

Committee: Street Management Advisory

Date: 23rd January 2012

Agenda item: 8

Wards: Village

Subject: Proposed VNE CPZ (Seymour Road area) – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Forward Plan reference number: N/A

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Recommendations:

That the Street Management Advisory Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the results of the statutory consultation carried out between 11 November and 2 December 2011, on the proposals to introduce a Controlled Parking Zone (CPZ) in the Seymour Road area.
 - B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
 - C) Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 2.
 - D) Agrees to proceed with the making of the Traffic Management Orders (TMOs) for the implementation of the proposed 'VNE' CPZ to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, and Seymour Road operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78/187/02 Rev D in Appendix 1.
 - E) To defer a decision regarding Queensmere Road until the affect of the displacement is determined and Wandsworth Council have completed their consultation with their residents.
 - F) To introduce 10.4m of double yellow lines adjacent to No 6 Castle Way. This is based on the demand received from the resident.
 - G) To replace the proposed double yellow line restrictions in Alfreton Close (adjacent to Nos 37-45) to single yellow line restrictions.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the results of the statutory consultation carried out with the residents and businesses in the Village Ward area, and recommends the introduction of the proposed measures detailed above and as shown on in Drawing No. Z78/187/02 Rev D in Appendix 1.

- 1.2 The reports also details the issues regarding the proposed measures in Queensmere Road.

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.
 - Managing 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 where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.4 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.
- 2.5 In July 2010, a petition (PT501) containing 69 signatures was received requesting the introduction of parking controls. The Councils' response was to investigate the problem and it was agreed with the local Ward Councillors to undertake an informal consultation with the local community within an agreed area.
- 2.6 The informal consultation for the proposals to introduce parking controls in the Seymour Road area commenced on 8 July and ended on 29 July 2011. The results of the informal consultation along with officers' recommendation were presented to the Street Management Advisory Committee on 20 September 2011 after which the Cabinet Member approved the undertaking of a statutory consultation.

3. CONSULTATION UNDERTAKEN

Statutory Consultation

- 3.1 The statutory consultation was carried out between 11 November and 2 December 2011. 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 circulated to all those properties included within the consultation area.

- 3.2 The statutory consultation resulted in 86 representations. 31 were from residents who live within the proposed CPZ. 55 were from respondents who live outside our borough/outside the proposed zone with all 55 against the scheme.
- 3.3 Of the 31 residents who responded, 16 are in favour of the proposals, 5 against and 10 commented on the proposals.
- 3.4 Of the 55 representations against from respondents who live outside the borough, 32 were from the Wimbledon and District Synagogue/Nursery and its members and 15 representations against were received from Parkside Hospital and its staff.
- 3.5 The remaining 8 representations against were received from the London Borough of Wandsworth and their residents.
- 3.6 A petition was also received from Parkside Hospital Staff containing 91 Signatures.

London Borough of Wandsworth and its residents

- 3.7 Queensmere Road is spilt between the London Borough of Wandsworth, where Wandsworth is the traffic authority for the northern side of Queensmere Road and Merton is the authority for the southern side of Queensmere Road. Queensmere Road is only wide enough to allow parking on one side and the current parking pattern is that parking currently takes place on the northern half of the road (Wandsworth side) between Parkside and Seymour Road and on the south side (Merton side) from Seymour Road to Royal Close. Prior to start of the informal consultation, Merton officers had several meetings with Wandsworth Council in an attempt to determine a suitable way forward in terms of Merton's proposals for Queensmere Road. Despite Merton's concerns of the impact that our proposals would have on Wandsworth residents, Wandsworth Council chose not to be part of the consultation and advised Merton not to consult/inform Wandsworth residents about the proposed scheme.
- 3.8 Upon starting the consultation, the Council received an objection from Wandsworth attached as appendix 4 and summarised below:

"The London Borough of Wandsworth object to these proposals on the bases that;

 - Merton has insufficient support from residents consulted.
 - These proposals could obstruct the flow of traffic on Queensmere Road, if Wandsworth side is left uncontrolled.
 - Wandsworth residents who may be affected have not been consulted."
- 3.9 In response to the above, it can be confirmed that there was a willingness and desire for Merton to inform Wandsworth residents but were instructed not to do so by Wandsworth. Wandsworth officers were invited to take the appropriate mitigating action but decided not to do so. Their reason for this is set out in appendix 4.
- 3.10 Merton's consultation process to consult/implement CPZ's are different to that of Wandsworth's and it is considered inappropriate for another borough to claim "insufficient support" for action. Using Merton's current practice and process there is sufficient support from residents for these proposals to be progressed. Wandsworth's main practice in introducing a CPZ is to introduce a CPZ under Experimental Order, which means that the measures are introduced whilst the consultation is carried out.

- 3.11 To avoid obstructive parking on Queensmere Road, Merton Officers' advised Wandsworth to introduce restrictions on the northern side of Queensmere Road.
- 3.12 Following a meeting on 5th January 2012 with Wandsworth officers, it was concluded that there are a number of issues that must be resolved before making the appropriate recommendation regarding Queensmere Road. Wandsworth agreed to undertake a consultation to seek the views of their residents in the area. Officers agreed that it would be feasible to consider deferring a decision on Queensmere Road until the affect of the displacement of the proposed CPZ (subject to approval) is determined and Wandsworth have had the opportunity to consult their residents.
- 3.12.1 Although officers appreciate that our proposals do pose a problem to Wansdworth and every effort has been made and will continue to be made to resolve issues in a collaborative manner, Merton must be mindful and quick to take action if and when our residents become inconvenienced and address any obstructive parking particularly at / near crossovers possibly by means of single yellow line.

Wimbledon and District Synagogue

- 3.13 The Council received 32 letters from the members of the Wimbledon and District Synagogue/Nursery and its members objecting to the scheme. The Synagogue that is based on Queensmere Road falls within the London Borough of Wandsworth and falls outside the proposed scheme.
- 3.14 Based on feedback received, Merton Council has considered the Synagogue's and its Nursery's parking requirements and suggestions and proposes the following:
- 3.15 It is our understanding that the main days of worship at the Synagogue are Friday evenings and Saturday mornings. The recommended operational hours based on the consultation results are Monday to Friday between 10am and 4pm, therefore the zone would not impact on the main days of worship and have a minimal impact on the Nursery during the morning drop off time.
- 3.16 Additionally, there are provisions made in the proposals for 53 pay & display shared parking bays on Queensmere Road, which worshippers/visitors to the Synagogue/Nursery could utilise during the CPZ hours of operation.
- 3.17 It should be noted that as a rule, priority is given to residents and their visitors and this is often accommodated within the design by the implementation of Permit holder only bays. However to cater for the needs of the Synagogues community, these proposals have been amended by changing the nature of the bays on Queensmere Road to pay and display shared use.
- 3.18 The proposed shared use bays on Queensmere Road have a maximum stay of 5 hours to encourage a reasonable turnaround of available parking spaces and to minimise abuse from all day parking. If Queensmere Road were to be excluded from the proposed CPZ it would be subject to abuse by all day parking and residents/visitors would need to compete with commuters parking all day.
- 3.19 Disabled visitors to the Borough (Synagogue) in possession of a Blue Badge are allowed to park for free within controlled parking zones by displaying their blue badge.
- 3.20 The Synagogues' security concerns at its entrance have been taken into account with the two shared use bays originally proposed directly opposite its entrance being removed from the formal proposals.

Parkside Hospital

- 3.21 The Council received 15 letters and a petition with 91 signatures from Parkside Hospital and its staff objecting to the scheme. Parkside Hospital is a private business with approximately 330 members of staff. It has access to over 100 off street parking spaces, 17 of these spaces are allocated to its staff.

- 3.22 The parking proposal is in response to a petition received from the local residents of Merton who are experiencing parking difficulties in their roads and feel that the parking problems are being caused by staff/visitors from Parkside hospital and Heathland Court Care Centre.
- 3.23 Feedback received has concluded that Parkside Hospital staff in particular has made the parking situation unbearable for residents in the surrounding roads after the hospital stopped their staff from using their on-site parking facilities, thereby causing the parking congestion in the area. Parkside hospital has allocated approximately 17% of its available parking spaces to its staff and from feedback received expect the Council and local residents to accommodate their parking needs on the public highway.
- The parking needs of the staff of private businesses although considered do not take priority over the parking needs of residents.
- 3.24 Although Merton Council did grant the planning permission for the hospital expansion, it does not make the Council responsible to accommodate the parking needs of the hospital. This expansion will increase staff and visitor numbers, compounding the problem.
- 3.25 Controlled Parking Zones (CPZ's) are designed to relieve parking pressure for residents/ businesses and to remove the commuter parking causing congestion in the area. Staff are considered to be commuters as they are commuting to their place of work. As rule businesses within CPZ's are allowed 2 business permits, these are not for the staff of the business but for the vehicles used for the day-to-day running of that business. Additionally businesses with off street parking are not allowed to acquire business permits. Therefore the staff at the hospital would not be eligible for parking permits if the scheme is introduced.
- 3.26 It is considered that the hospital would need to utilise their off street parking provision in the appropriate manner in addressing their staff's need for parking and their practice should not place an unnecessary burden on the Council and its residents.
- 3.27 At the time of writing this report, a meeting was arranged to be held on 11th January 2012 between officers, the Cabinet Member and the Director of the Hospital. An update will be made at the meeting.

