and there are several of these on the road, some with more than 7/8 individual tenants,

iii) the proliferation of planning permissions being granted to convert what were previously 3 bedroomed family homes into 2/3 separate dwellings.

How will permits be allocated to residents under ii) and iii). There is physically only one parking space at the front of each house on this road. The proposed scheme will have no effect whatsoever in these instances of reducing multiple car ownership

it is also noted that the proposed scheme if implemented will be clearly undemocratic and grossly unfair, as the online responses of 200 households out 1018 (my response was by post and no doubt other residents were too, does this mean their views were not counted?), equates to only a 20% number in favour of the proposed scheme. Back in 2017 when residents on this road were discussing doing a petition, I called and spoke to one of your Traffic Engineers and was told by him that for the petition to be considered it would not only require a Majority of the residents wanting it but it would have to be

more than just one road, it had to be an area. How then is it now democratic to foist the desires of 20% on the remaining 80%? Please justify.

it is noted that if Edgehill Rd. and Melrose Ave. residents persist in their wish not be included within the proposed scheme, will proposed double yellow lines be placed on these roads? One of the key objectives of the proposed scheme is to assist residents and local businesses, so far apart, from providing great turnover of revenue to Merton Council at great expense to residents, Parking will be made a great deal worse.

135 Elmholme Avenue

I am writing with regards to the control parking zone that you are proposing of Elmhurst Avenue CR4. My concerns are; will this park zone control really help with freeing up parking spaces on our road that are currently taken up by vehicles from neighbouring road that do have CPZ in force. You will also be aware that Elmhurst Avenue has a number of dropped curbs, this too will limit the amount of parking bays. At present I live between two houses, one that has just had a dropped curb installed and the other has had a disabled bay all within the last two weeks. Does this mean if the proposed CPZ it agreed will there a bay outside of my home?

003 Edgehill Road

I have received notification of the consultation results for the Edgehill Area scheme.

I have a dropped curb but often park outside the curb as opposed to on the drive because of problems with my car being parked on the small drive. When the restrictions come into operation will I still be able to park directly outside my house by displaying a resident's permit on the car or will I HAVE TO use a designated bay?

076 Edgehill Road

Assuming that those responsible at LB Merton for roads and parking are cognisant with the effects of Controlled Parking Zones introduced elsewhere, I can only assume that the objective of this scheme is to make residents lives as difficult and costly as possible. The scheme, as proposed, will substantially reduce the number of parking spaces available and will result in hardship for those residents who work unsocial hours and depend on a car at times when public transport does not run. In addition it will prevent users of Mitcham Eastfields station, but who live too far away to walk, from parking at all. (Why has the disabled parking which was promised at the station never been provided?) A further consequence will be the paving over of more front gardens as residents seek to solve the problem you wish to create. It is also probable that the cost of parking will result in more uninsured and poorly maintained vehicles being on the road.

The purpose of councillors and employees of a local authority is to efficiently manage their borough not to pursue their own ideologically motivated agenda. The war on the motorist is a prime example of this; many people only became drivers because authorities failed to provide adequate public transport in urban areas, that enabled the ordinary person to go about their business. How a parent who works and has children attending different schools is expected to manage without a vehicle is anybody's guess. Yet society depends on these people both for the work they do and the tax they pay.

Should the scheme be introduced, it is certain that yet more pollution will be produced as residents drive frantically back and forth trying to find a place to park legally.

083 Edgehill Road

I am emailing on behalf of my mother Normita Caesar who lives at property Edgehill Road, Mitcham, Surrey CR4.

I was hoping to get a bit more information in regards to the proposed Controlled Parking Zone.

She has a disabled bay outside of the property which as been there for 10 years +, however on the GC3 Edgehill Area Scheme Layout (drawing no. Z78-354-02) there is a bay but it is not marked as disabled.

Was this done in error? Is the disabled bay acknowledged?

Just wanted to find out as other bay's on the drawing have clear markings.

Also I wanted to find out in regards to the GC3 CPZ does the disabled bay count as 1st Permit in a household or 2nd permit??

I look forward in hearing back from you

089 Edgehill Road

I am writing this email to let you know my thoughts about planned introduction of CPZ in Edgehill Road. As a local resident I can confidently say that parking isn't an issue during the day. Most residents are away from home and people who park their cars on the Edgehill Road to use Mitcham Earlsfield train station do not cause any parking related issues. During the day there is plenty of parking available around this area and the introduction of the CPZ, as it stands, will not contribute at all to solving the parking problem.

091 Edgehill Road

In this email I am hoping to convince you that introduction of CPZ in Edgehill Road is not going to solve any parking problem.

During its planned hours of operation parking isn't really an issue at Edgehill Road or any adjacent streets in the area. Majority of local residents use their cars to travel to and from work and as most local CPZ zone are in operation during daylight hours they really do nothing for parking control as parking is easily available anyway. Thus, I urge you to please reconsider this proposal.

118 Edgehill Road

I am a resident of Edgehill Road and I am emailing to put across that I am totally totally to the proposed controlled parking zone plans for my area on the following grounds:

1. Parking during the day is not an issue, it is the evening that appears to be a problem.
2. I enjoyed having guests at my home but do not want to have to pay so much for the pleasure!
3. Why would you tax me £150 for a diesel car that will be parked outside my own home? Why the extra charge when it will be parked and not running?
4. Having white lines outside our dropped kerb will reduce the number of spaces available so will not be a solution.
5. Part of the attraction of moving to and buying a house in this area was the fact that I didn't have to pay an additional fee to park my car outside my home. We already pay close to £200 a month on council tax and I would resent paying more, especially with no tangible benefit for me, my family and my guests. I would like you to reconsider this proposal and listen to the voice of the local residents.

108

I can only repeat what the recent leaflet states.

It was obvious from when the resident parking was implemented on streatham road that it would create problems in the adjoining roads.

Whilst the adjoining roads have never been easy with parking residents always eventually got to park their cars. It might have been a little way from where we lived but we parked.

Another factor another reason why parking problems have become more so is that kids don't leave home like they used to because they cant afford too, and families instead of getting smaller become larger. The children who are now adults (18+) buy cars thus one family car now becomes one,two or more.

This proposed CPZ is clearly a cash cow it was never such a major issue until the permit holder parking was introduced on Streatham Road.

123

With reference to the recent correspondence we received from you regarding the impending controlled parking zone implementation. I have a few concerns I'm hoping you can answer for me.

According to your letter you state that one of the reasons for the zone implementation is that the neighbouring borough (Wandsworth) has restrictions that are causing their residents to park on our roads.

However upon inspection of the surrounding Wandsworth roads there doesn't seem to currently be any restrictions as such that would account for the increase in parking on our road.

The only restrictions I can see have been caused by the fact that you have introduced parking restrictions on the Merton roads surrounding ours. With this said I would like to know what happens if there aren't enough spaces for the cars currently owned by people who live on the new proposed zones? Where would residence be expected to park?

And with the current residents who's cars are parked on dropped kerbs in front of their properties having to look for 'alternative' parking wouldn't they just spill over onto the surrounding roads?

How will that be managed?

Also I would like to ask where does the revenue generated after the initial setup costs for the parking zones have been met go? What exactly are these maintenance costs?

066 Garden Avenue

I am writing to put forward my opinion on the proposed CPZ in the GC3 Area.

I am a resident of Garden Avenue (CR4 2EA) and I am having extreme difficulty finding parking in the area. My father normally returns home from work between 11pm and midnight and nearly half of the time there isn't even a single parking spot on my own road so I have to park on neighboring roads and sometimes on the main road which has a CPZ (So I need to wake up early and move my car) There have been occasions where I have not been able to find a single parking spot on either of the two roads next to Garden Avenue so something needs to be done as soon as possible.

I am disappointed by the proposed CPZ times of Monday to Friday, 8:30 am to 6:30 pm and would suggest this be revisited with the possibility of increasing the times to Monday - Saturday 8 am to 8pm to avoid commuters parking in this area and

walking to a train station. Implementing a CPZ on Saturday will prevent people parking commercial vehicles (Of which there are a significant number parked on Garden Avenue)

I would also like to lodge a formal complaint against Tonys Scaffolding (20 Hebdon Rd, Tooting, London SW17 7NS) Who have been parking two large scaffolding vans on the Garden Avenue for a period of months (Regularly parking on a disabled bay at the front of the road) and also parking very close to other cars or over dropped kerbs. Since there is no traffic wardens in the area (As there is no CPZ) they get away with it day after day else they would receive fines for parking on the disabled bay (Vehicles: GN57 ASV & LK08 CVJ) Please send traffic wardens to this area as a matter of urgency.

The parking in this area has become extremely difficult after the roads north of Stretham implemented a CPZ a significant number of cars who parked overnight north of Streatham Road are now using the parking spots in this area. The only way to allow residents to have sufficient parking is to implement a CPZ to prevent this from happening.

Please keep me updated on future developments of this proposed CPZ and also what the council plans to do about the parking of Scaffolding vans on Garden Avenue.

032 Hill Road

This proposed CPZ will do nothing to improve parking for residents. Did the petition which prompted the consultation inform signatories that drop kerbs would get yellow lines?? Or was the petition aimed selectively at those without drop kerbs? Our immediate area has many drop kerbs put to excellent use with co-operative neighbours sharing by arrangement. This relieves more spaces elsewhere. We were never petitioned regarding this scheme yet stand to suffer significant downsides.

The main problem here is outside of the proposed controlled hours at night. So controlling the daytime parking is simply more expense and inconvenience for residents without benefits. Worse still the replacement of resident controlled white lines across drop kerbs, with restrictive yellow lines, is a blatant reduction of parking space on the road overall.

Data obtained detailing revenue from existing CPZ's GC1 and GC2 suggests a profit motive for this proposed expansion to GC3. Big annual profit from permits plus countless more from penalty fines. Most likely from us, your permit customers and our guests when we trip up on the regulations.

The diesel surcharge is an absolute outrage considering some modern diesels actually emit less harmful emissions than some petrol engines as reflected in the vehicle road tax levels.

