



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

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Date: 4 May 2018

Dear Councillor

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

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

- Proposed GC2 CPZ St Barnabas Road area - statutory consultation

and will be implemented at **noon on Thursday 10 May** 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 GC2 CPZ (St Barnabas Road area) – Statutory consultation

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

4. Date of Decision

4 May 2018

5. Date report made available to decision maker

25 April 2018

6. Decision

- A) Notes the result of the statutory consultation carried out between 5 October and 10 November 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) GC2 to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Bruce Road and Treatham Road), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.
- A) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2
- B) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed GC2 to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Gorrington Park Avenue (Between Bruce Road and Streatham Road), Heaton Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, and Woodland Way, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-03 and attached in Appendix 1.

- C) Agrees to proceed with making of the TMOs to introduce electric charging points in St Barnabas Road, Edenvale Road and Streatham Road.
- D) Agrees not to proceed with making of the Traffic Management Order for the introduction of a CPZ in Framfield Road, Manship Road, Uckfield Grove including Carlingford Gardens in GC2. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions except at Uckfield Grove within the proposed zone as shown in Drawing No. Z78-346-03 and attached in Appendix 1
- E) To ask that the matter of pavement parking on Milton Road be looked at further in response to requests from local councillors and residents.

7. Reason for decision

To address current parking demands of the residents in the area and support from residents following the informal and statutory consultation

To improve road safety by the introduction of 'at any time' waiting restrictions

The exclusion of Framfield Road, Manship Road and Uckfield Grove following representations from residents living in the road both during the informal and statutory consultation.

Not to implement the proposed new waiting restrictions on Uckfield Grove following representations local residents and local councillors.

8. Agrees to exercise his discretion not to hold a public inquiry on the consultation process

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9. Alternative options considered and why rejected

9.1	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
9.2	In response to the results of the informal and statutory consultations where the majority of Framfield Road, Manship Road and Uckfield Grove residents opted against the proposed CPZ, consideration could be given to include these roads. This, however, would be against the wishes of the majority of those who responded to the consultation

10. Documents relied on in addition to officer report

Representations from Cllr Linda Kirby on Milton Road and Cllr Geraldine Stanford on Uckfield Grove.

11. Declarations of Interest

None

12. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing
4 May, 2018

Committee: Cabinet Member Report

Date: 25th April 2018

Agenda item:

Wards: Graveney and Figge's Marsh.

Subject: Proposed GC2 CPZ St Barnabas area –Statutory consultation.

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

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

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

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 5 October and 10 November 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) GC2 to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Bruce Road and Treatham Road), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.
- 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 GC2 to include Ashbourne Road, Edenvale Road, Figge's Road, Gorrington Park Avenue (Between Bruce Road and Streatham Road), Heaton Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, and Woodland Way, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-03 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 Framfield Road, Manship Road and Uckfield Grove in GC2. However, it is proposed to introduce the proposed double yellow lines. Carlingford Gardens will also be removed. See section 5.5 of this report.

- 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. Z78-346-03 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 on the Councils' proposals to introduce a CPZ (GC2) to include in Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Bruce Road and Streatham Road), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way.
- 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 Ashbourne Road, St Barnabas Road, Stanley Road and Framfield 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. This petition instigated the informal consultation that was carried out during Oct/Nov 2017
- 2.7 Electric Vehicle Charging points
 - 2.7.1 A key objective of the Mayor's Transport Strategy is to facilitate the delivery of a network of Electrical Vehicle Recharging Points (EVRPs) across London. This is reinforced by documents such as the Electric Vehicle Delivery Plan and the Ultra-Low Emissions Vehicles Delivery plan for London.
 - 2.7.2 It is anticipated that the numbers of electric and hybrid vehicles is set to rise in Merton and neighbouring boroughs over the next few years and requests for EVRPs is likely to increase, as manufacturers bring more electric vehicles to the market each year.
 - 2.7.3 Merton Council is committed to improving air quality and promoting sustainable modes of transport. EV charging bays and associated EV charging points are amongst a number of measures the Council are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).

3. ALTERNATIVE OPTIONS

- 3.1 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.

- 3.2 In response to the results of the informal and statutory consultations where the majority of Framfield Road, Manship Road and Uckfield Grove residents opted against the proposed CPZ, consideration could be given to include these roads. This, however, would be against the wishes of the majority of those who responded to the consultation.

Consultations undertaken

4. INFORMAL CONSULTATION

- 4.1 The Informal consultation was carried out between 5 October and 10 November 2017 on the proposals to introduce a Controlled Parking Zone (CPZ) GC2 to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Bruce Road and Streatham), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way as well as the associated waiting restrictions.
- 4.2 The consultation resulted in a total of 256 questionnaires returned (after removing duplicates/multiple returns from households, staff and members of businesses), representing a response rate of 19%. Of the 256 who responded, 56% support a CPZ in their road, compared to 40% who do not and 4% who are unsure or made no response. On the question of neighbouring Roads, 57% support a CPZ in their road if their neighbouring roads are included in a CPZ, compared to 37% who do not with 6% 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 65% of respondents prefer Mon – Fri; 32% prefer Mon – Sat and 3% who are 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 55% of respondents prefer 8.30am – 6.30pm; 29% prefer 11am – 3pm and 14% prefer 10am – 4pm.
- 4.3 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Environment and Housing on 19 December 2017, after which the Cabinet Member approved the undertaking of the statutory consultation for the GC2 CPZ to operate Monday – Friday, between 8.30am and 6.30pm. For further details please refer to the report dated 18/12/2017 and titled proposed GC2 CPZ St Barnabas Area – Informal Consultation

5. Statutory Consultation

- 5.1 The statutory consultation on the Council's intention to introduce the GC2 CPZ to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorrington Park Avenue (Between Bruce Road and Streatham), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way was carried out between 5 October and 10 November 2017. 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 the Local Guardian 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 47 representations which include 2 representations in support; 10 comments and 35 against the proposed CPZ mainly from those roads that were against the CPZ during the informal consultation asking to be removed from the scheme. The Council also received a petition (with 17 signatures) requesting that the proposed double yellow lines along one side of the Uckfield Grove be removed from the scheme. Details of these representations along with officer's comments can be found in appendix 2.

Uckfield Grove

- 5.4 The Council received one petition against the scheme containing 17 signatures. It would be prudent to note that a petition received during a statutory consultation against a proposed scheme is reported but does not override the consultation results. There are 17 properties in this road, and the petition represents 27 properties. The Council carries out consultations to determine if there is support for the proposed scheme or not. The Council believes that residents should make an informed decision regarding a proposed scheme in the comfort of their home without outside influence. As this is in line with the consultation results and following discussions with the Ward Councillors, it is recommended that Uckfield Grove is removed from the proposed zone. However, as with any parking management, priority is always given to access and safety which necessitates the proposed double yellow lines despite the objections received against the double yellow lines. It is also important to note that it has been explained that double yellow lines will be introduced even if the CPZ is not.

Framfield Road, Manship Road and Uckfield Grove

- 5.5 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 Framfield Road, Manship Road and Uckfield Grove voted against being included in a CPZ. 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 further consider the proposals with the understanding that double yellow lines will be recommended despite exclusion from the zone. All those who responded to the statutory consultation have remained against the scheme with Uckfield Grove submitting a petition against the proposed double yellow lines. These three roads including Carlingford Gardens are in the Figge's Marsh Ward. Officers have had discussions with the ward councillors and it has been agreed that these roads should be removed from the scheme until such time that residents change their minds. It is, therefore, recommended that the above roads are removed from the GC2 CPZ but still subject to the proposed double yellow lines.