Village Ward Councillors comments

Cllr John Bowcott

- 3.27 Whilst I am disappointed that the number of responses from within the area seems small, I accept that this is not unusual in formal consultations. Though I look forward to scrutinising the more detailed reasoning of objectors in the Report to SMAC I do accept that Controlled Parking is likely to address the problems that local residents have in the area. The representations from the hospital do not sit well with the local community and to my mind should be ignored. The large increase in medical services provided on the site is most welcome but this has displaced both 'customer' and particularly staff parking onto local streets. There would seem to be adequate parking for visitors within the grounds and the hospital now needs to contemplate a 'park and ride' scheme for staff. The very large response from members of the synagogue is more problematic but on balance I do not believe that we can allow 'uncontrolled parking' to continue in an area of high demand. We should however do our best to make sure that there are adequate drop off facilities (not parking) and some 'pay and display' bays in the area. It is my intention to attend the SMAC Meeting and may well ask to speak once I have heard the local views on the published Report.
- 3.28 No other comments were received at the time of writing this report.

4 PROPOSED MEASURES

- 4.1 To proceed with the making of the Traffic Management Orders (TMOs) for the implementation of the proposed 'VNE' CPZ to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, and Seymour Road operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78/187/02 Rev D in Appendix 1.
- 4.2 To defer a decision regarding Queensmere Road until the affect of the displacement is determined and Wandsworth Council have completed their consultation with their residents. Once officers have concluded the appropriate action for Queensmere Road, and following further discussions with the Ward Councillors a separate recommendation will be made to the Cabinet Member.
- 4.3 To introduce 10.4m of double yellow lines adjacent to No 6 Castle Way. This is based on the demand received from the resident. It will ensure that the crossover to the property remains obstructed at all times.
- 4.4 To replace the proposed double yellow line restrictions in Alfreton Close (adjacent to 37 & 45). This is in response to the feed back received.
- 4.5 The recommendations are based on the support expressed by the majority of residents in all the roads within the proposed area, who participated in both the informal and statutory consultations.
- 4.6 The Council must consider whether or not the problems currently being experienced in this area are of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.
- 4.7 Officers suggest that it would be reasonable to tackle the injudicious parking and respond to the needs/demands of the affected residents in all the roads where there is majority support for introducing a CPZ.

Hours of Operation:

- 4.8 The proposed 'VNE' CPZ will operate Monday to Friday between the hours of 10am and 4pm.

Permit Issue Criteria:

- 4.9 The Council periodically reviews the permit and pay and display parking costs. However, the prices presented at the initial informal consultation stage will be unaffected for the first year, after which the current charges borough wide will apply.
- 4.10 Therefore, it is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton as 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.

Visitors' permits:

- 4.11 It is recommended that the system and charges applied elsewhere in the Borough, at the time of consultation, for visitor permits should also be introduced. All-day Visitor permits will remain at £2.50 and half-day permits at £1.50. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

Business permits:

- 4.12 It is proposed that the business permit system should be the same for zones elsewhere in the borough, maintaining the charges of £331.50 per 6 months, at the time of consultation, with a maximum of only two permits per business without off-street parking facilities.

Pay & Display tickets:

- 4.13 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 per hour; purchase of tickets will be available before 8.30am.

5 TIMETABLE

- 5.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks. This will include the erection of the Notices on lamp columns in the area, the publication of the made orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision.

6. ALTERNATIVE OPTIONS

- 6.1 Do nothing. This will not address the parking difficulties in the area and would not address the wishes of the residents in respect of their views expressed during the formal consultation.
- 6.4 To include Queensmere Road within the proposed zone. This would not be in line with what has been agreed with Wandsworth and would be unprofessional.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the recommended measures is estimated at £35k. This would include the publication of the made Traffic Management Orders, road markings and the signs. This does not include staff costs.
- 7.2 The introduction of the proposed parking management measures will be funded from the Merton Capital budget for Parking Management (CPZ, Disabled parking bays and waiting restrictions) 2011/2012.
- 7.3 There will be additional Civil Enforcement Officer costs in terms of the need for an additional half of a post at the annual cost of approximately £16k. This will generate an estimated gross income of about £40k per annum. Legislation states that any 'surplus' revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10 CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed arrangements is that the existing parking difficulties for some residents and businesses would continue.
- 11.2 The risk of not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council by those residents in support of the measures.
- 11.3 The risk of introducing the proposed measures may be possible dissatisfaction amongst those who did not support the measures but it is considered that the benefits of the proposed measures outweigh level of dissatisfaction.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2 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.
- 12.3 When determining what paying 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.
- 12.4 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.

13. APPENDICES

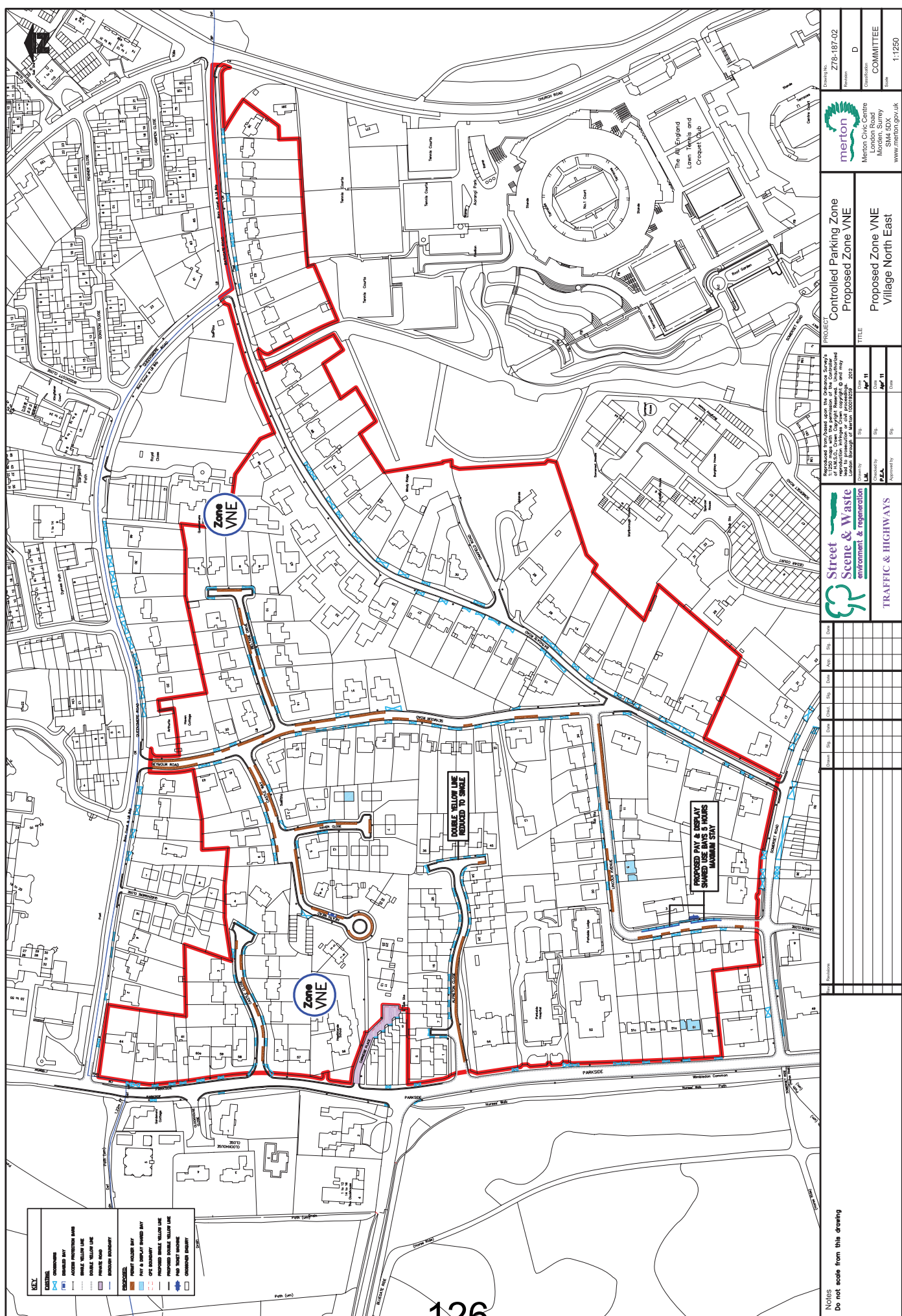
13.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Plan of proposals – Drawing No. Z78-187-02D