If Merton was an area with cheaper council tax then profiteering by this modern form of highway robbery would at least be more understandable.

We hope this will be seriously reconsidered before implementation.

081 Melrose Avenue

My name is Mr. residing at Melrose Avenue, Mitcham for last 36 years. I am disabled person suffering from Lung disease known as Lung fibrosis (IPF and CHP) with walking disability. I have a drive way but I don't know if I can park. They are going to put yellow lines as I have dropped kerb. Please let me know my position.

As regards to CPZ, I have already given my opinions in the last consultation by email.

028 Park Avenue

Response to formal consultation on Controlled Parking Zone.

We live in Park Avenue and the proposed Controlled Parking would have a negative impact on our parking situation.

We only have a serious problem at evenings and weekends, and the CPZ would not change this.

There are many dropped kerbs on Park Avenue and so the situation would be worse for us during the hours of operation of the CPZ

036 Park Avenue

I live at Park Avenue for over thirty years and feel incensed that we are now being forced to pay for parking on the road of Park Avenue. I feel that this scheme is a money making profit, The hours indicated doesn't reduce the parking problem, it seems only the rich will be able to drive, the parking restrictions was first introduced because of parking problems around the train stations and underground stations, I am not in agreement with the parking permits being forced on us living in Park Avenue.

088 Park Avenue

In response to your circular regarding the proposed implementation of "controlled parking zone". Having consulted some of the residents at park avenue, the general view was that this scheme would be of no benefit to us. As stated in your circular, the CPZ would do nothing to improve parking for residents outside the operational hours. Outside the operational hours are the most competitive time for parking space, as people are then returning from work. What is the point of paying for the charges, and would not be able to get a parking space. I am sorry, but the scheme is not a solution to our parking problems.

074

I would like to object to the introduction of CPZ in Edgehill Road. As it will be operational only during the day it will not solve any parking problems on the street. During the day majority of the residents are at work and there is plenty parking available on every street adjacent to the Edgehill Road. The only time when parking is really an issue is after 9pm and weekends when

all residents leave their cars at home and finding a parking is sometimes challenging. Please reconsider its introduction as once again it will not have any impact on the parking availability if it is in operation, as all other CPZ zone, between 8:30am to 6:30pm.

113

With reference to the above proposed implementation of controlled parking there are so many dropped kerbs in Park Avenue and Melrose Avenue yellow lines across these would cause even more problems than we have already. Whilst I appreciate something has to be done, I cannot see this is the answer.

Representation Against

044 Beecholme Avenue

I am writing in response to the recent circular suggesting that a Controlled Parking Zone is implemented in the area.

The proposal suggests that restrictions are made during the day and at some point between the hours of 08:30 and 18:30.

This would result in more parking bays and yellow lines and in my opinion cause further restrictions including homeowners not being able to park in front of their own dropped curb, having even more impact on the area due to having to seek alternative parking arrangements.

Further to this the issues with parking in the area is not during the day but rather in the evenings. As such I would be loathed to pay for a permit to park outside my own home and still struggle to park when I get home from work.

As it stands I oppose the proposal as I do not think it will resolve the issues we are currently facing.

059 Beecholme Avenue

We would like to express my opinion concerning proposal for controlled parking zone in the area particularly on Beecholme Avenue Mitcham where we live. We are living on Beecholme Avenue since 1979.

We strongly oppose to implementation of CPZ on my road for the following reasons.

1. There is no parking problem during the day time at all except school drop off time and pick up time. That is even only for a short time.
2. The main problem is in the evenings and late nights where sometimes it is very difficult to find a parking on our road or on the other neighbouring roads. Is there any way you can solve this problem ?
3. How parents are going to drop off and pick up their children from Beecholme school if there is a restriction of parking in the area ?

Kindly look in to this matter favourably considering all the points raised by us and others.

061 Beechlme Avenue

I am very much against the new proposed Controlled Parking in Zone (CPZ) GC3

the area we live in is well away from the main town centres Tooting, Mitcham, Streatham

and I do not believe it would help getting a parking space, in any way at all.

Even with a permit for parking, this wont guarantee that I can park outside my house.

I believe each resident should have a sticker for parking free.

Also I may not be the only person in the area that are having trouble making ends meet.

so this expense means more food of the table.

071 Beechome Avenue

We don't want CPZ of reference number ES/GC3 CP3

Beecholme Avenue and edghill road area in CR4 MITCHAM

021 Elmhurst Avenue

I have received your information on the proposed CPZ Edgehill Road area and would like to comment on it.

I live in Elmhurst Ave which is now included in the proposals. I have a driveway so I will not have to purchase Residents parking.

I do however object to having a yellow line across my driveway as it is unnecessary, the current white line is sufficient to indicate its a driveway. The council could exclude this unnecessary cost from its proposal.

I also object to face you have not made provisions for sufficient Pay and Display spaces not only in this proposal but in the borough as a whole.

Not all visitors stay for half day or whole day warranting a Visitors parking permit. More accessible Pay and display Bays allow us to have deliveries and short term visitors.

Perhaps I missed the notifications but I do not recall any meetings between residents and Merton to discuss the proposals. I trust my views will be noted.

072 Elmhurst Avenue

I wish to state my strong objection to the proposed new Controlled Parking Zone.

Whereas it can be frustrating at the moment to find a parking space , with some houses having dropped kerbs and owners having several cars. it will become a nightmare

and impossible to park when the proposed new CPZ comes into action.

I live in Elmhurst Avenue and more often than not have park on a dropped kerb space . One where the garage is no longer a garage and another where the the garage or space or the in front is never used for parking . Also to have any trades persons, (plumbers) etc, come to do a job will be impossible.

095 and 096 Elmhurst Avenue

I am a resident on Elmhurst avenue and recently received a letter proposing to implement Control Parking Zone on Elmhurst avenue, Garden avenue, Melrose avenue, Caithness avenue and Edgehill road. I am writing to express my objection to this proposal as I do not see how this will improve the parking situation on these roads. Parking during the day is not a problem but evenings and overnight parking is much more of an issue.

I'm also struggling to understand why diesel cars would have to pay extra? A parked car doesn't emit any gases and diesel cars do not take up more space than petrol cars??

May I suggest that DVLA or someone from the council to remove some of the cars that have been abandoned or do not have valid road tax as this will free up some spaces for the residents who could really use the space? There are 5 or 6 cars on Elmhurst avenue which haven't moved in 6 years I have been a resident and a garage on the end of Edgehill road which constantly block the emergency access gate with what looks to be a non-start cars.

1. Parking during the day is not an issue, it is the evening that appears to be a problem.
2. I enjoy having guests at my home but do not want to have to pay so much for the pleasure!
3. Why would you tax me £150 for a diesel car that will be parked outside my own home? Why the extra charge when it will be parked and not running?
4. Having white lines outside our dropped kerb will reduce the number of spaces available so will not be a solution.
5. Part of the attraction of moving to and buying a house in this area was the fact that I didn't have to pay an additional fee to park my car outside my home. We already pay close to £200 a month on council tax and I would resent paying more, especially with no tangible benefit for me, my family and my guests.

I would like you to reconsider this proposal and listen to the voice of the local residents.

116 Elmhurst Avenue

As a Elmhurst Avenue resident I would like to put on record my total opposition to the proposed controlled Parking zone. It is an unnecessary cost to residents. If residents on other roads are concerned about parking spaces (as has been cited as the reason for the CPZ), the council should be advising these residents to convert their gardens into drive ways instead of inflicting this unnecessary cost on everyone else. I reject the idea that CPZ will even elevate any parking concerns. This CPZ proposal is clearly a council money making scheme and it must be stopped immediately.

120 Elmhurst Avenue

We the residents at Elmhurst Avenue are **against** the proposal to implement a control parking zone (CPZ) in the area.

128 Elmhurst Road

I am writing to object the proposals on my road on Elmhurst Avenue.

005 Melrose Avenue

I am writing to make formal Representations against the proposal described in the Notice dated 17 October 2019

ref.: ES/GC3 CPZ.

In a nutshell: my objection is that you will unfairly charge local residents, visitors and businesses to try to solve a problem that either doesn't exist or will not be resolved by the introduction of a CPZ.

Details: I read on https://www.merton.gov.uk/assets/Documents/faq_-_may_2019.pdf that: "*within any CPZ only those within the zone are entitled to permits. This means that long term parking will not be permitted within the permit bays during the operational hours.*"

I have lived in Melrose Avenue for 7 years, during which I have been walking around the streets included in the proposed CPZ GC3 at least 2-4- sometimes 6 times a day, as I have young children who go to the local school, local sports clubs, local school friends. I have seen that the long term parking you refer to is by residents parking their first (and very often only) car. There are also business vans, who park to serve local residents (house renovations, cleaning windows etc.). Visitors are normally family members (often adult children who come to visit and check on their elderly parents). Generally, if someone is forced to park on a neighbour's lowered kerb, possibly obstructing their driveway (as my builder had to do sometimes during the 3 months he renovated our house) the neighbours were very understanding of this. We all dealt with it politely and eventually perhaps even helped a bit of community spirit as it turned into an opportunity to know some of them.

So my objection is that those who park long term on Melrose Avenue are not outsiders who are to be discouraged, but members of the community or servicing it.

In the document you also say that a CPZ will "*help discourage multiple car ownership*".

My objection is that you don't need a CPZ to achieve this. Running a car is very expensive and the area around here is not well-off. Very few households here can afford a second car, and if they do, they probably also can afford to pay for the hefty charge imposed for the second resident permit, so again, the CPZ would not achieve this objective.

You also add an additional charge for resident permits for diesel vehicles, presumably to discourage people from driving these. Our only family car is a diesel vehicle. We bought it second hand in 2010, before diesel cars were singled out for their emissions. The car works perfectly well, so if you achieved your objective and discouraged us from keeping it, we would scrap a perfectly roadworthy car to buy a new one. In my opinion, this only increases waste to the dump and the increased used of energy which goes into making a new car. I prefer to do my bit for the environment in other ways.