Electric Vehicles charging points

- 5.6 As part of the CPZ proposal, electric charging points are proposed in St Barnabas Road, Edenvale Road and Streatham Road. The installation, operation, electricity costs and maintenance of any "open" electric vehicle charging point would fall within the sole responsibility of Bluepoint. The Council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to limit (£500) will be recoverable provided costs can be clearly demonstrated. Bluepoint's investment costs would be recovered through fees and charges.

Ward Councillor Comments

- 5.7 The local Ward Councillors have been fully engaged during the consultation process. Although the Ward Members have been advised of the outcome of the consultation and officer's recommendations, at the time of writing this report, no comments have been received other than the agreement reached regarding issues detailed in section 5.5 of this report.

6. PROPOSED MEASURES

- 6.1 Based on the results, it is recommended that the TMO is made to implement GC2 CPZ to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Gorringer Park Avenue (Between Bruce Road and Streatham Road), Heaton Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road and Woodland Way into GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-346-03 and attached in Appendix 1.
- 6.2 It recommends that CPZ in Framfield Road, Manship Road and Uckfield Grove be abandoned. However, it is proposed to introduce the proposed double yellow lines as consulted.
- 6.3 It recommended that the relevant Traffic Management Orders (TMOs) is made and the proposed 'At any time' waiting restrictions (as consulted) and as shown in Drawing No. Z78-346-03 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.

7. TIMETABLE

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

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing the proposed measures is estimated at £60k. 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 2018/19 which contains a provisional budget for Parking Management schemes.
- 8.3 The Council will receive a fee per open charge point (based on London Travel Zones) for every open EVCP location installed via the contract. This equates to £300 for zone 4 and £200 for zones 5 and 6 (TfL Bus/Tube zone Map). Although costs of physical works are refundable, fees will initially need to be ring fenced to ensure that the whole process is sustainable into the future.

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.

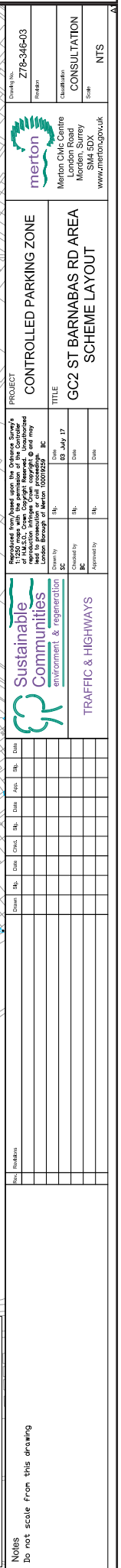
Appendix 1 – Drawing No. Z78-346-03

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.



Appendix 2

Representations and Officer's Comments

Representation - Support
<p>014 Ashbourne Road I write to support the installation of a CPZ in the St Barnabas Road area, operational between 8.30am and 6.30pm Mon to Fri.</p>
<p>046 Heaton Road I am please for the proposed parking zone in our street. I have been looking forward to this for years on account of the problem of parking on this road. the cause of the main inconvenience are the people who come at Tooting junction station to get on the train to work found that Heaton Road is a free parking area so therefore all these people leave their cars and off to work. We who live here have nowhere to park. A neighbour and myself have been trying for a long time to get a parking zone on our road but people were not interested. We are very much interested in a getting a parking zone on Heaton Road.</p>
Comments / Objections
<p>010 St Barnabas Road I refer to the above and I feel that the majority of the residents on this road do not want this as there are no problems with parking during the day time, it is the evening when there is a problem. If the CPZ does go ahead it should not be for 8.30 a.m.-6.30 p.m. Could there not be a comprise and have the operation of the CPZ to start from 7.30 a.m. – 10.00a.m. to stop commuters parking on roads in the CPZ area?</p>
<p>024 Woodland Way I believe that the CPZ in this area will make no difference and the operational times will make not be effective at all, as the times that residents cannot park is of an evening from the hours of 6pm to 6am. The parking restrictions need to be introduced for a night time not during the day. I also think that residents are being penalised as some residents have more than one vehicle and the vehicles are needed for the residents work. Also I don't think that there was fair representation as not all residents have a computer' especially the elderly and a lot did not understand the original survey that was sent out.</p>
<p>018 & 021 Gorrindge Park Avenue In addition to my email below (dated 9 March 2017) I would like to confirm that I disapprove of the implementation of the GC2 CPZ, with the exception of the introduction of additional double yellow lines and electrical charging points.</p> <p>Please find below a list of issues with the proposals in the Statutory Consultation on the GC2 CPZ.</p> <ul style="list-style-type: none"> - it is clear that the double yellow lines have been introduced by looking at the plans rather than going on foot and physically reviewing the visibility at junctions. double yellow lines at junctions should be longer to give greater visibility as the roads do not allow cars to pass side by side if cars are parked on both sides. Although the council can override Rule 243 of the highway code by putting a parking place within 10m of a junction this is a serious safety risk by doing so as not all junctions are at 90 degrees and roads are narroe so using a standard formula to reduce the 10m distance advised by rule 243 is unsafe. The following junctions require longer double yellow lines to improve both driver and pedestrian visibility: Gorringe Park Ave / Thirsk Road; St Barnabus Rd / Edenvale Rd; Figge's Rd / Gorringe Park Ave; Edenvale Rd / Gorringe Park Ave. Other junctions need to be reviewed as the double yellow lines are too short. - no disabled bay outside 1 thirsk road - no crossover point outside 35 thirsk road - double yellow lines needed at the section between 81-123 Ashbourne road as section has a bend and if two cars travelling in opposite direction meet then there is no passing point if all parking spaces taken. resulting in one car having to reverse up to a junction point. at least 2 passing points are needed in this section - at least 2 double yellow passing point needed for the section of Gorringe park avenue between the junctions of edenvale road and streatham road - at least 1 double yellow passing point needed for the section of Gorringe park avenue between the junctions of edenvale road and thirsk road - at least 1 double yellow passing point needed on Milton road to avoid cars mounting the pavement to pass - more electrical charging points to meet future demand as residents move away from diesel to avoid diesel surcharge (https://tfl.gov.uk/info-for/media/press-releases/2017/august/funding-boost-for-london-s-electric-vehicle-charging-infrastructure & Autumn 2017 budget)

- remove the single parking bay outside nemca community centre as visibility is poor coming out of the nemca parking area.
- shorten the parking bays outside 16-20 uckfield grove to make passing the disabled bay safer
- shorten the parking bays outside the back of 60 streatham road to make passing the disabled on uckfield grove bay safer
- additional pay and display only bays on manship road for visitors of figgs marsh coming from Streatham road rather than drive to the parking bays on Gorringe park

It should be noted that there are tabular errors in the GC2 CPZ informal consultation report.