Appendix 2 – Representations and officers' comments

Appendix 3 – Further Representations

Appendix 4 – Statutory consultation documents



Representations and officers' comments	Appendix 2
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REPRESENTATIONS – IN FAVOUR
ALFRETON CLOSE
(12264143) Alfreton Close Resident
<p>My response to the statutory consultation concerning proposed CPZ VNE from ■■■ Alfreton Close is as follows. The parking problem in Alfreton Close has been caused by Parkside Hospital who have been allowed by the Planning Authority to increase their buildings without providing adequate parking for their staff, patients and visitors. As a result, the parking situation has deteriorated over the past 5 years and a consultation on a CPZ was requested. It is acknowledged that, after the informal consultation, the original CPZ proposals have been improved by Council officers. However, while I am in support of the CPZ in principle, further amendments are required to produce a fully satisfactory outcome for residents. The main problem areas with the current proposals are seen as follows: The proposed residents' parking zone at the top of the Close will be insufficient for residents' additional cars, visitors and tradesmen. Residents at the bottom of the Close (furthest from Parkside) will have double yellow lines outside their houses disallowing any parking and will be some distance from this proposed residents' parking zone at the top of the Close. This will present problems to elderly and less able visitors and to tradesmen. The situation on the south side is similar; however the proposed single yellow line will help with parking, but only outside the controlled time. It is clear that parking on both sides of the Close will not be allowed and the current Council proposals for double yellow lines along the north side are accepted. However, additional bays, similar to current parking practice, could still be introduced on the south side and bottom of the Close, where the road width is similar to the area of the proposed residents' parking zone at the top of the Close. Parking bays could be considered outside the following 11 houses: Nos. 24, 26, 28, 30, 32, 34 on the south side. Nos. 35, 37, 39, 41, and 43 at the bottom. Discussions with Council officers have raised the following objections: For bays outside houses, the distance between adjacent drives must be at least 6m as measured from the nearest point of the kerb drop-down. Bays fully in the road outside houses at the bottom of the Close would obstruct refuse collection and emergency vehicles. Taking each objection in turn: 1. The distance between drives in Alfreton Close is 7m. However, the drives have unusually wide "fan-outs" to the road and when measured from the nearest point of these fan-outs, the distances are between 5.05m and 5.5m. These are considered unnecessarily wide and are certainly not fully used in current practice by all residents, particularly by those in the middle at the bottom of the Close where there is no restriction to driving straight out onto the road. These fan-outs and the kerb drop down widths could be reduced to allow the 6m separation requirement. There are numerous examples in the Borough where parking bays are associated with less sharply angled fan-outs. A parking bay of 4.8m up to 5.5m (for which there are many examples in Merton) could be accommodated within 6m separation, giving parking for a family car or 4x4, which typically measures 4.4m. Residents have manoeuvred their cars in and out of drives with cars and vans parked outside their houses for the past 35 years without undue difficulty. 2. The introduction of bays on the south side and at the bottom of the Close would leave plenty of room for emergency vehicles to pass and manoeuvre, as has been experienced in the past. (If this is in any doubt, a trial with the local Fire Authority should be arranged.). Refuse collection vehicles are observed weekly negotiating the present situation, with cars parked on both sides at the bottom of the Close, without apparent difficulty. (It is noted that parking bays are being proposed at the end of Beltane Drive, where there is a similar road configuration.) In the light of the above, it is requested that further consideration be given to allowing bays on the south side and at the bottom of the Close, which will ease the inevitable pressure on the proposed parking zone and directly benefit those living at the bottom of the Close. A scheme including these additional bays could possibly be trialled for a year and reviewed in the light of any reported difficulties from residents or Council services. In view of the dramatic impact that the proposed parking restrictions will have on all the residents of the Close, it is strongly requested that further efforts are made to accommodate our views, before a final decision is taken.</p>
(12264145) Alfreton Close Resident
<p>I am in favor of the proposed introduction of a CPZ in ALFRETON CLOSE. It would be very helpful if you would consider adding additional parking spaces on the South side and the bottom of the Close.</p>
(12264285) Alfreton Close Resident
<p>I strongly support the proposed CPZ here but with the following suggestion. Because of the increasing number of cars parking for long periods, and many of them all day, it creates difficulties for the following houses: 24, 26, 28, 30, 32 and 34 on the south side and 35, 37, 29, 41, 43 at the bottom. This is where the road narrows. What about organising 70/30 parking bays in this section?</p>

(12264393) Alfretton Close Resident

I am writing in support of the above CPZ proposal in its current form as shown CPZ Z78-187-02 Rev B. In particular I am strongly in support of a key element of the above proposal to extend the existing double yellow lines to the entire area in front of Alfretton Close house numbers 1, 3, 5 and all along the western flank of house number 7 then continuing along the full extent of the north side of the main Close. It is essential for reasons of safety to have double yellow lines to prevent waiting or parking at any time by any person regardless of blue permit or similar exemptions due to this northern spur road being very narrow and having three lowered vehicle entrances close together. Zero waiting and parking is vital in this northern spur and in the area where it joins the main close to enable access for emergency services to the houses served by the northern spur, especially my own property. I would ask that with the introduction of CPZ the existing double yellow line markings at the Parkside end of the Close on the northern side be strictly enforced to prevent waiting or parking at any time by any person because the existing double yellow markings in this area are often ignored. More generally I do not support any representations or proposals that may be made by other parties during the statutory consultation to remove or make changes to Alfretton Close's pavement areas, kerbstones, lowered vehicle entrances (and their associated V-shaped extensions) in an attempt to squeeze in more parking bays regardless of use or configuration (100%, 70/30%, 50/50% etc) because of the overriding need for wheelchair access given the narrowness of the roadway and pavements in the Close. I believe that all the houses in Alfretton Close were provided with individual driveway and garage spaces as standard which could be sufficient for residents to park 2 or 3 vehicles each.

(12264590) Alfretton Close Resident

I am writing regarding the proposed Controlled Parking Zone VNE in Alfretton Close. First of all, we would like to express our sincere gratitude to the Council for considering the implementation of a CPZ in Alfretton Close. We believe this will not only make our Close safer, it will also make it more accessible to us, the residents. We have, over the four years that we have lived here, experienced a dramatic increase in the number of commuters and staff from Parkside Hospital who seem to regard the Close as their personal garage, to the point where it is often virtually impossible for residents to have the use and enjoyment of their properties because of inconsiderate parking by non-residents. Not only that, but with cars literally strewn across the length and breadth of the road, the very nature and character of the Close is in jeopardy. We would like to request, though, that due consideration is given to the following request: that additional resident parking bays are provided at the bottom end of the Close. As planned, there would be a single parking space opposite numbers 45, 43, 41, 39, 37 & 35. That will mean six houses will have to share this one parking space. We own only one car and our property is the only one in the Close without a garage. We have space for one car on our drive. We would therefore have nowhere to accommodate any visitors, workmen with tools and deliveries and/or babysitters unless this matter is addressed. We understand that Beltane Drive (which is very similar in layout to Alfretton Close, but narrower than ours), will be allowed to have multiple parking spaces at the bottom. We would be extremely grateful if you would make provision at the bottom of the Close for at least three more parking spaces please.

Officers Comments Re: Alfretton Close

When designing a CPZ every effort is made to maximise the number of parking facilities; this, however, is often restricted by the physical road layout. Following a further investigation it has been concluded that it would not be possible to introduce additional parking on the south side or within the cul de sac section of Alfretton Close mainly due to the dense number of crossovers and insufficient space between crossovers. However, the proposed double yellow lines are being replaced with single yellow line on the south side to allow parking after the hours of operation. It is also proposed to do the same for the cul de sac section of the road. This would allow residents to park across their crossovers after the hours of operation.

There has been a suggestion of allowing footway parking in Alfretton Close. Due to the narrow footways this option is not possible. The current footway parking that is taking place is unsafe and illegal, and forces pedestrians (elderly, children, etc) to walk in the carriageway.

Due to insufficient space between the 2 crossovers, it is not possible to provide an additional parking space between property no's 1 and 3 Alfretton Close. Although there may be bays in the borough that are smaller and have less clearance from crossovers, these were installed many years ago and have caused difficulties and complaints.

All road markings and signage must adhere to the Traffic Signs Regulations and General Directions 2002 which is reviewed and amended by the Department for Transport (DfT). The current regulations allows for a minimum of 4.5 metre parking bay. Merton currently uses a minimum of 5 metre bay to accommodate larger vehicles.

Where roads are narrow crossovers are constructed in a manner so as to ensure easy access / egress.