This leads to me to what anyone actually walking these streets every day would see as the actual problems of the CPZ GC3 streets, which are:

1- fly tipping, littering and generally poor cleanness of these streets;

2- many parents at Beecholme Primary School not respecting the "school keep clear" area, especially during rainy days, therefore putting in danger children's lives;

3- the worst of parking problem on Melrose Avenue is on a Sunday, because there are worshippers of a local church on Park Avenue. The proposed days for the CPZ are Mon-Fri, and therefore they would do nothing to alleviate this problem.

4- car parking at junctions and bends which you rightly plan to solve with the introduction of double yellow lines. This is an idea that I warmly support but it doesn't have to be implemented together with unnecessary parking permits.

I decided to research what other benefits a CPZ would have, and found a reader-friendly list here:

https://www.richmond.gov.uk/services/parking/cpz/about_cpz. Benefits are listed as:

1. *Prevents all-day commuter parking*

- My objection: Melrose Avenue does not have this problem

2. *Reduces the number of abandoned vehicles*

- My objection: this problem is minimal in the proposed CPZ, so there are more effective ways to deal with it

3. *Improves access for vehicles especially emergency service and refuse vehicles*

My objection: this will be achieved with the double yellow lines alone

4. *Improves highway safety and reduces inconsiderate and indiscriminate parking*

- My objection: how exactly will improve highway safety? This is achieved by the double yellow lines; as per the "inconsiderate parking" this can be dealt with by more traffic enforcement officers

5. *Generally improves parking conditions for the community*

- My objection: this may be true of many other roads and streets, but for Melrose Avenue and surrounding area it will only make parking for its own residents unfairly expensive

6. *Encourages the use of vehicles that produce low CO₂ emissions*

- My objection: as explained below, scrapping a perfectly functioning diesel car for one producing low CO₂ emissions comes to a high cost for the environment, therefore this benefit is questionable and it doesn't take into consideration that immediately after Brexit and the economic uncertainty it brings to middle class families like us, we would not want to make the large investment of having to buy a new car when our current one works fine.

In conclusion: my response to the consultation is that it has failed to explain to me what are the reasons for introducing it and how it will benefit me and my neighbours. As a result, I strongly oppose the introduction of the CPZ GC3. In case this is going to be introduced, I support the inclusion of Melrose Avenue because of inevitable displacement issues. Instead, I strongly support the introduction of double yellow lines as proposed by the Council.005 Melrose Avenue.

006 Melrose Avenue

Many thanks for coming back to me so quickly. I am pleased to see that only 2 words were omitted but disappointed at the inability of the Council to proof read the letter before issue. I also note the spelling mistakes in your pdf version which again show a lack of care in the issue of these formal documents.

On re-reading the letter I would be obliged if you could clarify for me the following paragraph?

However, due to the possible displacement, it has been agreed to include these roads within the statutory consultation thereby giving residents of these roads a further opportunity to consider the proposals with the understanding that double yellow lines will be recommended despite exclusion from the zone. Also due to the geographical position of these roads within the proposed CPZ, if these roads are excluded there would be parking displacement which would impact these road if a CPZ is implemented in the neighbouring roads.

As you will be aware from my earlier communications, my concern is over the loss of parking in front of dropped kerbs within many of these roads and the impact it will have on the availability of parking whether controlled or otherwise. Are the Council saying that yellow lines will be applied to dropped kerb areas in the event of any roads deciding not be in a CPZ? If so, this sounds very much as if the Council are "holding a gun" to residents heads over this.

Further, I would be obliged if you could pass on the following FOI request to the relevant department please as I would like further information of the operation of the current GC and GC2 CPZ's.

1. Number of properties affected (I am happy with you numbers from the consultation, presumably the mailshot) for each of GC and GC2 areas.

Number of permits currently in force for each GC and GC2 area, split by 1st, 2nd,

014 Melrose Avenue

We reside in Melrose Avenue. Our household consists of 2 cars which are necessary to run our household. As a result, we continue to oppose a CPZ in the terms outlined in the document.

As you will be aware, a yellow line would mean that one of the cars could not park outside of the house during hours of operation. Many houses along the road have drives. The proposed CPZ provides very limited available parking bays in Melrose Avenue meaning those with 2 cars or day time visitors would:

1. Have to fight over the limited bays with I) those residents who do not have drives but own a car which they would like to park outside their own house and II) other households who have 2 cars; or
2. Be displaced and have to park in the surrounding roads and fight for spaces with those residents.

We consider that this is likely to exacerbate the problem and be met with dissatisfaction by many affected residents.

Parking however is indeed a problem for us in that when the car which is parked on the road is moved, there are drivers who park in front of the drive blocking in the second car on the drive or preventing access to our drive. We have pictures to support this. We are of the view that drivers do this as the curb is not fully dropped along the width of the drive, as it has been done for other households on the road. Drivers therefore park their cars with their bumpers overhanging (sometimes more) which leaves insufficient space for us to manoeuvre our car both on and off the drive without damaging it or the third party car.

We therefore request that Merton Council drop the remainder of the curb to cover the width of the drive, which we consider will resolve this issue.

This would allow us to freely enjoy our home and not live in fear that we will not be able to park when the car(s) is moved.

Please could you confirm whether Merton Council is agreeable to this and advise of the process and fee, if applicable.

We look forward to hearing from you.

024 Melrose Avenue

I live in Melrose Avenue, Mitcham, CR4 2EH. I have just received your circular inviting comment on the subject of CPZ parking in this and neighbouring streets. I am horrified at the idea of CPZ restrictions here. It's true that parking round here is congested, but CPZ would only make it worse. I have a Disabled bay which is probably not affected, but I don't like the idea of visiting friends having even more difficulty than they are having already. I am also very dependent on fairly frequent visits from a home maintenance outfit, and a very helpful plumber – he recently had to come in great haste to deal with an emergency here and coped with the parking in the way he usually does, by putting his little van across the dropped kerb at no 54. The occupants are friends of mine, can recognise his vehicle and don't mind. They can always step across and ring my bell if they need to go in or out. Why should he be prevented from having this useful facility- as apparently he would if CPZ

came into force?

I can't see that CPZ would do anything other than cause more trouble. I am absolutely against it

025 Melrose Avenue

Good afternoon, thank you for taking the time to read my comments concerning the proposed GC3 CPZ and issues being experienced in the local area. I make these as a resident of Melrose Avenue, Mitcham, CR4 2EG on behalf of myself and other residents at this address as I assume that responses will be collated on a property rather than an individual basis. Whilst I appreciate that any decision is not only to be considered around parking issues or congestion issues per se, but also making streets safer and secure and to improve the environment, but these need to be considered in view of the wishes of the local residents.

060 Melrose Avenue

I write as a resident of 54, Melrose Avenue, CR4 2EG and have live here for over 20 years.

With regards to the current proposals, I have some concerns and observations.

In over 20 years of living in the road, traffic volume and patterns have changed immeasurably.

Whilst I agree that something needs to be done to address this and the associated parking challenges, I believe that the current proposal will be more of a burden than a benefit.

ES/GC3/ CP3 - Controlled Parking Zone Proposal: please do not proceed

1. Trade Permits

It is not clear what this applies to.

What happens if a resident needs, for example, to call a plumber at short notice?

Will they be able to park in front of a dropped kerb of the property in question?

Some clearer guidelines would be appreciated.

2. Off street parking

My property has a dropped kerb so that I can park on the drive.

If I only ever park on the drive, does that mean that I don't need a permit?

If my drive is blocked by another vehicle, and I can't park on the drive, will I be penalised for parking in a residents space until the offending vehicle has gone?

Some clearer guidelines on possible scenarios would be appreciated.

3. Diesel surcharge to parking permit

I own a diesel vehicle which, because of its age, is not subject to the central London ULEZ charge.

It is a fact that many petrol engine cars will be more harmful in terms of emissions than the vehicle I own.

If you must make a surcharge, please base it on existing ULEZ guidelines, rather than penalising all owners of diesel vehicles.

A general penalising of diesel owners is, I believe, discriminatory.

4. Time of parking restriction

Many of the people parking in the road appear to come from other CP Zones.

Making the zone restrictive at morning peak commuting time would have a similar effect, I believe, to an all day restriction

Suggest making it CPZ between 8:30am and 10:30am Mon – Fri, rather than 08:30 to 18:30

5. Traffic flow

Since a Tesco was installed at the end of the road, driving out onto Streatham Road (A216) has become increasingly difficult.

Shop patrons park at the end, often ignoring yellow line restrictions.

Suggest making Melrose one way: in the direction Edgehill Road -> Streatham Road

Having agreed to the principle of a CPZ in the survey provided earlier in the year, I do not believe that implementing the

current proposal would assist residents.

I would prefer to maintain the status quo.

Many thanks for your consideration,

070 Melrose Avenue

I live on Melrose Avenue, Mitcham and I would like to register my strong rejection of the proposed controlled parking in Melrose Avenue and surrounding area. We do not need this on our street. It will make it difficult and expensive just to have visitors or tradesmen visit our property. Not only that, it will make it more difficult for residents to park themselves. Why should I have to pay to park on my own street?

It seems that you want to introduce this CPZ in order to make money and for no other reason.

It is only a very small percentage of people who have asked for CPZ so it is ridiculous to introduce it when the majority of people have not voted for it.

099 Melrose Avenue

We wish to make our opinion known on this scheme.

We think it is absolutely ridiculous that you re going to paint yellow lines where we have paid for a dropped kerb.

We are unhappy that although residents of Melrose Avenue voted against the scheme you are still going to enforce it.

We are unhappy with the hours that you propose.

It is such a shame that consultation is no consultation and it doesn't matter what the residents want, you will do what you want to increase revenue anyway.

102 Melrose Avenue

I write to make our opinions on the above scheme known regarding the formal consultation.

Having read the information received we do not have any confidence that the scheme will have any benefits to residents in the affected areas and is a thinly veiled attempt by the local authority to extract yet more funds from residents.

We have not seen the benefit of such schemes elsewhere in the local area in fact it is making life for drivers extremely difficult not to mention expensive.