002 Gorrindge Park

You invited comments on the proposals. Can I also include a few questions?

a The circular dated 22 February refers to restrictions only between 38 and 164 Gorringe Park Avenue, yet the accompanying map seems to indicate restrictions outside no 29.

b The circular refers to the overall outcome of the informal consultation. In my experience, responses to such consultations only come from those aggrieved by local parking issues (the overall response rate was less than 19%). If the main intention is to respond to the concerns of local residents, would it not have been more appropriate to develop proposals, road by road, reflecting residents' preferences in that road? With that in mind, what was the specific feedback received from Gorringe Park Avenue residents, and those at the western end of the road?

c What is the strategic rationale for the proposed restrictions? Are they primarily to address local resident concerns, or a revenue generating device?

d With the prospect of charging residents for on street parking, what are the current charges for carriage way crossings and will the local authority consider reducing this for residents confronted with resident parking charges?

e Has the local authority considered the impact of the proposals on the character of the neighbourhood? In my view, they will only further encourage the transformation of front gardens into parking lots. This will further undermine what little urban charm that remains, add to pressures on drainage, and increase potential vehicle encroachment on pavements and footpaths.

F When will the proposals be implemented, and what are the likely permit charges?

011 Edenvale Road

Re the proposed controlled parking zone St Barnabas Road area.

I believe a response rate of a mere 19% is a very unfair number to be basing the results on which to implement the controlled parking zone. Many people throw unsolicited emails straight in the bin without reading them. I believe that you should make a better effort to gauge a larger and fairer response to this matter.

005 St James Road

I am a resident of St James Road CR4 2DF. I just received your notice about your intention to introduce a Controlled parking zone in our area. I think this would not solve the parking difficulties for residents because all the cars that are parked here are for residents. It is always easy to find a place during the day but during night when all residents return home there is no space. All my neighbours have a car as well. This is why I do not support the controlled parking zone in my road.

Representation Against

034 & 38 St James Road

With reference to your proposed controlled parking zone for the (CPZ) GC2 St Barnabas Road Area, I write to confirm my objection to your setting up such a draconian scheme.

I must say that based on your submission there are too many flaws for me to mention at this stage in registering my objection as follows:-

1. You are using a tiny minority i.e. 1:5 to push forward as basis to justify your on-going proposal.
2. You have not observe the rules of democracy so far, i.e. majority rule, how 1:5 is able to give you authority to spend rates and tax payers money on such a project.
3. You have failed to provide any evidence for a justification to undertake such a project in the first place.
4. You have failed to provide the minutes of meetings of your Officers recommendation and the Cabinet Minister. Please

accept this letter as my formal request under the Freedom of Information Act for a copy of the Officers and Cabinet Minister's meetings.

5. If your proposal is not yet another money making exercise, please justify your spending rate payers and tax payers money.
6. You have failed to provide your budget your budget for your proposal, how much profit or losses will your proposal realise in year 1, 2 and 3?
7. Such a decision cannot and must not be made by one Cabinet Member, this council, the voting population and all governments in the land is decided by democratic process not one person in a back room.

I will put you on notice that I will fight this matter to the bitter end.

I write to lodge my objection to your proposed controlled parking zone for this area.

You have failed to supply any justification for such a scheme, only 19% have responded to your waste of time previous communication. Why are you now wasting tax payers' time and money with this venture.

Your real reason for putting this forward is that your hidden agenda is that, this is yet another money making exercise and you should have the common decency to indicate your interest in this proposal.

You have failed to put forward your remedy for the repercussion on the residents, e.g. disabled, home help, visitors, stressful situation for residents, cost or permits etc.

The period during the daytime there is no parking problem but there are some difficulties after 6:00 pm to 8:00 am next day but your CPZ does not cover these night time period, so why CPZ?

025 St Barnabas Road

I am emailing to contest the proposed introduction of a CPZ onto St Barnabas Road and the surrounding roads (Reference **ES/GC2**). Please find below a list detailing my objections:

- The results of the survey are only representative of 19% of residents and are therefore not a true representation of how the majority of residents feel about introducing a CPZ.
- The questionnaire itself was inaccessible to residents who have English as a foreign language, or those who do not have access to a computer/the Internet, causing these residents to be unable to present their views regarding the introduction of a CPZ.
- Introducing a CPZ will not remedy the current parking issues residents experience; namely being unable to find a parking space close to their residency at night (this is especially pertinent to me, as I finish work late and when I get home I find it difficult to find parking on my road, which is distressing as I am a young woman and do not feel safe having to walk from a neighbouring street to my home.)
- A number of residents currently do not park appropriately leaving a gap between themselves and the next car which is too small for another car to fit into, but equally so large that had they parked closer to the car in front/behind another car would have easily fit into the space in question.
- A number of residents own 2 or more cars, therefore introducing a CPZ will not result in a greater number of parking spaces, as residents who are already in possession of more than one vehicle are unlikely to sell said vehicle in order to save on the cost of purchasing 2 permits. In addition, a number of residents have 2 vehicles as one pertains to their business, and again a CPZ will not change this fact, or make it easier for residents to find parking on their road.

I hope you will consider my reasons, and if nothing else, conduct another survey, which is accessible to all residents. I really do not feel it is fair that I should pay for parking on my road, when I will still face the issues I currently face; namely not being able to park closer to my home during the night. Therefore, if you do decide to go ahead with the planned implementation of a CPZ in my area of residence (which I sincerely hope you do not) I, and most residents would find it more beneficial for the CPZ to run until 11pm, thereby increasing the potential to gain parking closer to their place of residence. In addition, I feel parking bays should be marked out in order to assist individuals in parking their cars more appropriately.

If you could please send confirmation that you have received my email to this address I would be most appreciative.

036 no Road Name

In relation to the new parking Controlled parking Zone, introduced between the hours of 8am and 630pm .

I'm writing to object to the cost for a parking permit which has been introduced .

My reasons are the cost for a parking permit is too expensive for six months or yearly .

Also I'm not guaranteed a parking space when needed .

030 Milton Road

I am writing to inform you that I am strongly against the new controlled parking zone which the council are going to implement.

The new zone would mean that all houses will have to purchase 1-3 parking permits depending on the amount of vehicles in each house hold and it will still not improve the parking in this area.

I live on Milton Road, its a small road, narrow and we are required to park half on the kerb and half off which allows parking on both sides. Once the controlled parking zone is implemented it will mean that only one side of the road will have parking which would cause my road major issues. As its such a small road and most houses have more than two car's there is already a parking problem, it is only going to get worse for us once the controlled parking zone comes into effect.

I have a small baby, how do you suggest I get my baby out of the car along with my shopping if I have to park a couple of roads away? Its fine at present I can always find a spot on my road next to my house, once there is only parking on one side I will never get a spot on my road meaning I have to park a road or two away then walk with my baby and my shopping in my hands which will be impossible if I have more than one bag of shopping along with my handbag and a baby change bag.

If I wanted to live on a street which has parking problems and restrictions then I would have bought a house on a road like that. It is not fair of the council to inconvenience the lives of the people on Milton road as they do not want to accept damage for vehicles forced to park on the curb. The council will be receiving allot of money from all the households in this area for permits, surely they can spare some of that money and lower the pavement in Milton road, which will then allow us to park on both sides. What about when I come home late at night and there is no parking? Am I expected to park a couple of roads away and walk alone in the dark to my house, what if I get attacked? Its not a problem at the moment as I can always get a spot on my road. It is crazy that the council are able to make such a big decision without consulting with the people who live on this street. What happens when I need to sell my house, no one wants to buy a house on a road with parking issues, so is the council then responsible for the fact that my house wont sell as they have implemented these daft controls without thinking about everything all because they do not want to promote parking half on and half off the pavement so they do not need to then pay for car repairs as a result.