BATHGATE ROAD
<p>(12263004) Bathgate Road Resident</p> <p>Regarding the proposal to introduce the W7 CPZ operational Mon-Fri between 10am and 4pm, we are in favour of the proposal as this will alleviate the parking and traffic problems on Bathgate Road and indeed would even welcome this to include Saturdays (08.30-6.30) when many cars park on Bathgate Road when they visit the AELTC. It is however regretful that Merton and Wandsworth cannot agree to one policy for Bathgate and Queensmere Roads as it is a nonsense for these roads to have a split policy running down the middle. There should without doubt be one decision even if a road is split between two boroughs (which in itself is odd and should be reviewed). If a CPZ will operate on the Merton side of Bathgate and Queensmere, parking will continue on the Wandsworth side. This potentially will lead to the follow problems ; 1) Difficuly for residents to drive out of their driveways (turning) if cars are parked opposite some drives. 2) If a CPZ operates on one side of the road and there is free parking on the other, then potentially it will result in traffic congestion as in some places (especially on Queensmere Road), it will be impossible for two cars to pass. 3) Based on the diagrammatic position of the CPZ on the Merton side of Queensmere (where it meets Bathgate) it will be dangerous as when a car turns the corner from Bathgate into Queensmere, it will have to drive onto the wrong side of the road (has any planner actually tried to drive and test this ? I have and can tell you this is the case). In summary Bathgate should have CPZ on both sides of the road and Queensmere at least at the Bathgate Road end should only be permitted to have parking on one side of the road.N.B. Is it possible to have double yellow lines in between 74 and 76 Bathgate Road as cars often park in this small space blocking both drives to 74 and 76</p> <p>Officers Comments:</p> <p>Merton Council did approach the LB of Wandsworth but they rejected our proposals and advised us not to consult their residents. Due to the narrow nature of Queensmere Rd, we are mindful of the possibility of obstructive parking that is likely to take place if the measures are introduced on our side of Queensmere Rd.</p> <p>Merton will continue to work with Wandsworth to resolve the parking and impact of our proposals. For this reason it is being recommended that no action is taken on Queensmere Rd at this time until Wandsworth complete their consultation with their residents and Merton has had the opportunity to determine the impact of the proposed zone should it be approved.</p> <p>The section of Bathgate Road east of Queensmere is of sufficient width to accommodate parking and does not suffer from obstructive parking, therefore, eliminating the need for any restrictions. To assist better movement along the Queensmere Road near its junction with Bathgate Road it is proposed to introduce some shared use bays and convert 2 of the previously proposed bays into double yellow lines to allow for a passing gap. The entrance to Boddicott Close acts as another passing gap along that section of the road and therefore further restrictions are not necessary.</p> <p>Where possible the Council refrains from introducing double yellow lines across a single crossover. Some residents have raised the point of obstructive parking in this area requesting longer/additional controls for this section of road. Currently the proposed single yellow line is operational Monday to Friday 10am to 4.00pm. The statutory consultation was based on this. However, following feedback received from Bathgate residents, it may be feasible to apply longer hours to include Saturdays; this, however would require an agreement between all those residents affected and would be subject to a further statutory consultation. This can be treated separately to the CPZ.</p>
<p>(12263688) Resident</p> <p>I am writing to confirm that I am in favour of the proposed parking restrictions in Bathgate Road.</p>
BELTANE DRIVE
<p>(12263008) Beltane Drive Resident</p> <p>I write in support of the proposed VNE parking zone. If Beltane Drive is not included in the proposed plans then it is highly likely that it will suffer from traffic displaced into the drive from any CPZ in the neighbouring roads. Beltane drive is narrow and parking on both sides of the street will prevent emergency vehicle access and also prevent residents having easy access to their drives.</p>
CASTLE CLOSE
<p>(12263578) Castle Close Resident</p> <p>We, residents of 1 Castle Close, are in FAVOUR of a CPZ in our road and neighbouring roads, which is to operate Monday to Friday between 10am-4pm. We do experience a great deal of parking problems (parking on pavement, blocking drives, etc). We are looking forward to seeing the Controlled Parking Zone in operation as soon as possible.</p>

<p>(12264009) Castle Close Resident</p> <p>Thank you for your letter dated 11th November 2011. I can confirm that my husband and I are firmly in favour of CPZ proposed zone VNE. We, and all our neighbours, have sent numerous emails and photos illustrating the frequent obstructions (e.g. police called in), safety issues (children in the Close, emergency services couldn't get through) and inconveniences (deliveries on Parkside 300m away!) all due to the extremely bad parking problem. It has been a very difficult and frustrating few years and we appreciate and commend your great efforts in trying to solve this issue.</p>
<p>(12264283)(12264287)(12264398) Castle Close Residents</p> <p>In reply to your letter of 11th November 2011 regarding the Controlled Parking Zone in Castle Close. I write to confirm that I am in favour of the (CPZ) from Monday to Friday between 10:00am and 4pm. I have written numerous letters regarding the very difficult situation concerning the parking problem in the Close.</p>
<p>(12264578) Castle Close Resident</p> <p>We are writing to confirm that we are in favour of the Controlled Parking Zone in Castle Close. We support the suggested hours of control on Monday-Friday between 10am - 4pm. We are concerned about the layout of parking bays and the visual impact of poles and ticket machines and we request specific consultation on this. In particular we would strongly object to a machine or pole in front of our property when it is possible for these to be placed between properties and minimise visual impact for all residents.</p> <p>Officers Comments:</p> <p>Installation of signs / street furniture are not subject to consultation. The locations are often dictated by need and every effort is made not to cause obstruction and minimise intrusiveness to residents - shared boundaries or behind tall boundary walls are ideal locations.</p>
<p>HEATH MEAD</p>
<p>(12264458) Heath Mead Resident</p> <p>I am in favour of the introduction of a CPZ in the village North East Zone, although the proposed scheme does not provide sufficient parking spaces for the 22 properties in Heath Mead, where there are no driveways. Heath Mead's management company applied on behalf of all the residents to have the North West pathway widened to provide 50/50 parking, where it is proposed to introduce double yellow lines. I would appreciate being informed of the outcome of this application.</p> <p>Officers Comments:</p> <p>Merton investigated the possibility of footway parking as proposed by Heath Mead residents. Currently vehicles are illegally negotiating the high kerbs to park on the footway at their own risk. For Merton to allow footway parking these high kerbs would need to be lowered. When the council allows footway parking it assumes the responsibility for safety and may be liable for any possible damage. Extensive construction works would be necessary to lower the kerb to allow footway parking. Additionally the footways would need to be reconstructed /reinforced to withstand vehicular weight. Based on the draft design the estimated cost of the required works of approximately £10k and the council cannot justify this expenditure to gain only 4 additional parking spaces. For these reasons the Council is unable to accommodate this request.</p>
<p>LINCOLN AVENUE</p>
<p>(12264543) Lincoln Avenue Resident</p> <p>Thank you for the results of your Consultation, Issue Date 11 November 2011. It is a relief to know that the proposed CPZ Scheme is proceeding to the next stage. Parking in Lincoln Avenue is bedlam on <u>every weekday</u> with cars arriving as early as 0630 hrs so as to ensure getting a parking space for the rest of the day. All of these cars are parked by people working at Parkside Hospital so it was a relief to get confirmation from Paul Atie (via Cllr Richard Chellew) that "Business Parking Permits will not be issued for normal parking needs of employees or business clients". My wife and I sincerely hope that the proposed Scheme will become a reality so that we will no longer find ourselves living, on every weekday, in what is effectively the overflow car park of Parkside Hospital.</p>

Representations and officers' comments	Appendix 2
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REPRESENTATIONS – AGAINST
ALFRETON CLOSE
(12264178) Resident
I want parking arrangements to stay exactly as they are in Alfreton Close. I do not want a CPZ in any shape or form.
(12264544) Resident
<p>Firstly, I would like to register that the parking problems in Alfreton Close are caused by Parkside Hospital, which has been allowed by the Planning Authority to expand without providing adequate parking. In principle the introduction of a Controlled Parking Zone (CPZ), could make these problems more manageable. However, I do not support the present proposal because the number of parking spaces would not be sufficient. For this reason, I request that you look into options to increase the number of parking spaces. In particular I ask you to consider parking bays in front of the following houses: 24, 26, 28,30,32,34, 35, 37,39, 41, 43. I understand that there are two reasons why you have not included bays in front of these houses in your proposal. Firstly, there needs to be a 6m distance between the drives of adjacent houses, measured from the nearest point of the kerb drop-down, and secondly you have concerns about access for emergency vehicles. With respect to the first point, I would ask you to bear in mind that in Alfreton Close the distance between drives is around 7m, but because they have abnormally large "fan-outs" to the road, the distances measured between the nearest points of the kerb drop-down are in the range 5.05m to 5.5m. As far as the second point goes, while I fully support the importance you give to safety, I would ask you to bear in mind that as far as I know, there are no recorded incidents of emergency vehicles having difficulty in gaining access to the bottom of the close even though cars do park in front of the houses I have listed, and I understand that they have done so for many years. In addition, I would note that the waste collection vehicle has no difficulty in accessing the bottom of the close every Monday. To confirm that there is no issue with access for emergency vehicles, I would suggest that you could organize a trial with the Fire Authority, as their vehicles are probably the largest emergency vehicles that would need to access the bottom of the close.</p>
Officers Comments:
<p>When designing a CPZ every effort is made to maximise the number of parking facilities; this, however, is often restricted by the physical road layout. Following a further investigation it has been concluded that it would not be possible to introduce additional parking on the south side or within the cul de sac section of Alfreton Close mainly due to the dense number of crossovers and insufficient space between crossovers. However the proposed double yellow lines are being replaced with single yellow line on the south side to allow parking after the hours of operation. It is also proposed to do the same for the cul de sac section of the road. This would allow residents to park across their driveways after the hours of operation.</p> <p>There has been a suggestion of allowing footway parking in Alfreton Close. Due to the narrow footways this option is not possible. The current footway parking that is taking place is unsafe and illegal, and forces pedestrians (elderly, children, etc) to walk in the carriageway.</p> <p>Due to insufficient space between the 2 crossovers, it is not possible to provide an additional parking space between property no's 1 and 3 Alfreton Close. Although there may be bays in the borough that are smaller and have less clearance from crossovers, these were installed a long time ago and have caused difficulties and complaints.</p> <p>All road markings and signage must adhere to the Traffic Signs Regulations and General Directions 2002 which is reviewed and amended by the Department for Transport (DfT). The current regulations allows for a minimum of 4.5 metre parking bay. Merton currently uses a minimum of 5 metre bay to accommodate larger vehicles.</p> <p>Where roads are narrow crossovers are constructed in a manner so as to ensure easy access / egress.</p>