Our extended family live within merton and visits to our home in recent weeks have meant dropping the grandchildren off and then driving around to find a suitable location to park.

Indeed when we do our weekly shop we are more often than not unable to find a place to park to unload our shopping and with the agreement of our neighbour park across their dropped kerb until we have unloaded the car.

If this scheme goes ahead we will certainly fall foul of enforcement wardens resulting in yet more expense if we incur a fine.

Since the CPZ on Streatham Road was enforced traffic chaos ensued in surrounding roads including Melrose leaving residents with no where to park. I am reluctant to go out at night using our car as I don't know where I will have to walk from if I am unable to park nearby.

Its clear the the motorist is being unfairly targeted as a cash cow.

In closing I want to ensure that our objection to this scheme is received and recorded.

104 Melrose Avenue

I live at Melrose Avenue, Mitcham.

During the initial consultation on this matter, I was not sure about the proposed CPZ would solve the parking problem in Melrose Avenue. Now I've become more aware that the proposed CPZ will be an additional financial burden for a minimal benefit. Therefore I am not in favour of this proposal

106 Melrose Avenue

I am writing to voice my objections to the proposed GC3 controlled parking zone for the following reasons:

- The main parking problems experienced are outside of the proposed CPZ hours of 8:30am-6:30pm and therefore the proposed CPZ will not improve the parking situation for residents when it is most problematic. To this end it would

make more sense to have an out of hours CPZ (e.g. 6:30pm to 8:30am)

- The capacity for cars to be parked will be reduced if yellow lines are painted outside dropped curbs and therefore making it more difficult to find parking in the CPZ hours

In summary the proposed CPZ will make it harder to park in the day and do nothing to address the main problem of parking in the evening/night. I object to paying the council to implement a scheme that will in effect make the parking situation worse. This is not value for money and would be counterproductive even if would be free for residents.

109 Melrose Avenue

I am writing to object to the introduction of a controlled parking zone in Melrose Avenue where I live.

Melrose Avenue has many dropped kerbs which were authorised and built many years ago when cars were smaller and shorter; the front driveways of the houses along the road would not be large enough to be considered for a dropped kerb nowadays (my neighbour tried and it was denied for this reason). Because of this, people park in front of their own dropped kerbs much of the time as their cars would impinge on the pavement if they did not. This system works.

If a CPZ was introduced, all the cars that currently park in front of their own dropped kerbs would no longer be able to do so. Because the driveways are short these same cars could not legally park on their driveways either as they would be fined for parking partly on the pavement if they did so. Therefore the only option remaining is for these cars to park in the residents' bays. This would cause an immense pressure on the few parking spaces along the road making parking much harder for everyone, including people without dropped kerbs. Most of the dropped kerbs would then be left as space unusable for parking for all but those with very small compact cars. On a secondary note, parking on Melrose Avenue can be difficult, but this difficulty is usually limited to Sundays because there are church-goers who attend a local church. The current CPZ proposal would do nothing to improve this as it would not be operational on Sundays. I hope you reconsider the introduction of the CPZ as it would cause an unnecessary expense for households here whilst making the parking situation worse for all residents.

112 Melrose Avenue

I am writing to express my opinion regarding the proposal of the controlled parking scheme in MELROSE AVENUE. I am not in favour of the controlled parking zone being introduced to my road, it will impact on visitors, deliveries and householders.

Merton Council are only interested in the revenue that this scheme will generate, even if, not everyone responds to the request for feedback. We all know that Merton will go ahead with the scheme regardless.

I hope that my views are noted and goes some way to reversing the proposed CPZ.

119 Melrose Avenue

I am a resident and car owner living in Melrose Avenue, Mitcham.

I do not agree that the proposed CPZ will effectively improve the parking issues in the area; in fact I feel that they would exacerbate the situation.

121 Melrose Avenue

I am writing to you as car owner and a resident of Melrose Avenue CR4 for over 20 years.

I feel very strongly that the introduction of a controlled parking zone will not improve the parking situation we have in the community. To be honest, it feels more like a scheme to make money and a punishment as opposed to a solution to the traffic within the area. Myself and others that I have spoken that live in the surrounding area have agreed that this really does seem like another ploy to gentrify the area. Why should we, the people of the community pay to park outside our own houses? It's actually disgusting. We, the residents of Melrose Avenue, North Mitcham strongly reject these ideas.

064 Park Avenue

I am a resident of Melrose Avenue (CR4) and am writing to voice my opinion on the proposal to implement a Controlled parking zone in the area.

Parking is a major issue in Melrose Avenue and around the area. There are far too many driveways on the road and a lot of people park very large vans which take up a lot of space. But the proposed controlled parking zone will have NO effect on this issue, as the major parking problem is during the evening and night and not during the day which will be the active timings of the CPZ.

Also the pricing of the resident permits are nothing less of extortionate, especially considering we are paying £1500 per annum council tax. A household with 2 cars where one car is diesel would be paying £325 for the year, this is absolutely ridiculous, I do not see why the public should be punished for the Governments mistake in advertising Diesel cars initially and

now saying they are pollutants.

As I have said, we pay £1500 a year for council tax which is almost double of what Wandsworth council are charging for band D properties and I cannot see any benefit or extra service that Merton provides compared to Wandsworth and now this extra CPZ permit charges.

Please reconsider the proposal and try to find a way to make parking life easier for the residents in the area without having to penalise them

007 Edgehill Road

I am writing to register my complete disagreement with your proposals. As I said previously this is just a money making measure and nothing to do with the parking problems which are caused by home owners having more than one vehicle per household and nothing to do with the railway. Also the fact that the council allows a car repair business to park their vehicles in Edgehill Road and on the corner of Elmhurst Road. The people concerned should not be allowed to use the road to park lots of vehicles there. This is a residential road not a business address. Some of these vehicles are beyond repair but are still parked there. The council also does not deal with the problem of refuse in the streets which flows into the road so you can't park in the road - again some of this is due to the car pair issue. You are just trying to make people pay to park on their own street - we already pay road tax!!! Sort out the surrounding issues and there would not be any need to do this. You are also penalising home owners by the length of your proposed parking exclusions which are just ridiculous. Why should my children have to pay to come and see me????

I most strongly object to your proposal to tell me when and where I can park in my own road. We are not living in a dictatorship!

010 & 54 Edgehill Road,

I wish to inform you of my opposition to your latest proposals due to the following reasons :-

- As a long term and now retired resident (36 years) there are many parking spaces along Edgehill Road during the daytime. Any visitor or work persons that I have do not have any problem finding a nearby parking space during the day.
- If anything, it is the evening and night time when any problems arise , due to many larger, work vehicles returning and parking anywhere they can find, so not leaving the residents enough space. Maybe a higher charge for work vans would be more appropriate?
- The consultation response was only 20% which is extremely low, so not the views of all the residents . Were there any meetings to discuss the project? One letter , which could have been mislaid, is not enough. There should have been much more publicity about the project to initiate more response.
- I am horrified at the costs that will be incurred if the proposals go ahead. I do not have a vehicle myself, but I have a friend who is at my house 4/ 5 days a week as she takes me shopping and to appointments etc. Does this mean I have to pay out a daily visitor permit every time she parks her car?!
- The charges that you propose seem high already, but then they are to rise the following year. Where does all the money go ? This is never made clear. Is this yet another way that the Council can claw back money? I believe it is.
- The annual fee for a visitors permit is outrageous! It seems strange that we pensioners are able raise the roof when the TV license is to be stopped, but these road charges, which are much higher, don't raise an eyebrow.
- I would suggest that a resident (especially of senior years) who does not have a vehicle should have a yearly visitor permit , paying a nominal fee

I am fully against having any permits along the roads away from the main road and shops in this area, as I feel it is not necessary and is just another money grabbing scheme

013 Edgehill Avenue

I strongly object to the proposed CPZ in Edgehill road where I live. There is plenty of parking down our road during the day so commuters are not the problem as you state.

It can get a bit busy after 10pm, but we live with that and your CPZ wouldn't make any difference to that.

As for the blatant money making scheme the Council seem to want to push through it's a total RIP off. I drive a diesel car as advised by the government a few years ago. I already pay higher fuel tax, higher road tax and now you want a extra £150 on top of the £65 just for parking my car outside my house. It's daylight robbery.

Merton should be ashamed of themselves.

I look forward to your responses.

031 Edgehill Road

I am emailing on behalf of my family against the establishment of controlled zones on the Edgehill road. My address in Edgehill road. Cr42hw

One will assume that people park on this road and use the rail. This can be very true but in actual fact, there are a lot of free spaces during the day and the road is not that busy.