There must be something which can be done.

Please look into this matter. Who do I need to consult with to get this investigated ?

016 Stanley Road

I wish to make a representation against the planned CPZ ES/GC2 for the following reasons after reading the Officer's report.

1. Only 19% of residents provided information back to the Council and is therefore not representative of residents views in the area. Your figures show a turnout of only 256 questionnaires out of approximately 1350 households in the area. Of these only 143 would like a CPZ, just over 10% of the total number of households in the area.
2. Proceeding to enforce a CPZ in the area based upon a perception of a commuter parking problem for these 143 households is disproportionate, and there is no evidence of commuters using the area to park provided in the officer's report. If this was the case then there would be fewer cars at the weekend, which there is not.
3. If the Council's motive is to increase safety, as described in section 7 of the report, then introducing more double yellow lines will achieve this and is a good idea.
4. The Council's motive to provide 'more parking for residents' will not come to fruition based upon a only handful of residents wanting a CPZ. There should be a proper parking study conducted to understand the affect of commuting if this is the main concern.
5. Enforcing a CPZ will not reduce the number of cars people have who live here.
6. The fees for enforcing a CPZ will be expensive for me and my visitors.

I do hope that the CPZ is not enforced by the Council based upon such a low turnout.

020 Heaton Road

Response to the consultation on the proposed controlled parking zone, St Barnabas Road area – Ref ES/GC2

We object to the proposals for the following reasons:

- There is not substantial support for the scheme in the relevant area – the response rate to the informal consultation was only 19%. Of these, 56% supported the CPZ, which is equivalent to only about 10% of households in the affected area. This is a very small number on which to go ahead with the proposal. The low response rate indicates that there is little support for something that will have a big impact (including a financial impact) on residents.
- Proposed hours of operation: these are very excessive and will cause particular problems for those having work carried out on their house or garden (and I don't include long-term renovations), temporary visitors (including

carers), and customers of local shops and businesses. Again, these proposed hours of operation are based on the views of a very small number of people compared with the number who will be affected.

001 Heaton Road

I still wish register my formal objection to the installation of this CPZ, as in my mind it is not required as I rarely have any issues parking on Heaton Road. Mostly finding a space within 2/3 car lengths from my property. So I cannot in good faith see any requirement for this extra cost to the council and residents

007 Heaton Road

I wish to object to the proposed parking zone in Heaton Road as I do not believe it to be necessary. Having lived on the street for nearly 20 years I have NEVER had a problem parking near to my home and strongly object to the prospect of having to pay to park outside my home in future.

Please do not bring in this unwelcome scheme.

Heaton Road

I still wish register my formal objection to the installation of this CPZ, as in my mind it is not required as I rarely have any issues parking on Heaton Road. Mostly finding a space within 2/3 car lengths from my property. So I cannot in good faith see any requirement for this extra cost to the council and residents.

026 Ashbourne Road

I have received your consultation document relating to the GC2 St Barnabas Road area North & South Section Controlled Parking Zone.

I would like to register my objection to the council's proposal to make Ashbourne Road and the surrounding streets upto the borders of Figgs Marsh a controlled parking zone on the grounds that it is:

1) totally unnecessary as there have been no objections that neighbours, including my local councillor Lina Kirby, or in fact Merton council, that I have been made aware of.

2) The scheme is most likely to cost residents owning a vehicle and as a car owner I object to paying extra for parking on a side road when I have already paid my vehicle road tax. Also, I'm about to retire, and any extra expenditure of this type is very unwellomed.

The council has allowed additional houses to be built in the area, and existing houses to be spilt into flats. These actions will in the long run lead to parking conjection.

From memory, you attempted to impose a parking zone in this location, but disallowed residents to vote to ensure that the roads closest to Tooting Police Station would pass the proposal.

Please register my objection to the scheme.

028 Woodland Way

I would like to voice our objection to this scheme especially given that only 19% of people responded! I have friends who live in St Barnabas Road who were not even aware of the scheme until I mentioned it, so your method of getting a response to this proposal has clearly failed especially given that only 19% responded. I am highly suspicious of how many properties even received the information in the first place and clearly this is a good money earner for the council and it would be easy not to sabotage the delivery of info leaflets in order to reduce the response rate. Only 56% of the 19% who responded are in favour of this plan which means approximately 10% of the total residents in this area are actually in favour of this which is ludicrous. Surely you need a better response rate to go ahead with this?

The proposal is also inherently flawed and does not accommodate visitors who want to park for a brief period as they cannot pay to do so. I would not be happy giving people who are not friends or family one of my visitors permits for a brief visit. For example people who want to collect or drop off items. At least install some parking payment system!

Additionally the hours you are introducing are ridiculously long. The problem with parking is actually only in the evening anyway (there is plenty during the day time so I don't understand why people want this in place) but if you want to deter daytime parking, then surely 11am-3pm works just as well to deter parking for the day and hopping on a train or leaving your second vehicle somewhere as 08:30-18:30 would.

I am strongly opposed to these measures but if they have to come in to play then at least the reduction in hours would provide some light relief.

Lastly, in these times of austerity this is just another punch in the stomach, another bill/fee to add to our annual outgoings which I'm very unhappy about. As I have said, I can only see this as being another way for the council to increase their revenue stream.

039 Edenvale Road

I am writing to object to your proposal to introduce a CPZ for the hours of 8.30am - 6.30pm.

It is unnecessary to have such long hours of operation considering there are no major shops nearby. The main issue is to prevent vans from being left overnight, which would be achievable with an 11am - 3pm time frame.

I note that as only 19% voted, a very small minority of residents agree with this proposal.

As a mother of a baby, my parents regularly drop by to help out and this would be much more difficult with the proposed timings. I urge you to consider my request.

029 Gorrindge Park Avenue

We wish to register our objection to the proposed controlled parking zone for Gorrindge Park Avenue and surrounding roads. Our objections are based on the following points.

THE CONSULTATION PROCESS

Sufficient notice? It wasn't clear from your letter at what point the formal consultation would begin. We were told to look out for signs on the lampposts. It may have been due to the snow, but the yellow signs did not appear until 7 March. These referred us to the Wimbledon Guardian published TWO WEEKS earlier (22 February)! Of course the Wimbledon Guardian is no longer delivered in this area so the likelihood that anyone had seen the relevant copy is fairly remote.

Mandate? From the response to the informal consultation it would seem that the gravity of the proposals were not sufficiently publicised to engage the people who will be affected by these restrictions. We understand that the turnout was only 19% and that only just over 10% of residents gave a positive vote. We have lived here for 33 years, many of my neighbours much longer and for this to be imposed on us with such a mandate seems undemocratic. Surely those wanting to change the status quo should make a stronger case. When we wanted to gate our alleyway we were told that we needed unanimous support from everyone on this very large block, even though no cost would fall on those not willing to contribute. We asked for wheelie bins about 15 years ago but the council didn't run a consultation exercise then. Residents constantly ask for something to stop all the fly tipping. So the fact that the council is so willing to jump on this particular request suggests that there may be a profit motive.