BATHGATE ROAD

(12264552) Bathgate Resident, Wandsworth

We would like to object most strongly to the introduction of a Controlled Parking Zone in Bathgate Road as proposed. We object on the following grounds:

1. Lack of consultation, Both Merton and Wandsworth Councils proclaim the merits of their consultation procedures for Controlled Parking Zones on their respective websites. We note that residents on the Merton side of Bathgate Road have been consulted, but those of us on the Wandsworth side of the road have not been consulted at all. As the proposals will affect us just as much or more than Merton residents, we consider that the procedure adopted to date is fundamentally flawed and is undemocratic. The proposal is for the introduction of controlled parking from Monday to Friday on the Merton side of Bathgate Road. The Wandsworth side of the road will as things stand be uncontrolled. This inevitably means that vehicles will park on the Wandsworth side of Bathgate road (that is the section between Queensmere Road and Church Road) and on the northern side of Queensmere Road. This is likely to result in pressure on Wandsworth Council to also institute controlled parking. This is in effect a fait accompli where Wandsworth residents are only consulted when it is all too late. This is simply undemocratic. We consider that the proposed scheme should either be suspended or a joint consultation carried out involving both Councils and incorporating & the residents of Queensmere and Bathgate Roads.
2. The Proposal, The proposal is for controlled parking between 10 am and 4 pm, Monday to Friday. This does almost nothing for the parking issues faced in our part of Bathgate Road. These arise: 1) on Saturday and Sunday mornings as a result of the Junior Tennis Initiative at the All England Club. 2) in the three weeks prior to the Wimbledon tennis championships (and presumably also the Olympics). The very worst days are the Saturday and Sunday immediately preceding the Championships. We have been advised by a member of the AELTC Management Committee that they are only granted permission to use the parking area between Somerset Road and Bathgate Road for the two weeks of the Championships. Were permission to be granted for use of this area in the period immediately prior to the Championships in addition, this parking problem could easily be solved without the introduction of a Controlled Parking Zone.
3. Inaccuracy in the Street Management Committee Report, dated 20th September. This report contains the following re Bathgate Road: *"Bathgate Road is a private street which means that although the residents are responsible for the upkeep of the highway, L.B Merton is the Traffic Authority and the road must remain open at all times for public use. Due to the close proximity of Bathgate Road to the proposed zone it was felt that Bathgate Road could be affected by vehicle displacement from the proposed zone. Following a meeting with Bathgate Road Residents Association it was agreed to consult Bathgate Road as part of the proposed zone. However, due to the narrow nature of the road and in the absence of any footway, it is not possible to introduce safe parking bays and therefore, to protect the residents from displaced parking which would be obstructive, officers are recommending the introduction of yellow lines waiting restrictions in Bathgate Road."* This paragraph is simply not correct in that the section of Bathgate Road between Queensmere Road and Church Road is not a private street; in effect this part of Bathgate Road is not mentioned in the Committee Report. No reference is made at all to the northern part of this section of road falling within Wandsworth Borough. Unless a Councillor was very expert and had prior knowledge, they would be misled by this paragraph.
4. Conservation Area, Bathgate Road is to a large extent a Conservation Area. Merton's own Design Guidance for the Area states that the Council will endeavour to maintain the road in keeping with the characteristics of the Conservation Area, which is described as a unique rural atmosphere. The introduction of all the street paraphernalia required for a Controlled Parking Zone will, especially in the section of Bathgate Road between Queensmere and Church Roads, detract from this special character.
5. Conclusion, In the Decision Note of 27th September it is stated: *"Not to introduce the proposed yellow line waiting restrictions would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services; refuse vehicles and the overall safety for all road users."* As no street survey has been undertaken of parking conditions on the respective roads, reliance is being placed on the 40% of Merton residents who responded to the Council's consultation document. Given that those respondents who responded to the consultation are more likely than not to be concerned about parking issues, we suggest that this cannot be a substitute for a street survey of the parking issues being encountered (including at weekends). We have not seen any issue of access for emergency services, and it can be argued that the presence of parked vehicles such as they are actually slows traffic rather than endangering road users. We conclude that the case for the proposed restrictions has not been made and that a proper consultation of all affected residents has not been undertaken - reliance on roadside signs which not everyone has seen is no substitute for a consultation of residents of Bathgate Road and Queensmere Road. We trust that the Council will take account of these objections in the further consideration of this Proposal.

(12264560) Bathgate Resident, Wandsworth

I am completely horrified to have just found out through a neighbour that Merton Council are proposing to instigate a parking zone in Bathgate Road. I understand that today (2nd Dec) is the date you set for objections. How fortunate to have found that out last night! Bet you wish you could have just slipped it by. I live at No 77, in the Borough of Wandsworth. I have no requirement to have controlled parking, there is no problem in this road, other than during the Tennis Championship. This is controlled by yourself and the Tennis and seems to work well. I can't imagine why you now feel the need to incur additional expense enforcement the rest of the year. I'm also extremely concerned that Merton can institute this, without any reference to the residence who live on the Wandsworth side of the road. How can this be allowed – were you seriously just prepared to 'paint' the lines and then have traffic enforcement officers in place just for your Borough? I'd be extremely interested to know where this idea has come from. As a member of the Wimbledon Chamber of Commerce through my work I feel this is something which must be exposed – I shall raise it with fellow members. I would appreciate being kept informed in the future. I am copying this to Wandsworth Council too.

(12265040) Bathgate Resident, Wandsworth

My neighbors have just alerted me to the fact that Merton council are proposing to introduce metered parking on the lower part of Bathgate Rd. This will be a disaster for residents who are already experiencing parking difficulties. If there is restricted metered parking on the Merton side of Bathgate Rd - everyone will just park on the Wandsworth side of the street making it impossible for us to park in front of our own homes. (We have a protected Cedar of Lebanon tree that overhangs our driveway - the needles and sap - not to mention the pigeons make it impossible to park in our driveway.) Please would you not introduce metered parking as it will have a terrible effect on the residents on both sides of the street!

Officers Comments:

Merton Council did approach the LB of Wandsworth but they rejected our proposals and advised us not to consult their residents. Due to the narrow nature of Queensmere Rd, we are mindful of the possibility of obstructive parking that is likely to take place if the measures are introduced on our side of Queensmere Rd.

Merton will continue to work with Wandsworth to resolve the parking and impact of our proposals. For this reason it is being recommended that no action is taken on Queensmere Rd at this time until Wandsworth complete their consultation with their residents and Merton has had the opportunity to determine the impact of the proposed zone should it be approved.

The section of Bathgate Road east of Queensmere is of sufficient width to accommodate parking and does not suffer from obstructive parking, therefore, eliminating the need for any restrictions. To assist better movement along the Queensmere Road near its junction with Bathgate Road it is proposed to convert 2 of the previously proposed shared use bays into single yellow lines to allow for a passing gap. The entrance to Boddicott Close acts as another passing gap along that section of the road and therefore further restrictions are not necessary.

Where possible the Council refrains from introducing double yellow lines across a single crossover. Some residents have raised the point of obstructive parking in Bathgate Road (between Queensmere Road and Church Road) requesting longer/additional controls for this section of road. Currently the proposed single yellow line will be operational Monday to Friday 10am to 4.00pm. The statutory consultation was based on this. However, following feedback received from Bathgate residents, it may be feasible to apply longer hours to include Saturdays; this, however would require an agreement between all those residents affected and would be subject to a further statutory consultation. This can be treated separately to the CPZ.

CASTLE WAY

(12263330) Castle Way Resident

2 comments against your Proposals above-referred: **1.** There have been 2 Planning Permissions recently granted for our plot, No. 5 Castle Way, Wimbledon, London SW19 5JN. These are Application Numbers **10/P2803** and **11/P2165**. Both now allow for an additional driveway / crossover, and differing locations for the driveways / crossovers, than at present. **10/P2803** allows for 2 driveways / crossovers on our Castle Way frontage. **11/P2165** allows 2 driveways / crossovers on our Haven Close frontage. Your Proposals need amendment to include these. In addition to our 2 present driveways / crossovers, 1 on Castle Way and 1 on Haven Close, correctly marked on your identifying Plan. **2.** We object again to double yellow lines in the immediate area anyway. Single yellow lines would prevent the main parking problem, over-use by non-residents, while allowing for after-hours parking by residents and their visitors.

Officers Comments:

These proposals are based on the current layout of crossovers and street furniture. These can be amended subject to an approval to install or amend the current layout. If these amendments to the layout are completed before these proposals are installed, amendments to the design will be made with no additional cost. However, should the proposed crossover be approved after the CPZ is installed, there will be additional cost attached to the crossover application to make the necessary changes to traffic orders and road markings etc. The double yellow lines have been proposed in locations where roads are not wide enough to accommodate parking. It is essential to maintain access and safety at all times.