<p>Our road gets busy after 5pm due to residents returning from work. Base from living here for 8 years, I can clearly state that 98% of residents own a minimum of two cars hence the difficulty in parking after work.</p>
<p>045 Edgehill Road I oppose the controlled parking zone proposals for GC3 in Mitcham. I live on Edgehill Road and see no reason why this solution will help. It's simply a tax on residents. Don't put a CPZ in place on my street</p>
<p>055, 056 & 057 Edgehill Road I am a resident in Edgehill Road and strongly disagree with the proposed Controlled Parking Zone proposal. From an Environmental prospective it will be a disaster as many of the residents will now apply for dropped kerbs to allow parking in their front gardens this will destroy green land and wildlife that thrives in these areas. It will also destroy the character of the area. For years we have fought this, originally it was proposed due to Eastfield's station and the council was concerned that people would park in Edgehill and walk to the station – This has never happened or caused a problem. It seems that this is something the council wants to do and WILL do as a money making scheme, regardless of what the residents want the streets and surrounding areas will now be swamped with parking wardens whos soul purpose will be to make money from the residents for the council. The costs for the permits are out of reach of most retired people such as ourselves. We beg the council to see sense and to stop destroying the Environment just to make money.</p>
<p>058 Edgehill Road I wish to lodge my concern and disapproval of the intention of Merton council to introduce CPZ's within the North Mitcham area. I see this as counter productive to the parking congestion in this and surrounding areas. You have granted permits to make houses of multiple occupancy (HMO's and all the problems that it incurs) whilst preventing home owners the right from being granted permission for off street parking bases on "new" by laws your council has introduced. CPZ's will not help me with the lack of parking I have to contend with on a daily basis, it's just more expense that I would have to incur. What would help me is Merton council granting me a drop kerb so that I can park properly. I raised this with my local MP Siobhain McDonagh and she wrote to the council on my behalf and as yet I have not had a response back from the council. I would appreciate a reply from Merton council on this very point and to formally lodge my objection of a CPZ in my area...</p>
<p>067 Edgehill Road I live on Edgehill Road and I am objecting to controlling parking on Edgehill Road because that will definitely not solve the parking issue, and even though I pay for a permit that does not guarantee me able to park at any time. And the problem is not only between 8.30 and 6.30 week days, I arrived home after midnight sometimes and still can't park but that doesn't matter I go and find somewhere else to park, but if I pay for a permit and still have to go park somewhere else I will not be happy. And considering there are so many drop curbs on Edgehill Road.with yellow Line cross them, those people that park one car across there drive will then be taking up another space.</p>
<p>069 Edgehill Road I am joint homeowner in Edgehill Road and we do not want controlled parking introduced into this area. We think this a money making exercise on the part of the council and we will certainly be taking this into account when voting in the general election. We are happy with the parking regulations as they are and the introduction of this proposed scheme would be very unwelcome.</p>
<p>90 Edgehill Road I am writing to you to object the introduction of CPZ in Edgehill Road. This zone will be operational when parking is not an issue at Edgehill Road. There are plenty of parking spaces available on the street and in the area. During the day, most local residents are away from home taking their cars with them. I would urge you not introduce this CPZ as it will not solve any parking issue and only contribute to local residents pay for something that is not fit for the purpose.</p>
<p>097 Edgehill Road I am writing in regards to proposed CPZ for Edgehill Road and to like to voice my opposition to the proposal. There are a number of reasons I am against the CPZ, a significant one being the majority of the residents of Edgehill Road (including myself and the other members of my household) have not asked for this measure. According to the most recent</p>

correspondence concerning this issue, it disclosed only 50 individuals on Edgehill Road in particular, had signed a petition calling for parking restrictions. It would be a complete oversight for the council to imposed a CPZ based on a small minority's wants and not take into account of the hundreds of residents who have not seen a need to raise any parking issues with the council.

As a resident, you already can foresee the ineffectiveness of the operating hours. You would be hard pressed to not be able to find a parking space outside or within close vicinity to your property between the posited operation hours of the CPZ, which would start at 08:30 and finish at 18:30. It is in fact some time later than 18:30, you may find it difficult to find a space "near" or "close" to your house- but this is understandable due to a number of reasons; one being, a number of longstanding residents are acquiring more cars/ vehicles- as members of families grow up, of course those who once we're driven by parents now drive. There's also been an increase of properties housings multiple individual occupants and a number of those residents may have cars.

A further point in opposition, is that the council would be profiting off of the CPZ at the expense of potentially large number of low income households. Furthermore, the are number of households who have multiple dwellers, have a large number of peollesettled within our neighbourhood from other places in the world, namely East European. These residents may not feel I they do not feel they have a voice (due the repercussions) or even the words/ language skills to express their objection, as I am doing now.

I hope my pledge along with the many other residents, influences the proposed CPZ.

Look forward to hearing from.

105 Edgehill Road

This is an email on behalf of all the residents of Edgehill Road (CR4). We would like to make it clear that we are against this road becoming a controlled parking zone.

117 Edgehill Road

I am a resident of Edgehill Road and I am emailing to put across that I am totally totally to the proposed controlled parking zone plans for my area on the following grounds:

1. Parking during the day is not an issue, it is the evening that appears to be a problem.
2. I enjoyed having guests at my home but do not want to have to pay so much for the pleasure!
3. Why would you tax me £150 for a diesel car that will be parked outside my own home? Why the extra charge when it will be parked and not running?
4. Having white lines outside our dropped kerb will reduce the number of spaces available so will not be a solution.
5. Part of the attraction of moving to and buying a house in this area was the fact that I didn't have to pay an additional fee to park my car outside my home. We already pay close to £200 a month on council tax and I would resent paying more, especially with no tangible benefit for me, my family and my guests.

I would like you to reconsider this proposal and listen to the voice of the local residents.

122 Edgehill Road

I am writing to oppose the proposed implementation of a **Controlled Parking Zone (GC3) on Edgehill Road.**

I am the homeowner of Edgehill Road and have lived at this property for 10 years. I do not believe that the proposed CPZ will reduce the traffic on my road as the largest congestion happens outside of the proposed parking hours, in the evening from around 9pm. I also believe that it is counter productive to reduce the availability of disabled parking for my neighbours as a result. Finally, the costs of the proposed CPZ is a large financial commitment for pensioners like myself. In addition, my family and friends - many of whom are also pensioners - will be levied with these costs just to visit me and this may inadvertently cause increased feelings of loneliness and seclusion. Thank you for your attention to my email.

132 Edgehill Road

The is to inform you that i object to the controlled parking zone in this area.

133 Edgehill Road

I am the owner of **Edgehill Road** and would like to oppose controlled parking on my street or the surrounding streets. I would like the option for myself, other drivers within my house and my guests to be able to park on the street without any restriction or without having to pay. I have never had an issue with too many people parking on the street.

<p>084 Edgehill Road</p> <p>I am informing you that I am resident of Edgehill Road and I am opposing control parking in my area as it does not resolve the parking issue at all and just charging us to have my car on the road.</p>
<p>092 Edgehill Road</p> <p>I'm a resident from 8 Edgehill Road and wish to request CPZ zone be dropped.</p> <p>Parking on our street is bad, but with the CPZ zone, it will not eliminate the problem. The cost of living and having a car goes up with every year. We will have to compromise on a daily basis. I'm not happy to have to pay for parking outside my own house and without a guarantee to have a parking space nearby.</p> <p>Please hear the voices of Edgehill Road, WE SAY NO to CPZ !!!</p>
<p>093 Edgehill Road</p> <p>I'm a resident from Edgehill Road and wish to request CPZ zone be dropped.</p> <p>Parking on our street is bad, but with the CPZ zone, it will not eliminate the problem. The cost of living and having a car goes up with every year. We will have to compromise on a daily basis. I'm not happy to have to pay for parking outside my own house and without a guarantee to have a parking space nearby.</p> <p>Please hear the voices of Edgehill Road WE SAY NO to CPZ !!!</p>
<p>094 Edgehill Road</p> <p>I feel as though I need to make my thoughts known, regarding the proposed controlled parking zone. I have been a local resident all of my life, I'm currently a resident of 69 Edgehill Road and previously Park Avenue. I am totally against any controlled parking in our road. In the earlier consultation, our road is against it; I have not spoken to any of our neighbours that want it introduced. I don't feel as though it would be of any help or benefit to any of the residents, having Mitcham Eastfields train station at the bottom of the road doesn't have any impact on our parking. This is as there tends to be more spaces during the day than there is in the evening. I feel as though the council has no interest in the residents of our road and this is just a way of making more money for the council. I would suggest the council would be better looking at the number of rented properties in this area, which are operated as, probably illegal, HMOs. Where there seems to be lots of various different people living in the same house with lots of cars and vans.</p> <p>I do hope that the council sees sense in this matter and thinks of the hard working residents rather than their own financial gain.</p>
<p>110 Edgehill Road</p> <p>I would just like to reiterate I do not agree with any controlled parking in the GC3 zone.</p> <p>The Parking problem is only evident in evenings and during the day there is ample parking on all the roads. If despite this CPZ will go ahead can the timings reflect the evenings times when finding parking is extremely difficult.</p> <p>I would rather permission be given for drives to be built.</p>
<p>111 Edgehill Road</p> <p>I am a resident of Edgehill Road and strongly oppose the proposals to bring into force a CPZ on Edgehill Road. I responded to the Council's initial proposals and am again pointing out that I still strongly oppose the proposals.</p> <p>Only 20% of residents responded to the initial informal consultation and I was one of these with strong objections.</p> <p>The introduction of a CPZ on Edgehill Road for sure will not solve any parking problems that are 100% of the time found in the evenings.</p> <p>We have no issue with parking during the day and therefore the introduction of CPZ during 08:30-18:30hrs as proposed is totally pointless for residents. I suspect therefore that this is just a revenue creating exercise for the Council.</p> <p>Please re-consider your proposals as NO CPZ will alleviate the slight problems we may have in the evenings.</p> <p>By your own admission residents of Edgehill Road have objected the proposals. There is no viable reason to therefore introduce this when it has been rejected by residents and those that will be adversely affected.</p> <p>If you require any additional details from me please let me know.</p>
<p>107 Edgehill Road</p> <p>As the legal tenant and council tax payer of Edgehill Road, Mitcham, we are totally against the proposals for GC3 CPZ to be implemented. Your decision to go ahead with the statutory consultation does not take in the considerations of all the residents</p>

affected. The results from residents are diverse and therefore makes it nigh on impossible to extrapolate any definitive opinions the residents have regarding the proposed CPZ. You have at the same time, agreed to proceed with the statutory consultations in obtaining the Traffic Management Orders indicating, to people like myself that the decision to implement GC3 CPZ has already been taken. While agreeing that the current parking situation is not perfect, we feel the introduction of controlled parking will only exacerbate the problem. An example being the implementation of a yellow line in front of dropped kerbs.

A public consultation should be held to hear arguments from both sides, especially when there were more than just Edgehill and Melrose Roads who voted against the CPZ, or is this another example of our democratic choice being taken away from us. There are many issues that need answering before anything is implemented as residents will only see this exercise for what it looks like, a financial means of gathering more revenue.

125 Edgehill Road

I write to oppose the implementation of this Controlled Parking Zone.

I will agree that residents often have difficulty finding parking spaces for their cars, but this is due to other residents cars. My experience of driving along the roads being considered is that there are plenty of parking spaces available during the day when many residents and their cars are away at work and the parking spaces fill up in the evening. There is very little commuter parking.