PARKING ON GORRINGE PARK AVENUE

We do find it difficult to park at night and we may well have welcomed a scheme to restrict overnight parking – but the proposal is to restrict daytime parking. We don't have a problem during the day. We are not near a station or shops so the logic of restricting daytime parking is lost on us.

We can see that those who have the convenience of living close to Tooting station do have a parking problem. When the restrictions were introduced in Bruce Road we warned that the problem would keep being kicked down the road and that is what is now happening. Bruce Road is now half empty during the day while adjacent roads are crowded. This is not a good use of valuable road space. The fact that the problem arises in the evening suggests that it is the residents themselves who have too many cars, too large cars and vans and too crowded accommodation. Since all residents will be entitled to residents parking it is not clear what the benefit will be.

VISITORS & WORKMEN

The scheme will place a burden on visitors, increasing isolation for those who live alone. We plan to have a new bathroom fitted at the end of April and if the scheme is in place then it will add considerably to our costs.

CONCLUSION

We could accept the disadvantages of the scheme if there were any advantages to be gained but if restrictions are only to apply during the hours when there are no parking problems then we can only see disadvantages

022 Gorrindge Park Avenue

I am a resident of Gorrindge Park Avenue and have been for 50+ years. I am writing this to complain about the proposed controlled parking zone in this street. I cannot speak for the other streets involved in this plan, but I can certainly speak with confidence about my own street. There is no problem with parking during the day and in fact the issues with parking actually occur in the evenings and the weekends. The street is never at full capacity during the day and there is always parking available. I would challenge anyone from the council to come and see this for yourselves.

So I completely fail to see how imposing a controlled zone from 08.30 am to 06.30pm will resolve the parking problems. This is not going to solve the parking problem and is completely unfair to residents, particularly this on low incomes, to have to pay to park in their own street. Can you please explain the reasoning behind this?

I do have my own suspicions as to why the council is doing this and I have no doubt it is for the benefit the council and not residents. I await a substantive response to my email.

041 Gorrindge Park Avenue

I write to lodge my objection to your proposed controlled parking zone for this area. You have failed to supply any

justification for such a scheme, only 19% have responded to your waste of time previous communication. Why are you now wasting tax payers' time and money with this venture. Your real reason for putting this forward is that your hidden agenda is that, this is yet another money making exercise and you should have the common decency to indicate your interest in this proposal. You have failed to put forward your remedy for the repercussion on the residents, e.g. disabled, home help, visitors, stressful situation for residents, cost or permits etc. The period during the daytime there is no parking problem.

017 Gorrindge Park Avenue

I am firmly against the proposed controlled parking area within the St Barnabas Road Area for a number of reasons. Firstly, the problem statement listed St Barnabas Road as the road with the parking issue yet you are installing controlled parking on all roads. Residents are being forced to pay yet another tax, without the council being fully transparent about how this new revenue will be spent. Therefore my only conclusion is, that it won't be spent primarily on the residents of the area affected. A few items have been listed as where revenue will be spent, such as installation, but the long term strategy has not been communicated. Lastly, these consultation documents were sent to "The Homeowner" and not to a specific named resident at the address. I feel that this was an underhanded tactic to ensure minimum publicity of the councils plans to add controlled parking zones and this is proven by the extremely low response rate of 19%. I accept that the overall result of the response was in favour of the new controlled parking area, but 19% does not represent the opinion of the majority of residents. Given the council have every households named occupants, I struggle to fathom why they would not name a resident instead of using a generic term usually applied to junk mail, if they truly wanted to maximise responses. I look forward to hearing from you.

037 Streatham Road

1. I have not received the initial survey nor your correspondence detailing the outcome of the said survey. This matter will affect me and could you tell me why I was not informed nor consulted on this matter?
2. This scheme is an extension on the scheme placed by the section of Gorrindge Park Avenue and Bruce Road. These roads are now mostly empty during the day as people have been parking their cars further up the surrounding roads.
3. The council has now commercialised these said roads by providing a bay only for a car rental company and two electric charging bays which are constantly occupied by another car rental company.
4. The proposed scheme is for residential roads and controlled parking zones are meant to alleviate parking congestion. I do not see a parking problem on my road and in fact the road is quite clear during the day as residences use their cars to commute to work. So how then will controlled hours of parking during the day alleviate parking issues. This appears as i said before another method of taxation.
5. If you do implement this matter, most people will just park their cars in surrounding roads that are not under control. Thereby causing parking congestion in these surrounding roads.
6. Not only will this result in social problems such as residents in those areas not controlled to confront with persons parking on their street but I can see the council using this as a tool to yet again to extend the controlled zone.
7. Your basis for implementing this is the response of your survey returned to your offices which was only 19% i.e. less than one fifth of the survey posted out to residents. How can you justify using this very small sample as representative of the entire area affect?

I look forward to your reply and trust that you may reconsider this proposal.

013 Ashbourne Road

We are writing to object to the Proposed Controlled Parking Zone GC2 St Barnabas Road Area. At present it can occasionally be difficult to park outside our property and we have to park further along our road or on a nearby road. However, the main time at which this happens is in the evenings after 9pm This is when everyone is home from work and is because many of the properties on Ashbourne Road are split into flats or maisonettes and there are therefore several properties with at least two vehicles (some with three) and only one vehicle space. Introducing the proposed CPZ during the daytime - regardless of which proposed time slot is chosen - will therefore have no effect on the problem. Instead we shall just be made to pay a fee every year without any increase in parking spaces at the time when these are needed most. This seems very unfair. We know that the same difficulties apply on many of the

roads in the Area and would ask you to strongly consider not implementing the CPZ which will just cost us money and not benefit us in any way. Many thanks for your consideration of these concerns.

004 Ashbourne Road

I am writing as the owner of a business situated on Ashbourne road to object to the poorly-conceived proposals to introduce parking controls in this area. Whilst the first consultation resulted in a slim majority of support for the proposal by residents, it did not include all of the businesses on both sides of Streatham Road who are likely to be adversely affected by this proposal. Trading conditions are tough on this stretch of road, as evidenced by the recent closure of Mitcham DIY Timber and Joinery on the corner of Caithness Road, amongst others. At Surveytech, we took an old printers workshop that had been near derelict for years and turned it into a thriving survey equipment business, employing several people from the local area all on London living wage or above. We also support local sports teams and sponsored students from a Mitcham school to attend an educational programme last year.

In short, we're an employer that provides good jobs and gives back to the community, and if you go ahead with these parking restrictions, you'll force us out. We're already looking into alternative arrangements in another borough because of this news. We need the ability to park our van and a couple of cars for deliveries, and have customers periodically come to us, otherwise this location just isn't viable. And it won't just be us. I know the cafe, the barbers and others on the high street rely on workers being able to park, and as they operate on slim margins this could be disastrous.

So you have a choice between forcing out the few businesses that remain in this area just because a very slim majority think it might make parking slightly easier or just leaving things well alone. I'm sure this email will have little impact as parking fines provide the potential to plug gaps for cash-strapped councils, but it will mean even more of this high street ends up boarded up and jobs are taken away from an already deprived area. It's the definition of short-sighted.

I urge you to reconsider.