HAVEN CLOSE

(12264014) Haven Close Resident

We would like to object in the strongest terms possible to the Council's Intention to introduce the W7 CPZ which includes Haven Close. Our objections are listed below. 1. The wealthier residents within the zone own larger houses that have their own drive ways Whilst the poorer residents have to park in the street. The cost of the permits for the CPZ zone that the larger home owners have voted for will therefore only fall on the poorer residents that can least afford it and did not want a CPZ. 2. We have both been made redundant since the start of the economic downturn but, have both managed to find employment at or near the minimum wage as we still wish to contribute to the community. We start work at 5.30am and 6.00am and we both have to have our own cars to be able to get to work. The introduction of the permit charges may mean that it is no longer viable for us to continue with our employment. 3. The proposed parking bays that were voted on have now been significantly changed in both position and number surely this moving of goal posts invalidates any vote or consultation. 4. There is great confusion amongst the residents as to why Queensmere Close is designated as being a private road and excluded from the CPZ on the supplied map Z 78-187-02 Rev B. If this Close is private and excluded from the CPZ why were the residents of this close allowed a vote in the consultations about the CPZ that did not include them, when residents of Carnegie Place were denied a vote. If as I suspect Queensmere Close is not private and to be included then the goal posts have not just moved they are now an entire street away from the CPZ that was presented for Consultation. If for some reason an exception is to be made to exclude Queensmere Close then why can't the same exception be made for Haven Close where unlike Queensmere Close every vote cast was against the CPZ. 5. As only suspiciously low 40.4% of questionnaires were returned, how can we be certain that all the households received a questionnaire . As in nearby Raynes Park the residents discovered that only certain properties received a questionnaire to return and the informal consultation process is having to be repeated. 6. As only 22.3% of residents (less than 1 in 4 not a majority) have voted in favour of a CPZ. I feel it is possible for the Council to claim it has a mandate for the introduction of a CPZ. 7. Is it not the case that across the country because councils have been in effect capped by central government, are promoting the adoption of CPZ's as a method of raising revenue. Despite this method causing the burden to fall upon the poorest and least able to defend themselves.

Officers Comments:

These proposals are in response to a petition received from residents requesting parking controls. The Council does not initiate CPZs. The consultation results are based on the number of responses received during the consultation and does not take into account property size or access to off-street parking. The amendments made to the bays on Haven Close are to move the bays to the opposite side of the road, which facilitates better movement of traffic; the number of bays is retained. Queensmere Close is a very narrow road unable to accommodate parking without affecting access. The residents do not have access to off-street parking and if excluded from these proposals they would effectively not have access to any parking within the zone. Merton Council is not the traffic authority of Carnegie Road, therefore, have no jurisdiction on this road. Additionally Carnegie Place residents have access to off-street parking. Haven Close differs from Queensmere Close in its layout, which allows for parking to take place. Officers' have concluded due to Haven Close's geographical location, this road would benefit from inclusion as it would be surrounded by the proposed CPZ and the displaced parking could have an adverse impact on the on-street parking conditions. During the Raynes Park Area CPZ consultation due to an error during mailing some residents did not receive the complete consultation pack. This was corrected by reissuing the missing part to the entire area. However in the VNE CPZ we did not receive any information from residents regarding missing or incomplete consultation document. A response rate of 40.4% is considered to be a high for a CPZ consultation.

LONDON BOROUGH OF WANDSWORTH**(12264176) Wandsworth Council**

For the full letter please see Appendix 3.

(12264175) Wandsworth Resident

I refer to the proposal to introduce a controlled parking zone (CPZ) in Queensmere Road and would like to voice my strong objections to this plan. The reasons why I am against any such proposal are: 1. Impediment to driveway access: From a personal perspective, it would be very inconvenient to have a parking bay situated directly opposite the entrance to my drive, as indicated in the diagram in Appendix 3 of the informal consultation documentation, as the road is not very wide and it would make driving in or out difficult. Moreover, if any cars were to be parked on either side of the entrance to the drive, as is often the case at present, it would make it impossible for me to get in or out as there would not be sufficient space in which to effect the necessary turning of the car that would allow entrance or exit due to the width of the road. 2. Traffic management: Queensmere Road is relatively narrow and currently therefore cars tend to park on one side of the road only - the north side of the road - which is controlled by Wandsworth Council and where there are no proposals to implement any parking restrictions. Should cars be allowed to park on both sides of the road it would severely affect traffic flow and in parts would effectively block the road. This would, of course, also have a very adverse impact on access by delivery vans, which are quite frequently used by residents, as well as access by emergency vehicles should the need arise. 3. Visitor parking: At present Wandsworth residents and their visitors are able to park freely in Queensmere Road. The introduction of parking restrictions would be unfair to them as they would not be able to park on the north side of the road, which is part of Wandsworth, without blocking it. In the circumstances, they would have no choice but to park in the bays which would limit the times in which they could leave their cars there and would result in their incurring costs to do so. I sincerely hope that the Council will decide, upon reflection, that the implementation of a controlled parking zone in Queensmere Road would not be of any benefit but would in fact have a negative effect on residents' use of the road and local traffic.

(12264485) Wandsworth Resident

I am writing to object to the proposal to introduce parking restrictions on Queensmere Road. There is no justification for the introduction of a CPZ which is likely to cause access issues in emergency situations and access issues for rubbish collection and street cleaning. Public transport is limited in the immediate vicinity and I am very concerned about the consequences for parking on neighbouring streets outside the CPZ.

(12264542) Wandsworth Resident

I am a resident of Gonston Close which, as you know, is a small Close leading from Queensmere Road. I was appalled to recently discover from a sign on a lamppost that Merton Council is proposing to introduce parking restrictions (permits and pay parking places) on its side of Queensmere road and adjacent streets (e.g Seymour Road). I'm pleased to see from your ward leaflet that you are opposing the introduction of these restrictions and I wish to express my concerns to each of you about them and my support for your opposition. This proposal would have a major deleterious effect on the environment on the Wandsworth side of Queensmere Road in that it would literally produce a tidal wave of parking on it and the few adjacent small roads, such as Gonston Close. As well as this general detriment to the environment (bringing noise and pollution) there would be: - road safety issues arising from Queensmere and adjacent roads on its Wandsworth side becoming crammed with parked cars - problems which currently don't exist; - access issues in emergency situations - I'm sure that fire and ambulance access would become almost impossible to my Close; and access issues for rubbish collection and street cleaning would likewise become almost impossible. Furthermore I'm sure that resident parking in Gonston Close would become almost impossible, with residents having to jockey for parking spaces with car owners escaping parking charges on the other side of Queensmere Road. Can you please therefore oppose this proposal strenuously. I plan to attend the Ward meeting on the 12th December which you are arranging but I'm sending this message to you today as this is also my response to the consultation by Merton council (to whom I am cc'ing this message, as well as our local MP Justine Greening and the local Merton councillors) which finishes tomorrow and I wish them to note my strong objections to their controlled parking zone proposal and to express the view to Merton that it be rejected outright.

(12264545) Wandsworth Resident

I am sending you this email to object to your proposal for parking zones in Queensmere Rd, as usual you go ahead without any consultation or consideration to the local tenants, we have lived here since 1977 and never once have we been consulted on any issues regarding the LTA building programme, so its only natural that you would not consult us on this. Hopefully you will reconsider your decision and have a full consultation with all the affected residents in both boroughs.

<p>Officers Comments to Wandsworth Residents:</p> <p>Merton Council did approach the LB of Wandsworth on the possibility of treating the road as one, but they rejected our proposals and advised us not to consult their residents. Merton wanted to consult all the residents of Queensmere Road likely to be affected in Merton and Wandsworth. We are aware of the possibility of obstructive parking taking place on Queensmere Road, due to its narrow nature, if the proposals should be adopted. It is Merton's intention to request Wandsworth to install yellow lines on their side, on safety grounds, of Queensmere Road if and when we have approval to implement this CPZ on the Merton side. The section of Bathgate Road east of Queensmere does not have the possibility of obstructive parking; therefore we are not requesting any restrictions in this location on the Wandsworth side. It will be left unrestricted unless Wandsworth decide otherwise.</p>
<p>PARKSIDE HOSPITAL</p>
<p>(12264736) Parkside Hospital</p> <p>For full letter please see Appendix 3</p>
<p>(12264737) Parkside Hospital Staff Petition</p> <p>We, the undersigned, staff and patients of the Wimbledon Parkside Hospital, wish to register our objection to the proposed parking measures in the vicinity of the Hospital. There is no parking space at the hospital for Staff, many of who live a considerable distance away and can only get to work by car. Public transport is limited to one bus. The Hospital will lose many of its staff and this will benefit nobody, including the neighbours who are patients. We would like the Council to ensure that no policies are drawn up that could lead to the possible closure of a vital amenity to the neighbourhood.</p> <p>This petition contains 91 of signatures.</p>
<p>(12264738) Parkside Hospital, Cancer Centre</p> <p>For full letter please see Appendix 3</p>
<p>(12263851) Cancer Centre London Hospital Staff</p> <p>I am writing to you to complain about parking restrictions by cancer centre london hospital. Firstly i commute to work every day from sutton, to work at cancer centre london monday to friday. Unfortunatley due to lack of space i am unable to park on site and therefore find parking on the road Lincoln Aveue. Every morning the resident of this road abuse me, threaten me and obstruct a public road with their council bins. As a voluntree special constable at sutton borough i find it rediculous that merton council are considering restricting all parking for those who work at the hospital. Every single space used is legal and obliges to the yellow line and drive way restrictions. Secondly Lincoln Avenue and connected roads are covered in leaves obstructing double yellow lines, which should be cleared and is dangerous. I would like to know how i can appeal against these new regulations and the reasons why i am paying my council tax</p>
<p>(12264244) Staff</p> <p>I wish to raise my concern over your recent proposal to increase parking restrictions around the residential area of the Wimbledon Parkside. As my workplace is in the vicinity I would find these restrictions severely limited for car parking. I need to travel by car since public transport is very limited in this area - one bus route. To travel to work I would need to take 3 buses, this would obviously take considerably longer than travelling by car. I also work shifts which means early starts some days and late finishes other days. I question the rationale for this proposal since I can not see that the current street parking has any bearing on traffic flow/congestion. I personally live in a residential area where there is also permitted non residents parking and can appreciate why non residents would need the right to park. In my view the approach by the local residents seems unreasonable in the light of reciprocal arrangements. I am sure they would expect elsewhere. I would appreciate your consideration and review of this proposal.</p>