The introduction of controlled parking during the day would make no impression on the parking problem, it is just a way of increasing revenue by the Council.

What justification can be found to require vehicle owners to effectively pay more Council Tax than their car-less neighbours? They are already contributing to the public purse through their vehicle tax and fuel tax.

Please don't think that I am opposed to double yellow line controls where they are necessary, such as at junctions and at the hammer-head turning area at the end of Edgehill Road.

I thank you for taking the time to read these comments opposing the introduction of the CPZ..

126 Edgehill Road

I am a resident of Edgehill Road Mitcham and I am writing to say I am not in favour of the controlled parking zone (CPZ) GC3 proposed by Merton Council. The parking is totally unnecessary as in times indicated there is adequate parking available.

008

I am writing to object to the proposed controlled parking zone. There is generally little issue with finding parking space. Additionally, extending permit parking zones makes it harder for residents to receive visitors, deliveries etc., which reduces the range of social interactions and quality of life residents can partake in. Additionally, parking restrictions make it harder for older residents who require family members or care staff to visit them to help them with everyday tasks (not all older/vulnerable members of the community may qualify for the free permit). The permit prices do not justify the "service" received from a CPZ and could be seen as a revenue-raising opportunity for the Council instead of addressing the needs to the community. Therefore, I must object to the proposals.

016

My objection to the proposed parking zone/charges are as follows:

I and my wife are pensioners in our 70's and being on a low income have to make sacrifices to be able to run our car at this time without the added financial burden of having to pay to park in our road. When I bought this car in 2011, it was with the intention that this would be our last vehicle, as we would (are) not be able to afford to replace it. We chose this vehicle an eco-diesel 1.6 Seat Leon as it was a low emission CO2 and the government of the day urged people to purchase diesel cars. Both of our families live a considerable distance outside of London which necessitates the use of the car. Now we are going to be surcharged unjustly for just parking the car, which will be emitting no fumes in that situation. At the same time that our car will be parked, for most of the day there will be diesel vehicles using this and the adjoining roads freely, while emitting their exhaust fumes. The after 6:30 pm vans and anybody will be able to park free and if we go out in the evening, by the time we get back there will be no parking space as it is now. The situation will be the same on the weekends. It also puts a burden on us to pay for our family and friends to visit us during weekdays.

It is clear to me, that you are gaining revenue at the expense of your residents, regardless of their means to pay. Your pursuit of this policy will not make much material difference to cleaner air as these roads will be used daily by passing traffic, delivery drivers and refuse collectors, who contribute greatly to emissions, as well as being just off a main transport road, Streatham Road, which daily has a build up of traffic giving of copious emissions. But they will not be charged by your authority; only the

person who happens to live in the road will be.

You completely ignored the no parking daily timescale of 11am to noon, which is working effectively in roads between Rectory Lane, Tooting and Chillerton Road, during the day. This would have alleviated, some of the financial negative effects of your policy. You are knowingly, driving those of low income off the road, making life more difficult for the elderly but capable drivers, who followed government advice and purchased diesel cars.

I do not expect your body of councillors to take any notice of my objection, but I was compelled to write this letter anyway

018

I wish to make representation against the proposals in the above CPZ on the following grounds:

I do not believe that the residence living in these areas have been consulted properly as your results indicate an overall response rate of 20% . How can you conclude that the overall majority of residence actually want this CPZ zone to be introduced from such a low response. You are in fact taking advantage of the fact that such a low percentage of people have responded to impose a further tax on people who own cars living in this area as 80% could be against such proposals.

Secondly you should have published the charges for permits as you have now done after the proposal on the initial consultation to residents.

You deliberately did not publish the charges so that they would not become discouraged by the knowledge that they would have to pay so much for permits.

A simple solution which is employed by other boroughs such as Wandsworth Council in residential areas is to impose a parking restriction for one hour say 10:30am -11:30am which discourages commuters leaving there cars parked all day is all that is required in this area to improve the parking situation. Not just an excuse to impose further taxes on people owning cars based on a response rate of 20%.

I also have payed for having the kerb outside my drive lowered and for the painting of white lines outside my drive and therefore object to yellow lines being painted outside my drive

019

I would like some clarification on the following:-

- It appears on the map sent that outside number 41, 43 and 45 there will be a single yellow line? Why is this? It takes away at least two valuable car parking spaces! Also what will be the restrictions for parking on a single yellow line?
- Why is there such a high additional charge for a diesel vehicle? After all we were all encouraged by the government to buy these in the past - seems very unfair that we are now penalised now for this advice!!
- Parking charges it is not clear on the information sent out if these are yearly? Is this the case?
- Assuming that the permit has the car registration number printed on it somewhere - what happens if during the life of the permit you change your car or move house? Do you get a refund? Or is it just another way of the council making money?
- Do you need to have a permit if you have a blue badge?
- When will we actually find out when this is going to take place? Will you be sending out another information letter very soon?
- What information will you be requiring from us to issue these permits?

Look forward to hearing from you very soon regarding the above - didn't get a reply the last time!!

027

I am writing to you as i am against the proposed parking restrictions, for the following reasons:-

the council are supposed to be there for the residents and council tax payers of the borough if these restrictions come in there are 9 houses in my part of hill road where 6 parking places will be taken away, during the allotted times. This will hinder parking for residents not help. There are no reasons why all our dropped drives should be yellowed lined. i have lived here for over 35 years and parking during the day when these restrictions would be in place has NEVER been a problem. There are 2 roads that have voted against it and the turnout of 20% hardly constitutes and convincing mandate to go ahead. This plan will not solve any parking problems during the day and the problems at night will remain. Everyone i have spoken to agree it is nothing more than a revenue raiser for the council and the residents come a long way second. I live in hill road and i am against these proposals

029

Responding to the consultation regarding controlled parking zone cpz gc3 in Edgehill Road Mitcham CR4 2HY due to further consideration we are now against these parking proposals as it will still not guarantee our ability to park .However we feel we should have the option to have a drop kerb which would be more beneficial for all residents but I understand you don't allow this due to certain measurement requirements could this be considered.

050

I'm writing to make representations in response to the statutory consultation regarding the proposed GC3 CPZ.

My concerns are as follows:-

1 - Low Response Rate and Lack of Local Support for the Scheme

It seems that implementation of the proposed GC3 CPZ is being recommended based on responses from only 20% of local residents to an 'informal consultation'. It is possible that describing the consultation as 'informal' might have led some residents to regard it as unimportant, reducing the response rate. The plan is also to impose it on at least 2 roads of residents who have expressed clear opposition to the scheme. This seems unreasonable in light of the long-term social, practical and financial impact that the scheme will have on this area.

Questions

- Is this response rate typical for this type of CPZ consultation within Merton ?
- Are there any guidelines that the Council should follow regarding the level of engagement expected prior to acting on a proposal of this nature ?
- Could implementation of the GC3 CPZ be rejected on this occasion, in light of the low response rate and apparent lack of support, together with a recommendation that this option is revisited at a later date in the distant future ?

2 - Inappropriate Operational Times for the Scheme

The proposed operational times do not, in any way, reflect the most difficult times for parking in the area. They are, in fact, the mirror opposite. Parking is most difficult between the hours of 6.30pm to 8.30am in the evenings, every day, including Sats and Suns. During the hours of 8.30am to 6.30pm, it is far easier to identify spaces for both residents and visitors. Significantly, parking on Edgehill Road for commuter travellers using Mitcham Eastfields train station clearly is not a major issue of concern for those residents, it would seem, as that is one of the roads which has rejected the proposed GC3 CPZ. Apart from commuter traffic associated with this station, the roads in this area are primarily residential and don't attract a large number of commuter, commercial or retail business or customer vehicles. It seems that local residents will not only suffer from the additional inconvenience and hardship of paying for parking on their own or neighbouring roads, but there will also be little, if any, improvement in the current situation when looking for a safe and legal space to park.

Questions

- How is implementation of the scheme from 8.30am - 6.30pm (Mon to Fri) expected to improve parking availability at the times when it is most difficult ?
- What has been the experience of residents in other nearby streets where a CPZ has been introduced ?
- Have the CPZ's in those streets achieved the stated aims ?
- Will the introduction of a CPZ in this area, GC3, in it's current proposed form be a proportionate means to achieve legitimate aims ?

3 - Limited Meter Parking Options

Imposing residents only parking with very limited meter parking spaces could make this a virtual no-go area for vehicles and people at certain times of the day.

Questions

- What is the rationale for this decision to make the GC3 CPZ primarily 'residents only' ?

4 - Financial, Social and Practical Implications

Residents on low incomes will face a growing stealth tax in the form of the cost of vehicle permits for their own cars and for

visitor permits for friends, family, carers, trades people, etc. who may wish or need to visit during the hours when the CPZ is in effect. Residents in this area, which is less affluent than other parts of the Borough, will be particularly hard-hit by the impending price rise for these parking permits in the next few months. It will make this GC3 CPZ even less palatable. It is unclear why current dropped kerbs will have yellow lines added, putting further pressure on parking during GC3 CPZ hours. This will have a notable practical impact on residents who have managed to retain spaces for possibly 2 or 3 household vehicles using their dropped kerb facility, or who have helped their neighbours, by allowing them to park across their dropped kerb.

Questions

- If it goes ahead, will the Council make a projected net 'profit' from the introduction of the GC3 CPZ ?
- If yes, then how will the resources raised be used ?
- What has been the impact of the CPZ's in neighbouring roads, in terms of financial hardship for local residents, the social impact for those requiring visits from carers or relatives on a daily basis, the economic impact on local trades and businesses serving the households within the CPZ ?
- What is the rationale for adding yellow lines to existing dropped kerbs in the proposed GC3 CPZ ?
- If the GC3 CPZ is introduced, is there any scope for increasing the 'grace' period of 8 weeks for obtaining parking permits at the lower, current rate, (prior to the rise due from 14th Jan 2020), e.g. to 10 or 12 weeks ?

087

I am writing to object to the proposed CPZ GC3 on the following grounds.