023 & 035 Ashbourne Road

This is an objection to the relevant elements of the proposed CPZ scheme as detailed in the relevant proposal document dated 22 February 2018. In order to make informed decisions drawn from factual data I counted the number of cars parked in Ashbourne Road across sixteen consecutive days during the day and in the evenings, from February 26 to March 13, with occasional spot checks on Heaton Road, Thirsk Road, Tynemouth Road and Stanley Road.

The data gathered shows a clear pattern of when parking pressure is highest. This should be taken into consideration when deciding whether and how to proceed with the proposed Controlled Parking Zone. Without exception, the number of cars parked during the day was smaller than the number of cars parked during the evening. Some of the cars parked during the day will be commuters driving to this area, but at no point during the day is the pressure for parking space as great as it is in the evening. Conclusions:

1. The data shows that **proceeding with implementing a CPZ will be of no actual benefit to residents**; parking pressure is highest outside of working hours when the majority of residents are at home and 'visiting commuters' have left.
2. **If a CPZ is to be implemented, the hours of operation should be the shortest that can be set (11am – 3pm)** and (as proposed) not include the weekend, creating the 'commuter deterrent' effect that residents have called for while causing as little negative impact as possible on residents and their visitors and tradesmen. Having a CPZ operating from 8:30 – 6:30 will have no more benefit on parking space availability and will be a significantly greater inconvenience for all residents.

Ashbourne Road data:

Date	Daytime	Evening	% difference
Feb 26	136	143	+5.1
Feb 27	138	146	+5.8
Feb 28	145	151	+4.1
Mar 1	144	150	+4.2
Mar 2	135	143	+5.9

Mar 3	135	145	+ 7.4
Mar 4	131	138	+ 5.3
Mar 5	129	136	+ 5.4
Mar 6	130	138	+ 6.2
Mar 7	131	139	+ 6.1
Mar 8	131	138	+ 5.3
Mar 9	137	145	+ 5.8
Mar 10	130	142	+ 9.2
Mar 11	132	139	+ 5.3
Mar 12	130	138	+ 6.2
Mar 13	132	141	+ 6.8

Thank you for your consideration. Please let me know of the full responses to this representation at the earliest opportunity allowed by the formal process.

008 Ashbourne Road

I refer to the below email and consultation paper that has arrived in the post today. I note that on the map (z78-346-01) the parking assigned outside our house (81 Ashbourne Road, accessed on corner of Edenvale Rd) still has a shared use area outside, also with shared use and electric charging opposite (still Edenvale Road at junction with Ashbourne Red). It strikes me as unfair that we could potentially have more people wishing to park there than if the area were permit holder only. Please could you move the shared parking so it is outside the park entrance on Edenvale Road. Therefore it is not in front of a house and moreover a permit holder may actually wish to leave their car there to visit the park or community hall! I will be most unhappy if this isn't amended. As below, we wouldn't have voted in favour of the permit parking unless it was likely that this could be re-arranged. We voted for permit parking to increase the likelihood of us being able to park outside our house, which is important to us considering we have a baby and a growing family, it isn't easy to unload shopping and a babies stuff when the car is parked far away from the front door.

Roads removed from the scheme

027 Manship Road

I cannot see how the controlled parking zone and the proposed parking bays in Manship Road CR4 2AZ and CR4 2AY benefits the residents of Manship Road at all. Manship road is very narrow allowing single vehicle only access at any one time in either direction. It is difficult enough for the very skilful dustcart driver to negotiate the road, how he/she will be able to do that going forward, with parking bays on the Figges Marsh side of the road will be "interesting" to say the least. I personally do not wish to see a controlled zone in this road and voted against it in your proposal and having spoken to my neighbours, I am not aware of anyone who does want the controlled parking zone in Manship Road either. If there is indeed a majority of residents in Manship Road that agreed to this, then by all means, proceed but if no such majority exists, then please don't.

006 Manship Road

Whilst I am in broad agreement with the plans I originally responded to the first consultation. It seems to me that my main issue with the Permit Holder Bay on the Figges Marsh side of the road between Nos. 13 - 18 have not been taken in to consideration. We have lorries delivering goods and the refuse collections on Fridays. Most if not all of these vehicles reverse back out of the road to Streatham Road as the road is narrow. If a car is parked in Permit Holder Bay outside 19 and a car parked in Permit Bay on opposite side of the road in outside No 18 then these vehicles might not be able to either get down the road or definitely will not be able to reverse back out without causing some damage. Could you please look in to this detail.

042 Manship Road

I live at Manship Rd. and am not happy with proposals to place a yellow outside crossovers where we, certainly I have already paid for the privilege of parking. Like other permit holders I should be able to park outside my home. It should be a white line offered not a yellow line. A high percentage of residence on this road have crossovers.

I would like my views to be taken into account and a response given.

043 Manship Road

We live at Manship Road. We do not want permit parking on our road. There are enough crossovers not to warrant permit parking. We also do not agree with the restriction period.

003 Manship Road

I would like to object to the proposed parking bays on Manship Road. This is not practical as the road is very narrow and will cause chaos on the road. The house I live in has a dropped kerb. At the moment it is difficult to come and out of the drive due to car being parked very close to the dropped kerb but if a parking bay is situated across the road from it. it will be virtually impossible to gain access or exit. Also if there is an emergency it will be impossible to get out.

Please reconsider this idea as it will cause great stress and inconvenience to the residents of Manship Road.

The Road is simply not wide enough for parking bays across from the houses.

Looking forward to hearing from you regarding this.

019 Manship Road

I am also very concerned that the link to register opposition is no longer available and no paper copy form to oppose was sent with the proposed plan, so residents without access to email cannot voice their concerns.

With the deadline looming and most residents not understanding the plans proposed.

> Manship Road has properties on one side of the road, and residents only park on one side, as the road isn't wide enough to accommodate parking on both sides.

> There are there are 24 crossovers which residents with 2 or more cars use as additional parking for themselves, neighbours (with consent) or visitors to that address.

> Under your current proposals all these crossover spaces will become no parking, reducing the available (resident) parking from approximately 46 spaces down to a proposed 20 spaces approximately.

> 5 of the proposed resident spaces are to be on the Figges Marsh side of the road, which will make it very difficult for larger vehicles to navigate, refuse collections, deliveries etc especially if the cars parked on the marsh side are people carrier type vehicles or vans.

> As the available parking spaces in Manship rd will be reduced so

> drastically if the controlled parking zone is introduced & residents

> will have to pay for a permit that will at best give them a 50 per

> cent chance of actually parking on Manship Rd, residents will

> therefore be forced to park in the surrounding area, I request that

> Manship Rd not be included in the controlled parking zone and a proper

> consultation, speaking to each resident on Manship Rd

015 Manship Road

I wish to register my opposition to the proposed CPZ in Manship Road.

Parking in this road is sometimes problematic, (where is it not?) but by and large we rub along fine. This CPZ will reduce the number of spaces, and cause more problems than it eases.

The proposed run of 5 spaces on the wrong (Marsh) side of the road, opposite no's 13-18 is a particular nonsense.

There are so many crossovers/dropped kerbs in this road (27 out of 46 houses plus 4 disabled spaces) that the proposed

restrictions would make it impossible for visitors (and particularly tradespeople) to park. This is important to most of us. As a disabled resident, (with a designated parking space, lucky me !) I frequently have to call on others for day-to-day help. If they can't park nearby to unload/load their equipment, I shall very likely lose their services. At present my good neighbours, some of whom are in a similar position to me, are helpful and obliging with occasional parking. We help each other. However, if the CPZ restrictions are put in place, with the best will in the world this won't be possible. This scheme is widely unpopular – please reconsider.