(12264246) Parkside Hospital Staff

I wish to place an objection the proposed controlled parking zone being considered in the Seymour Road area (SW19). While I appreciate that many people park in the surrounding roads and commute to either Putney or Wimbledon via public transport, there are some that do not, but park, as I do, because we work at a local hospital and driving to there is the only way to get there in a timely fashion. I arrive at 7.30am and leave between 3 - 4.00pm four days a week. Some people travel a great distance that would make travelling via public transport virtually impossible to get to work and thereby perhaps having to look for other jobs, which in the current climate is not easy. For me personally, I travel some distance, which if I had to use public transport would take nearly two hours each way. Many people park sensibly and do not block any of the residents' driveways or cause any obstruction for refuse vans or any other utility vehicles. I agree that there have been a few people in the past that may have parked inconsiderately of other road users and residents. I appreciate that perhaps on some of the smaller roads parking congestion may difficult for the residents (the majority of which have off-street parking) but I also live in an area whereby commuters park in the road. However by the time I get home they have gone so parking is then not a problem. I would say that the same is true of the roads in the Seymour Road area as I have seen this myself when I have had to work a bit later and can see that the roads in this area are virtually free of cars except for the residents' cars. So I cannot see why a complete CPZ needs to be put in place. Perhaps just the smaller roads (Alfreton close, Castle Close, Haven close, Heathmead, Queensmere close, Royal Close and Beltane Drive) could have the CPZ and leave the larger roads mostly untouched. The majority of residents has off-street parking and will probably never need to apply for a parking permit. I do not think that the proposed income of 380K that the council hopes to achieve mentioned will be anywhere near this especially if the residents do apply for parking permits. I also note that the number of residents consulted about having a parking problem many did not reply, did not have a problem or were undecided. I believe to put a CPZ in such a large area where there is a local hospital and staff need to drive to get work is really unreasonable.

(12264260) Staff

I have become aware of a consultation process regarding the car parking situation in and around Somerset Road, Queensmere Road, Seymour Road etc. and I would like to put forward my perspective on this. I travel daily from my home in Banstead to my office on Parkside and I usually park in one of these roads. I find most people park very sensibly and do not obstruct the residents' drives. If these roads were to be made residents' only parking, I am not sure where I and everyone else would park. It seems it would just move the problem elsewhere. It is not possible for me to travel on public transport to and from Banstead every day, and we all have to tolerate parked cars, wherever we live. These roads are side roads. They are not busy main roads. The Council has already introduced restricted parking in some of these roads which I think was very sensible and ensures that emergency vehicles have adequate access. The other issue is that of the residents' parking permits. I firmly believe that if these restrictions were to be approved, the residents would have achieved their objective of removing the parked cars. I think it would therefore be very unlikely that they would then purchase parking permits, as they nearly all have large drives and garages to accommodate their own vehicles. This would obviously affect the overall cost to the Council of introducing these parking restrictions. I do hope you will give my thoughts your serious consideration. These plans will have an enormous impact on those who use these roads and people I have spoken to are very worried. I look forward to hearing from you.

(12264461) Parkside Hospital Staff

I wish to voice my objection to the proposed introduction of a controlled parking zone in the roads surrounding Parkside Hospital. I have worked as a Staff Nurse at Parkside since 1988 but fear that if these restrictions come into place I may no longer be able to work there. I understand the need to encourage people to use public transport and to reduce congestion on the roads, however, as in any workplace people will choose to work somewhere that they are able to get to and Parkside is poorly served by public transport the only bus being the 93. Although I live Kingston, to travel to work by public transport would involve catching two buses and a train and would take in excess of 1 hour in the daytime and considerably longer in the evenings. As I work until 900pm at least twice a week I would not be arriving home until approximately 10.30pm. I am sure you can understand that this would be a problem for me. As you know restricted parking is already in operation in most of Wimbledon so there would be nowhere else to park. Parkside Hospital provides a valuable service to the local community and the residents all use the hospital. The houses in the surrounding roads all have driveways with parking for at least one car, and many have much larger spaces. The majority of hospital employees park in these roads on weekdays during office hours, so in the evenings and at weekends there are very few cars. This appears to me to be nimbyism in the extreme; the residents value the service which we provide but are not prepared to allow us to park outside their houses despite there being no other parking in the vicinity. I was interested to read the proposal document which states that of the questionnaires sent out only 40.4% of the residents responded. This suggests that the majority of residents do not find the issue of parking in be a problem and therefore I am unclear as to why you are going ahead with this scheme and urge you to reconsider your decision.

(12264475) Parkside Hospital Staff

As an employee of Parkside Hospital, I am concerned about the proposed parking restrictions in the residential roads surrounding the hospital. This will make it much more difficult for me to get to work as well as the majority of my colleagues. I drive to work, as do many of my colleagues. Hospital parking is very limited and reserved for our patients only. Should the restrictions come in to place, driving into work will no longer be an option. The only public transport that serves the hospital is the 93 bus link, so unless people live walking or cycling distance away, getting to work will become extremely difficult and indeed impossible for many. We work late at night and often 13 hour shifts and getting home alone late in the dark makes a lot of us female staff uneasy, especially in the winter, not to mention adding 2 hours onto my working day. Please also bear in mind that the majority of residents living on the roads in which we park have driveways, meaning we are not inconveniencing them by taking up their spaces so they are unable to park outside their homes. I hope you will consider my objection, along with the many others I am sure you will receive from Parkside Hospital staff.

(12264517) Parkside Hospital Staff

I am very concerned to learn of the proposed parking restrictions in the form of Residents Only parking in the roads surrounding Wimbledon Parkside SW19. I work in the area and, as you know, the public transport is very limited and for this reason I need my car to travel to and from work. I work on a shift system which means that I have to travel either very early in the morning or late at night and the only safe and reliable way to travel at these times is by car. Therefore, I wish to register my objection to these proposed parking restrictions.

(12264537) Parkside Hospital Staff

I would like to raise an objection to the intended residents only parking restrictions that are due to be put in place around the Parkside area. I am not a resident but work everyday in the area and park in the roads that are to be made permit only, such as Lincoln Avenue, Somerset Road, Seymour Road, Queensmere etc. There are no facilities where I work to park on site. I work late shifts, so if I were forced to park further away, or across the other side of the common I would feel very unsafe as a lone female walking back to my car at night. There is nowhere else close by to park for 8 hours at a time if the restrictions were put in place. Getting public transport to and from where I live is not an option, so I would be forced find another job. I know I am not the only person in this position, and would kindly ask that these objections are considered.

(12264725) Parkside Hospital Staff

I am writing with regard to some of the surrounding roads becoming pay and display and resident parking zones, As you know, I am a PA to [REDACTED] at Wimbledon Clinics within Parkside Hospital. I travel to Wimbledon from Weybridge daily by car. The journey by public transport would entail a long walk to the station [no buses available], approximately a 30 minute train journey and a bus to Parkside Hospital from Wimbledon station. I regularly work late and on occasion have to start before 0900 hours due to the workload. This would not only make my day a lot longer than it already is, but there is the security aspect of the walk back home from Weybridge station which is, in parts, poorly lit. In addition, there is the extra cost involved in the train fares and bus fares. This would impinge upon my salary quite heavily and I would have to think again about continuing my employment at Parkside Hospital. One of the reasons I have continued to work at Parkside, in spite of moving from Putney to Weybridge, is the fact that I can drive to work and park my car locally.

(12264726) Parkside Hospital Staff

I am writing with regard the proposed introduction of a Pay & Display zone in the roads surrounding the Parkside Hospital. I am the Practice Manager for Wimbledon Clinics and I currently travel to work by car but if such parking restrictions were introduced this will have a huge impact not only on the length of journey, but also the cost of the journey will increase greatly. At present the journey is a short 45 minute drive but if I were to be forced to use public transport the option of taking 2 buses, a train and a tube is simply not practical. Many of the patients we treat live in the surrounding areas and they are delighted with the exceptionally high level of care they receive from my clinical and administration team. I find it hard to believe that they would actively wish to make it difficult for those who service their needs so effectively, to get to work. In this time of global economic concern surely we should be supporting business not making it more difficult? It would seem that many of the residents are not in favour of the parking scheme being introduced and that this is merely an opportunity for Merton Council to generate additional revenue. Many of the properties within the proposed zone are furnished with either a garage or a driveway and in many cases both and therefore they do not have an issue with parking spaces. To my knowledge there has not been a noise issue neither has there been a litter issue. On what grounds are Merton Council prosing these changes? I look forward to hearing from you in due course.