1. Merton Council Is fully aware that parking issues have arisen due to multi car households (especially HMO' s) and commercial vehicles parked overnight.
2. The proposed CPZ does nothing to improve parking outside of the operational hours. Residents with dropped kerbs will be penalised.
3. The proposed CPZ will not guarantee a single parking space for residents but will cost them hundreds of pounds per annum. This is just income generation for Merton Council.

124

With reference to the proposed implementation of controlled parking area GC3. I have a few points to be considered: The result of the consultation implies that the implementation of the zone is what most residents want. I do not feel that this controlled zone will be of much benefit to the residents. The CPZ does not guarantee that you get a parking space outside your home. All it ensures is that you can park your car within the zone area. With reference to Park Avenue many homes have more than one car and there are a number of dropped kerbs. Once the yellow lines are implemented where the curb is dropped that instantly limits the number of spaces available. I feel that the council should reconsider the implementation of the zone in this area. I disagree with the proposed times of the CPZ as the hours are unnecessarily long, I cannot see the purpose of this. Surely if the implementation is to reduce commuter parking and hour zone would be sufficient? This seems to work quite effectively in other boroughs and areas that have a heavier footfall than North East Mitcham. I question why Merton have implemented 8.30am to 6.30pm zones in Mitcham. .What is the actual number of visitors coming to Mitcham to warrant this time zone?. As a comparison take a look at Tooting Broadway they have thousands of visitors per day with the hospital, tube station and college and they have implemented 9.30am to 5.30pm zone with the option for paying visitors. I ask where are all the visitors/commuters coming to Mitcham? I see from the plans of the controlled zone that there will be limited parking on the high street, Streatham Road. This small local street has a number of retail units that are reliant on passing trade and the trade of local residents. The parking restrictions will have a serious impact on these shops. There is currently building construction going on at the junction of Caithness Road with retail units below. Once this is complete and parking zone implanted where are the parking spaces for these shops to get passing trade?. The council have not considered parking with reference to the retail outlets. It is a proven fact that local high streets throughout the country are struggling to survive and I feel that Merton Council has not considered this in the implantation of the parking zones for this area. The plans need to be rethought with the vision of the residents not Merton councils pocket. Implantation of parking zones are not for the benefit of the residents but a cash cow for the council. The fees have already increased from zones that have only been in place for a number of years, and they will forever increase as the council aims to get more money from residents in varying ways.

012 Park Avenue

I have received a Propose Controlled Parking Zone letter which states that the scheme is now subject to statutory consultation.

I would like to repeat my objection to this scheme as this does not solve the parking problem.

For instance, on Park Avenue from 8:00am to 6:30pm most of cars are driven to work which leave a lot of parking space. This coincide to one of the operation time that is proposed.

This does not make any sense whatsoever as we don't have any parking problem during these operation time being proposed.

This seem to be a policy to cash in on hard working people who are already struggling financially.

The Local Authority must not act heavy-handedly in introducing a policy for making money.

Remember, there will an election soon and the people will vote based on your local policies.

I have one question – If a house has multiple occupancy that has more than one car and the people are not related, will the permit price variance apply?

033 Park Avenue

I am opposed to the ES/GC3 CP3 scheme proposed for the street Park avenue and surrounding areas.

075 Park Avenue

I'm writing to voice my opposition to bringing controlled parking to Park Avenue (CR4) – it will only create further parking problems on the road. As a resident of Park Ave, I couldn't more strongly disagree with the proposition. I do hope the council will be reconsidering. Perhaps, instead, the fly-tipping on the road could be resolved, which would actually bring value to us.

098 Park Avenue

I live on Park Avenue. Although I was initially in favour of a CPZ in this area, having read the documentation pertaining to the matter, I have now decided that this would be a bad idea. It arises from poor analysis on the part of LB of Merton and is an unfair scheme. For the absence of doubt, I do not want a CPZ in this area.

100 Park Avenue

As a long term resident of Park Avenue, I am writing to register my strongest possible objection to the planned controlled parking for our area.

Whilst there are some issues with parking in the area, introducing CPZ will only exasperate this rather than solve it. Any such issues are restricted to the evening, and certainly not during the proposed hours of the restriction.

Around 30% of the properties in my street have dropped curbs which currently allows 2 cars to be parked in front of properties, a position reflected in many other streets in the proposed zone.

I understand that the introduction of a CPZ will result in yellow lines being painted on these, significantly reducing the number of spaces available across the entire proposed area.

Please confirm that you acknowledge these comments and will give them the much needed proper consideration.

051 Park Avenue

We at Park Ave are against the CPZ in GC3.

062 Park Avenue

I am writing in regards to express my opinion on the resident parking of Melrose Avenue. I object to the resident parking at Melrose Avenue Mitcham cr4 2eg parking. I disagree with the yellow line being put outside my driveway as it a dropped kerb. Please consider my opinions.

063 Park Avenue

I have spoken to Councillor Tobin Byers raising my concerns regarding the :

Proposed Controlled Parking Zone GC3 CPZ Edgehill Road Area. I live on Park Avenue.

Many local people are unaware of the potential changes and how it will affect them financially, impact on local business, restricted parking, traffic wardens targeting the area, and problems of people visiting their loved ones using cars. I understand that two roads have voted against the proposals. I have spoken to many local people who are against this happening and presently collecting signatures challenging what the local council is proposing. Many people do not want restricted parking zones in our area as this is not the West End. I have done some research and there are at least a 1000 - 1200 households in the roads affected.

I understand that only 200 people responded to the initial consultation with % 57 in favour which works out at 114 people. 34 % did not want any changes which is 68 persons. The difference is only 46 persons. Therefore I have organised a signature board and over the next few days I will collect enough signatures to object to the proposals. I will visit the council on Friday

before the end of the dead line to present my findings. Can you acknowledge you received this email.

068 Park Avenue

To whom it may concern

I object to the Proposed Controlled Parking Zone CPZ GC3 for a variety of reasons. I live on Park Avenue

079 Park Avenue

I am writing this email with great concern regarding CPZ, I am live in Park Avenue since 2010. Me and my wife are strictly against this CPZ and we have clearly mentioned on many occasions in email, surveys and over the phone. I have also spoken to our neighbours and so many other local residents and to me it seems like majority of the residents are against the CPZ. I am assuming that you will take this email quite serious and will take action in favour of local residents and everyone residing at 99 Park Avenue. We are strictly against the CPZ. Please feel free to contact me if you require any further information. I look forward to your positive response as well as some data or information that indicates how many people have voted in/out for CPZ

026 Garden Avenue

We the resident totally against CPZ in Garden Avenue, reason be the parking problems we are having is not in the days but at nights, and parking operation is not at these hours, so please rethink about doing this and thanks.

030 Garden Avenue

NO to controlled parking zone (CPZ) GC3

Resident of GARDEN Ave, Mitcham CR4

I say NO to controlled parking zone (CPZ) GC3, I am certain that I am not going to benefit from this hence do not want this scheme implemented in the area.

042 & 42 Garden Avenue

Thank you for your post detailing your attached proposals. Please be informed that I object to your proposals.

046 Garden Avenue

I strongly object to the proposal. As Any resident Can see, there is no problem finding a parking space during the daytime, the problem only exists after 5.30pm. How would a CPZ from 8.30-6.30pm make any difference. Also, why 8.30am, around Tooting and other areas it starts at 9.30am giving drivers a chance to move their vehicles. If this this really about residents and not income generating, then have a CPZ with an hour which would stop non-residents from parking as in some roads of Wandsworth.

Residents can no longer have dropped kerbs although theses already exist, thereby putting us at a disadvantage and at the mercy of parking attendants. Only 20% of residents responded, not quite a majority.

047 Garden Avenue

I am a resident of Garden Avenue and I am writing to register my non-agreement with the introduction of CPZ GC3 for the following reasons:

1. The only one benefitting from this CPZ will be Merton Council.
2. This proposed CPZ will only push the problem further into other roads instead of dealing with the issue.
3. Operating Hours from 8.30 am to 6.30 pm

If the objective of the CPZ is to improve parking availability for residents by 'squeezing out' non-residents who leave their vehicle on the road for hours while they go to work, why will it be operational from 8.30 am to 6.30 pm? Surely a shorter time window (say 11.00 am to 2.00 pm), set in the middle of the day would achieve this objective whilst allowing residents more freedom to park during the rest of the day without an expensive permit? Wandsworth Council actually does this quite successfully it seems, on xxxx Street

This CPZ will do NOTHING to improve parking for residents outside of operational hours. And it will be harder for residents to find parking space during the day, with the introduction of yellow lines painted outside each dropped kerb and the money-generating parking bays at the end of the road taking up several more spaces.

4. I would like to suggest that ALL Merton Residents who buy permits should be allowed the facility to park anywhere in Merton irrespective of Zone, or at the very least, anywhere in their neighbouring Zones.

078 Garden Avenue

I am writing to express my concerns about the proposed controlled parking scheme CPZ GC3 which will cover Garden Avenue which is where I live. My specific concerns are as follows:

- a. it will do nothing to improve parking for residents outside of the operational hours (8.30am to 6.30pm) and at weekends when there is great difficulty parking in these roads.
- b. if residents with a dropped kerb are unable to park in front of their properties on the yellow line in the restricted period, there will be even less parking for the rest of us in the controlled and disabled parking bays increasing the difficulty for everyone.
- c. the cost of the permits is also far too high. I work Monday to Friday in the daytime so I would get little benefit from the permit and still have difficulties finding parking in the evenings and weekends. Also an annual visitors permit seems to rise from £140 to £330 per annum if paid after 8 weeks which is exorbitant.