009 Manship Road

I would like to object to the proposed parking bays opposite my house on Manship Road, Mitcham. Our road is quite narrow and this parking bay will make it extremely difficult to get in and out of my drive which we paid the Council to have dropped. Furthermore, with bin and regular delivery lorries it would make the road virtually impossible to get up and down the road and cause great stress to the resident. This is even before considering the possibility of emergency vehicles attempting to go down the road. Also, I will be losing a parking space outside my house, making it hard for visitors to park and having to pay. I would appreciate it if you could action and respond to this

012 & 044 Manship Road

I am writing to register my opposition to the above controlled parking

> proposals Ref: ES/GC2

> I am a resident of Manship Rd.

> The road only has properties on one side of the road and at present, people only park on one side, as the road isn't wide enough to accommodate parking on both sides.

> There are 24 crossovers which residents with 2 or more cars use as additional parking for themselves, neighbours (with consent) or visitors to that address.

> Under your current proposals all these crossover spaces will become no parking, reducing the available (resident) parking from approximately 46 spaces down to a proposed 20 spaces approximately.

> 5 of the proposed resident spaces are to be on the Figges Marsh side of the road, which will make it very difficult for larger vehicles to navigate, refuse collections, deliveries etc especially if the cars parked on the marsh side are people carrier type vehicles or vans.

> As the available parking spaces in Manship rd will be reduced so

> drastically if the controlled parking zone is introduced & residents

> will have to pay for a permit that will at best give them a 50 per

> cent chance of actually parking on Manship Rd, residents will

> therefore be forced to park in the surrounding area, I suggest that

> Manship rd should not be included in the controlled parking zone and a

> proper consultation, speaking to each resident on Manship Rd.

031 Uckfield Road

Appeal Against Proposed Double Yellow Lines on Uckfield Grove Controlled Parking Zone (CPZ) GC2 St Barnabas Road Area

We the residents of Uckfield Grove strongly object to the planned proposal of double yellow lines on our road.

We understand the statutory duty of the council to ensure safety and access to all road users. On the other hand, we are seriously concerned that the addition of yellow lines on one side of Uckfield Grove, where footway parking is currently allowed would radically reduce the amount of space left for parking.

Few years back the council reduced parking and introduced double yellow lines on Uckfield Grove depriving the residents few parking spaces after consultation. We fail to understand what new hazards have cropped up within these few years for the council to come up with the idea of denying the residents parking on one side of the road. Traffic moves through our road and we do not have blockages that impact on the emergency services and there is sufficient access to all pedestrians push chairs and wheelchair users with the present arrangement on our road. we don't understand why you have proposed double yellow lines on one side of the road thereby depriving parking to residents.

Your proposal will cause unnecessary hardship as we the residents will lose all parking space on one side off the road thereby reducing the parking capacity by half. This will adversely affect specially to the elderly, children and the sick. As stopping on the yellow lines will be illegal. Additionally, most of the repair engineers would refuse to attend calls as there would be no place for them to park. And visitors will be discouraged to visit friends and relative for lack of parking

Shift workers who live on this road when they come home late in the evening or late at night will have nowhere to park or very possible will have to drive far way exposing them to antisocial elements

We the residents have being living cordially on this road for many years, your proposal of depriving parking to one side of the road will sow the seeds of neighbours from hell, ill feeling ,problems and arguments as you will get ones that hog the parking spaces and then of course you will get the ones who are frightened to move their car once parked for fear of not getting a space again. All this will have adverse effect on the neighbourhood and house prices which is not acceptable.

We the residents of Uckfield Grove would earnestly request the council not to appear intending on creating problems and unnecessary hardship to us and continue the present time test arrangement of parking on both the sides on our cul de sac which works for all the residents

040 Framfield Road.

I am against controlled parking in my area , on my road, Framfield Rd. Following our discussions, most of us as neighbours, are against it as well, therefore I wonder how it came to be accepted, in your offices of the council. Please kindly look at it again. I believe this will not help us in any way and we don't stand to benefit from it in any way as residents. This is to let you know that : I am seriously against this controlled parking on Framfield road, CR4 2AW

032 Framfield Road

I write to make representation against the proposal of the implementation of a CPZ in the St Barnabas Road area. If the aim of the implementation of this CPZ is to reduce commuter parking in the area, the proposed operational hours (8.30am-6.30pm) are disproportionate and will become a nuisance to existing residents of the area. This leads me to believe that the proposal is actually a money-making scheme by the Council, in which case, will residents affected by the CPZ receive a reduction in our Council Tax?

I strongly feel that a more sensible approach would be the introduction of a CPZ with reduced operational hours, such as 11am-3pm or 10am-4pm, which would prevent the problem of non-resident commuters parking in the area during the day,

whilst not being a nuisance to residents. As it stands, the proposals indicate a complete lack of regard for the Council's residents in this area. Please respond to confirm receipt of this representation.

033 Framfield Road

I write to object to your proposed controlled parking zone on the following grounds:-

1. I am a pensioner and this is yet another form of tax from Merton Council on top of council tax rates and cuts to other services which we face year on year. The latest is your wanting to increase recycling yet at the same time you have stop providing food waste bags. I know people are on just not bothered with food recycling.
2. This scheme is an extension on the scheme placed by the section of Gorringer Park Avenue and Bruce Road. These roads are now mostly empty during the day as people have been parking their cars further up the surrounding roads.
3. The council has now commercialised these said roads by providing a bay only for a car rental company and two electric charging bays which are constantly occupied by another car rental company.
4. The proposed scheme is for residential roads and controlled parking zones are meant to alleviate parking congestion. I do not see a parking problem on my road and in fact the road is quite clear during the day as residences use their cars to commute to work. So how then will controlled hours of parking during the day alleviate parking issues. This appears as i said before another method of taxation.
5. If you do implement this matter, most people will just park their cars in surrounding roads that are not under control. Not only will this result in social problems such as residents in those areas not controlled to confront with persons parking on their street but i can see the council using this as a tool to yet again to extend the controlled zone.
6. Your basis for implementing this is the response of your survey returned to your offices which was only 19% i.e. less than one fifth of the survey posted out to residents. How can you justify using this very small sample as representative of the entire area affect?

I look forward to your reply and trust that you may reconsider this proposal.

Officers Comment

Please see section 5.5 of this report.

Officers general Comment

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 reasonable 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. Permits are issued to residents within a zone and as long as criteria are met. 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 and the current political party has frozen permit prices as part of their electoral manifesto since inception. All permit prices can be viewed on our Frequently ask Questions (FAQs) on the Council's web page www.merton.gov.uk/cpzgc2

During the informal consultation, the council offered three different options of hours of operation options. 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.

With regards to double yellow lines proposed 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 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 correctly 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 fees generated by the permits 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 fund concessionary travel schemes.