080 Garden Avenue

Thank you for your letter regarding the Controlled Parking Zone. I strongly **disagree** with having controlled parking and I sincerely suggest that you survey the area more closely to see the individuals who are affected and to monitor the issue. Have you actually patrolled the area to see the issue? on a 24hour basis? The individuals who are commonly affected live closer to the main road (Streatham road). With the influx of businesses such as **Rainbow Medical Services** whos, staff members tend to park on Garden Avenue during the day block residents from parking on their own road. Furthermore, Rainbow Medical Services have 3-4 business Smart Cars which are commonly left over the weekend and parked on residents' roads this is a common problematic issue. Also, people use **Lanbrooks** and the **off-license** tend to park near the bottom of the road causing congestion. The roads near **Tesco** and the **Post office** are commonly congested due to people popping in and out, may I suggest you provide more bays on Streatham road. Eg; near Ashbourne road near the bus stop (P) Having CPZ between 8.30 am - 6.30 pm will not address the issue at all! as congestion is commonly in the evening!! From the proposed income that you would receive how do you propose to spend the income to better the wellbeing of residents?

Please take the issue raised above into consideration.

101 Garden Avenue

I am very disappointed with the decision to go ahead with the controlled parking in the area. I thought the objective was to benefit the residence in the area specified in your letter. I think this will make life very stressful for the residence not just me. If you think about the parking we will lose about 30+ parking spaces in Garden Avenue alone and looking at Melrose Avenue practically almost every house has a drop kerb which they had to pay for and now it will be taken away with your yellow line outside. I really don't think this decision was taken for the benefit of the Residence at all.

035 Hill Road

I live on Hill Road, I am against controlled Parking Zone on my Road, I am paying to my taxes, I have already paid to park on the Road via have road Tax, and now you are asking for me to pay for the same car that is already tax to also pay to park on the road.

This is immoral and illegal, so I am against CPZ on Hill Road Mitcham

038 Hill Road

In response to the proposal to implement a controlled parking zone for Hill rd CR42HQ we object to the scheme on the grounds of huge financial cost to each household. No issues with non resident parking I also feel it is unnecessary and question if this scheme is just another way of generating money for the local authority

40 Hill Road

I am writing to you regarding the proposed parking zone GC3 and my opposition towards it. I currently live on Hill road within the new proposed zone. I would like to object to the implementation of this new parking zone for several reasons. Firstly the new parking zone is not needed. Although there are some vehicles around during the day and this may affect parking in the area slightly it does not affect the area much as the majority of them are of the residence who live in the area and the area is not busy until the evening when everyone has returned from work negating the need for the controlled parking zone as this is outside the hours of operation. The only vehicles left in the area during the day are those of residents who do not drive to work and take public transport. Secondly the idea of putting yellow lines over driveways would reduce the amount of parking that is available and create more issues for parking. Some residents currently manage the parking for their homes by parking one vehicle on their driveway and one in front which frees up more space for those who do not have a dropped kerb or the ability to park on a driveway. Adding a yellow line in front of driveways will remove multiple spaces which are currently used reducing the amount of spaces for everyone else whether they are a resident or visiting someone they know. Thirdly has there been consideration for the large amount of elderly residents in the area who are living on pensions and may not be able

to afford a permit or visitors permit leaving them left alone and vulnerable. If they need carers to help them this is another cost to them on top of an already expensive outlay and almost punished them for being elderly or sick. Finally for the proposed charges and zones it would make it almost impossible for me to live in the area. The cost of a permit for my vehicle along with my other vehicle which is a company vehicle of which I would have to pay the permit for would mean that I cannot afford to stay in the home I have created for myself and would be forced to move away from my family and friends. With the cost of permits which you have to renew every year it will out price many residents from the area. I understand there is a cost of setting up a controlled parking zone but based of the numbers from control zone 2 I find it hard to see how it would cost nearly £166,269.00 a year to maintain it so if the zone was implemented for the sake of the residence why do the permits need to be renewed every year and why at such an expensive cost? Is it you are trying to gentrify the area by pricing people out? Or is it a revenue stream disguised? I hope you will take my points into consideration with your decision and not impose this new parking zone. I would appreciate it if you could respond to my concerns at your earliest convenience.

053 Hill Road

I'm writing to you to voice my objections to the proposed CPZ in the Edge Hill Area.

As a local resident who has lived in this local area for the past 15 years I believe that the CPZ will not solve the problem of parking in the area for the following reasons.

- 1) Most residents in this area have 2 or more cars. They use their cars to go to work before the proposed restricted times and return after the restricted time stop in the evening. The issue of where to park will be the same at 18.30pm in the evening when residents return from work.
- 2) Many properties have been turned into HMO's which often have at least 1 car per room/ flat. Again they leave in the mornings and return in the evenings after the restricted time and add to the parking issues.
- 3) A vast number of commercial vehicles are parked in the Edge Hill area. From BT vans, scaffold lorries, Post Office vans to Care agency cars adding to the parking issues.
- 4) There are a number of illegal business operating in and around the Edge Hill area which service and sell cars. One on the corner of Elmhurst Rd and Hill Rd has currently 9 cars parked on Elmhurst Rd and Hill Rd that have been in situ for a number of years.
- 5) Removing the ability for residents to park on their own dropped curbs will actually reduce the number of car parking spaces significantly.
- 6) The actual proposed charges to park are far to small. If the idea of the CPZ is to have a real impact on the number of cars in the area, the changes need to be significantly high to discourage car ownership. The area is very well served by a plethora of public transport options.
- 7) If the idea behind the proposed CPZ is to reduce the number of non residential cars being parked in the area then the best option is for a CPZ to operate between 11am and 1pm. This will stop people using the area for free parking as does the garage on Sandy Lane currently does.

The proposed CPZ will not elevate the issue of parking in the Edge Hill area but will only add a small cost onto local residents and give them the illusion that the Council is trying to help. By looking at Ashbourne Rd after 18.30pm it is clear to see that parking for residents in the evening is still an issue.

086 Hill Road

I did respond to the original informal consultation document earlier in the year and my opinion now is the same as it was then. Much as I am frustrated by the problems of parking here and in the nearby roads I do not see that the suggested proposal would improve the situation in any way, and it would probably make it worse. Parking here is not usually a problem in Hill Road or Edgehill Road during the day on weekdays which is when the control would be operating.

It is a serious problem in the evenings and overnight even though there is a long stretch of road between Garden Avenue and Caithness that has no houses and there should be enough space for non-residents to park but this scheme will not resolve that problem.

I do not want to pay for a permit for myself or for friends or tradespeople who come to my house during the day because there is plenty of space for parking at that time.

Residents who have not read or responded to your communications are going to have a nasty shock when they realise how much they are going to be charged if this CPZ is implemented and no doubt the council will have difficulty getting the money from them. The cost of putting the scheme in place and then the ongoing cost of maintenance year after year is another good reason for not carrying out the scheme.

PLEASE DO NOT DO IT!

020 Ridge Road

Strongly oppose any controlled parking zone on our street. We believe it's unfair and introducing a controlled parking zone would have no effect on our street.

So we would strongly oppose controlled parking zone on our street

017 Streatham Road

I am writing to express my objection to the proposed Controlled Parking Zone in the Edgehill Road area (reference ES/GC3 CPZ).

Firstly, in my 22 years of living in the area, I have never experienced problems with parking during 8:30am and 6:30pm, which are the proposed hours of operation. It is only in the evening that have I found parking difficult. It is not fair to charge me for parking during the day, when parking is easy to find regardless.

Secondly, as a small business owner in the area, we are open from 12pm. The proposed parking hours will affect our already suffering business as customers will have to pay for parking to buy our food. This will also negatively affect other businesses in the area. Our livelihoods are dependent on our businesses.

I therefore strongly object to this proposal.

Officers general Comment to the points raised by objectors

The Council can only make the appropriate recommendation and decision based on the results of the consultation as returned by residents / businesses in the area. 19% response rate is considered very good for this type of consultation in this area.

Although there is an expectation that consultations are done on line, residents are also offered hard copies should they need one.

A permit holder within a zone can park in any street within the zone and not necessarily the road they live in. As long as criteria are met Permits are issued to residents within a zone. The Council imposing one permit per household will be infringement of residents' human right. The only tool the Council has to manage multicar ownership within a CPZ is an incremental permit fee structure for second and subsequent vehicles.

One of the criteria for the Council to issue a permit for a specific zone is that the resident must prove residency within the zone and be on the electoral register.

The revenue from parking management is detailed as part of the Borough yearly financial statement. Permit prices is controlled by the Council's leading political party. All permit prices can be viewed on our Frequently ask Questions (FAQs) on the Council's web page www.merton.gov.uk/cpzgc3

With regards to the proposed double yellow lines within the scheme, loading/unloading would be allowed on double yellow lines for up to 20 minutes, as long as the activity can be observed. Delivery vehicles will be able to deliver goods to residents on double yellow lines as long they do not cause obstruction to other road users.

The Cabinet Member has delegated powers to make decisions across a number of areas including all Traffic, Transport, parking and Highway matters and all formal decisions are published and made known to all Councillors. Three Councillors are able to Call-in the decision if they can demonstrate that the consultation process and the decision is flawed / inappropriate. The decision would then be subject to the Scrutiny Overview Committee for a debate but ultimately the decision will remain with the Cabinet Member.

Within the CPZ boundary it is mandatory that all sections of the kerbside are controlled for the scheme to operate and be legally enforceable. All kerbside must either be controlled with yellow line waiting restrictions or designated parking places.

The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the permit fees and PCNs; effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into transport related schemes or/and fund concessionary travel schemes.

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 therefore, access for all road users take priority over parking.

CPZ's are only considered once a petition is received by the residents in the area. The Council has tried and tested the offered options of the hours of operation; these hours are effective in combatting commuter parking - ie between 8.30am and 6.30pm which captures the whole day, 10am and 4pm and 11am 3pm which break up the day and prevent majority of commuters including shift workers from being able to park in the zones. The hours consulted upon during the statutory consultation has been selected by majority of those who responded during the informal consultation. During the informal consultation, the council offered three different options of hours of operation. Majority of those who responded opted for between 08.30am and 6.30pm. The Council would only make changes if majority of residents of the zone send in a petition to that effect.

Informal Consultation Documents

Appendix 3

Appendix 4

Merton Council - call-in request form

1. Decision to be called in: (required)

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2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

-) **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
-) **OR** as a signed paper copy to the Head of Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on
020 8545 3864