With regards to reducing the operational hours of the zone, all the roads within a specific zone must be subject to the same hours of operation. A legal notice which defines all the regulations that the Council intends to introduce in the form of a Traffic Management Orders (TMOs) was advertised at the statutory consultation stage. Making a road or part of a road to run different restrictions would cause confusion for residents and visitors alike and make the zone difficult to enforce. Any change would be subject to the consultation process. The proposed hours of operation was chosen by the majority of the residents who responded during the informal consultation and as per representations received during the statutory majority of residents who made representations, have not requested changes to the hours of operation.

In accordance with the Greater London Council (General Powers) Act 1974 & DDA, parking on any part of a footway is illegal; although there are occasions where provided there is sufficient footway width (minimum 1.5m) parking on footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway is not wide enough as is the case here. Within any parking management, every effort is made to maximise parking but as long as access and safety is not compromised.

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 considered as a direct request made by residents in the area who often experience parking difficulties. 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.

Help given to disabled, infirm and household bound residents can be found on Frequently ask Questions (FAQs) of our web page www.merton.gov.uk/cpzgc2

Proposed Controlled Parking Zone (CPZ) GC2 St Barnabas Road Area



ISSUE DATE: 22 FEBRUARY 2018

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between 5 October and 10 November 2017 on the proposal to introduce a controlled parking zone (CPZ) in your road.

GC2 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 256 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 19%. A detailed road by road analysis of the results show that 56% support a CPZ in their road, compared to 40% who do not and 4% who are unsure or did not comment. Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show 55% of respondents prefer 8.30am – 6.30pm, 29% prefer 11am – 3pm and 14% prefer 10am – 4pm. On the days of operation, the results show that 65% of respondents prefer Mon – Fri, 32% support Mon – Sat and 3% did not respond.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Environment, Regeneration and Housing on the 19 December 2017. The report and the decision sheet can be viewed on our website. www.merton.gov.uk/cpzgc2.

After careful consideration of the consultation results and officers recommendations the Cabinet Member has agreed to proceed with a statutory consultation to include Ashbourne Road, Carlingford Gardens, Edenvale Road, Figge's Road, Framfield Road, Gorringe Park Avenue (Between Nos 38 and 164), Heaton Road, Manship Road, Milton Road, St Barnabas Road, St James' Road, Stanley Road, Streatham Road (Between the Railway Bridge and Manship Road), Thirsk Road, Tynemouth Road, Uckfield Grove and Woodland Way into the proposed GC2 CPZ, operational Monday to Friday between 8.30am and 6.30pm. **Please see attach plan.**

WHAT HAPPENS NEXT

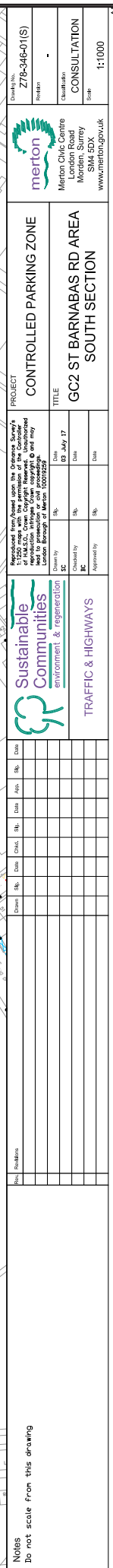
Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email trafficandhighways@merton.gov.uk by no later than

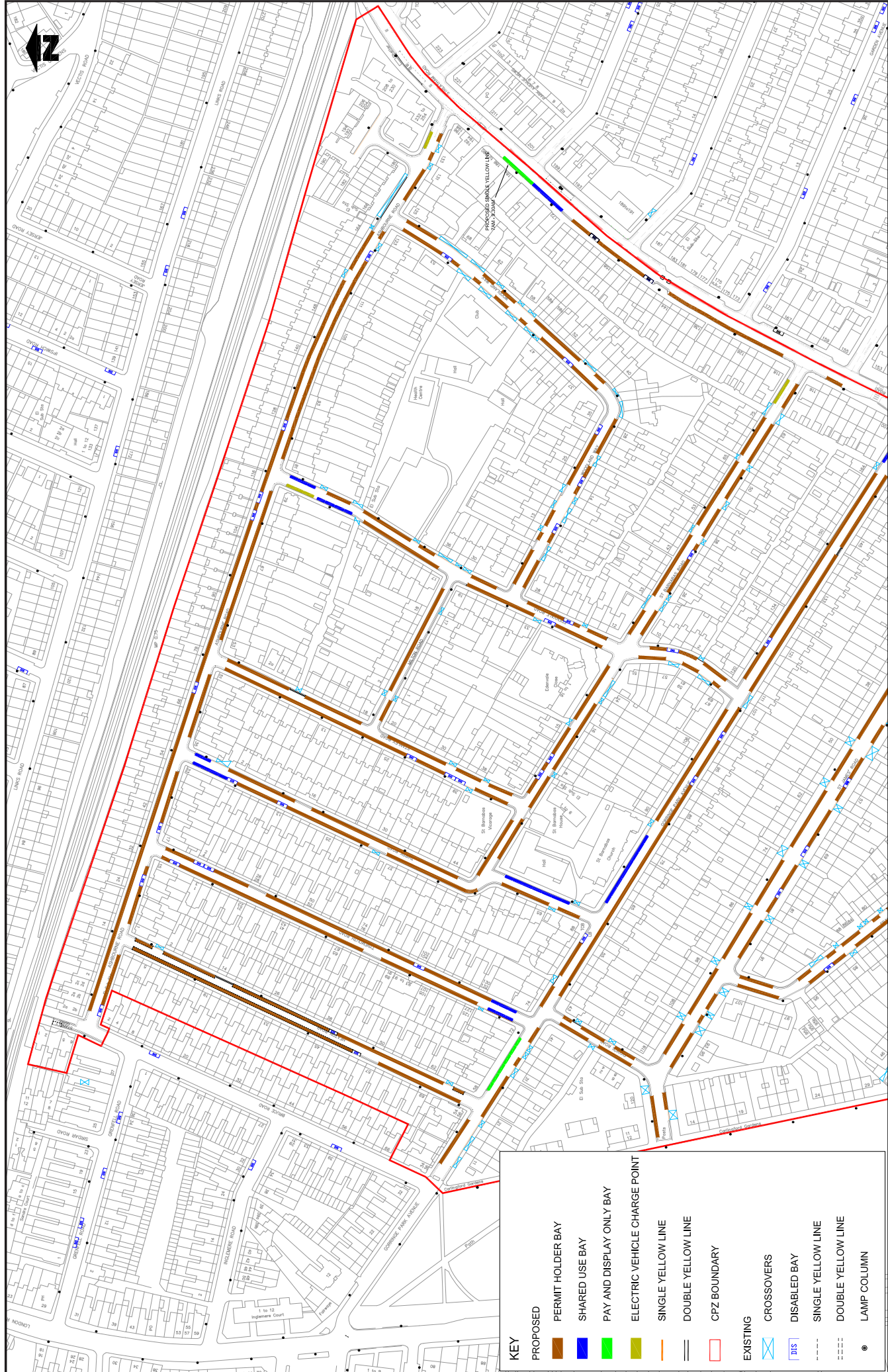
than **16 March 2018** quoting reference **ES/GC2**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy will also be available at Mitcham Library. This information is also available on Merton Council's website www.merton.gov.uk/cpzgc2.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment and Housing. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.



[illegible]

Merton Council - call-in request form

1. Decision to be called in: (required)

--

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