(12264729) Parkside Hospital Staff

I have recent been told that the car parking in the local area may become a residents parking zone. I work for [REDACTED] at the Wimbledon Clinics. This is a specialist group of surgeons working independently within Parkside Hospital [REDACTED] is a very busy orthopaedic surgeon and works long hours. [REDACTED] wishes me to be present at all clinics which means I have to be at work at 8am on most mornings and leave at 6.30pm when the clinic finishes. If I were not allowed to park my car locally then my day would be unacceptably long. I have recently had major back surgery and was on crutches for 4 months so my walking distance is poor. To be expected to take 2 buses and a long walk to get to my work place would cause considerable discomfort and distress. I live in an area where people park outside my home constantly. We have a nursing home in the road and obviously this causes a problem with parking I do not understand why the people of Wimbledon have to be treated any differently to people in other areas!

(12264731) Parkside Hospital Staff

It is with much displeasure that I write to you with regard to the proposed parking restrictions around the Parkside Hospital. I work at the hospital and drive here every weekday. Imposing parking restrictions will prevent me from driving into work as I will not be able to afford the proposed £1.10 per hour or even leave my desk to go and feed a parking meter. Having seen the consultation documents it does not appear you have a unanimous decision from residents to go ahead with this plan, it looks to me that you are looking to create a new revenue stream! During a recession it is not unusual to look for new sources of income, however this will affect the common man, we are not bankers or MP's we are the support staff for the hospital who park around the hospital instead of in the grounds to allow Wimbledon residents to park in the grounds when they see a consultant and I add this is free parking! I really hope Merton council do not go ahead with the proposal and do look at the bigger picture.

Officers Comments to Parkside Hospital and staff:

These parking proposal are in response to a petition received from local residents of Merton who are experiencing parking difficulties in their roads and feel that the parking problems are being caused by staff/visitors from Parkside hospital and Heathland Court Care Centre. We are aware that the problem is relates to a few roads, but the Council must consider the impact of displaced vehicles into the surrounding roads.

Feedback received has concluded that Parkside Hospital staff in particular has made the parking situation unbearable for residents in the surrounding roads after the hospital stopped their staff from using their 100+ on-site parking spaces. Only 17 of these parking spaces are allocated to staff. Thereby causing the parking congestion in the area. Based on our estimation Parkside hospital is only allocating approximately 17% of its available parking space to its staff and there is an expectation for the Council and local residents to accommodate their parking needs on the public highway.

The parking needs of the staff of private businesses are not given priority over that of the residents and businesses are expected to have a green travel plan whilst managing their parking.

Merton did grant the planning permission for the hospital expansion, but this does not make Merton responsible for the parking needs of the hospital. This expansion will increase staff and visitor numbers, compounding the problem.

Controlled Parking Zones (CPZ's) are designed to relieve parking pressure for residents/ businesses and to remove the commuter parking causing the congestion in the area. Staff are considered to be commuters as they are commuting to their place of work.

As a rule businesses within CPZs are allowed 2 business permits; these are not for the staff of the business but for the vehicles used for the day-to-day running of that business. Additionally businesses with off street parking are not allowed to acquire business permits. Therefore the staff at the hospital would not be eligible for parking permits if the scheme should be introduced.

It is considered that the hospital would need to utilise their off street parking provision in the appropriate manner in addressing their staff's need for parking and their practice should not place an unnecessary burden on the Council.

(12264574) Parkside Business

I am writing as a business rate tax payer in Merton and also as a frequent user of many of the roads in the above draft order. Before writing this I checked what other orders have been made recently and are in the pipeline. Plethora would be the word. Living in Richmond which has not had a single new CPZ or extension for over a year it is begging the thought of what is so different in Merton. I live near Ham House a popular National Trust destination which is adjacent to riding stables, a rifle club, sports fields and a garden centre yet although on a narrow road there are no restrictions and common sense prevails. There is an added advantage of no ugly yellow lines or street furniture. This appears to be the policy of the present Local Government Minister who has called for an end to council intrusion when not required. I object to this CPZ as being not necessary and also as a waste of ratepayers money. Various Council reports refer to a sum of £380,000 being in the budget without any one of them referring to the other proposed schemes i.e. £30,000

spent on this scheme does not mean £350,000 being left over at the end of the year. Far from it! Also no account is made for maintenance and administration over the year. Cpzs should not be a self fulfilling prophecy based on budget available and there is no harm in not spending all the funds although it can be appreciated that staff would be ready for other duties. At this point I should say that "Permit "was spelt incorrectly in the London Gazette advert, so perhaps the number of traffic orders is beginning to take its toll. According to the committee report this Cpz came about due to a petition initiated by Heath Mead residents. The report goes on to say ... the road most affected by commuter parking. It then goes on say that ... currently residents and commuters are parking unsafely on both sides of the footway and along the outer kerbline of the roundabout. No evidence is given in the report about this "commuter" parking, either its extent or its nature. Presumably on the basis of untested allegations yet another draft Cpz affecting a large area started its merry way. Of course, you must be careful what you wish for as no sooner had the draft Cpz been put out for consultation than the not so merry residents of Heath Mead started bleating! The report states that the residents actually wanted to park on the narrow roundabout which has hitherto been described as unsafe, to quote the report "This unregulated parking that is currently taking place is unsafe for all road users in particular pedestrians". The fire brigade were troubled to drive round the roundabout and raised no objection. Thus the pampered burgesses of Heath Mead having called for a Cpz partly because of unsafe practices now have the right to park again on the outer kerbline of the roundabout. The word farce is an underused word in the parlance of traffic orders. I invite the worthy councillors and all else that care about these matters to drive round Heath Mead at night and then at ten in the morning and play spot the difference. I have done this to and from work at 10am and 8pm causing no little concern to my passenger. There is some parking but not excessive and certainly parking at the roundabout is caused by an obsessive endeavour to park near their houses rather than necessity. The residents of Heath Mead voted 100% that they had a parking problem but only 3 people, just 50%, for the CPZ they are now unhappy about, whereas, their next door neighbours in Haven Close voted 100% against it even though they have a mere hammer head and no roundabout. More telling and this is the crux of the saga of Heath Mead is that only 27% actually voted. So this flawed petition that started this process was signed by how many people? 38% of the residents in Haven Close bothered to vote to be 100% against the Cpz as being unnecessary, also no parking problems say 100%, but thanks for asking. The Alternative options cited at the start of the committee report are (i) Do nothing. There is talk of the current parking demands of residents with no detail being given of these. The next item is "duty to provide a safe environment for road users". The only example of this is Haven Mead and now backtracking ensures the present "unsafe" situation will prevail. Just what are the safety concerns that could possibly be worse than Haven Mead because I have not seen any or read of any? The website crashmap.co.uk which collates accident information shows no slight, serious or fatal accidents involving personal injury within the entire CPZ area since 2005, the date when records begin. The nearest accidents have occurred along Parkside and near the All England Club. The next Alternative option is not to introduce yellow line waiting restrictions which would not address the obstructive parking and traffic congestion currently being experienced and will not improve access for the emergency services, refuse collection services and the overall safety for all road users. There has been no evidence of any of these matters. Rather the opposite as the emergency services have turned down an improvement at Heath Mead. I have never seen obstructive parking and the idea of congestion is fanciful! The question of Queensmere Road merits observation as the north side is in Wandsworth and contains the synagogue. At the present time the north side on a regular basis is used by cars that appear to be parked for more than a few hours, presumably using the synagogue. The proposal to introduce pay and display on the south side will not address the needs of users who wish or need to be there all day. Additionally, as Wandsworth are going to do nothing, users will continue to use the north side for parking all day free of charge just as they do now. The road is not wide enough for pay and display and parking on the north side at the same time. It's as simple as that. At the moment there is no parking on the south side period. The term "commuter" is used in the report at times in a pejorative sense and in the Human Rights section and quote "The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses". There is no definition of commuter but I suggest there is a difference between a person driving to the environs of a train station, parking all day and returning to his car after using the train and a person travelling to work and parking for the purposes of walking to his business. The local businesses here are really the "elephant in the room" as nowhere in the report does it mention even one employer. The only organisation mentioned is the synagogue and that is outside the zone. The Papal Nuncio on Park Side has just 6 "employees" but all parking is on site and that includes visitors. The only employer of any note is Parkside Hospital employing over 300 people and Parkside Cancer Centre. The Cancer Centre appears to have ample off street parking. Located on Bathgate Road it generates no parking demand as no one parks on Bathgate Road, it is too narrow and the residents have very efficiently dispensed rocks along the verge that discourages such practices at no cost to the taxpayer. The actual Parkside Hospital has main entrances to Park Side and so the majority of traffic has no effect on the CPZ and has parking for senior staff and visitors on site. If nursing staff on using side roads for parking they hardly come into the category of commuters and should be classed as business users. The majority of nursing staff will be female, working shifts who deserve our every consideration. Looking at the plans for Seymour Road, for example, parking places will be available just where people park now. But why should nurses have to pay nearly £700 for a business pass out of taxed income when they are causing no obstruction or congestion? Public transport which is one of the facets of a CPZ just does not exist as there is only one bus route. I am conscious of the fact that these representations are already far too long but as stated previously as a business rate tax payer,

these proposals do not warrant implementation and the associated expenditure or inconvenience to those affected.

Officers Comments:

The £30k is the estimated cost for the consultation and implementation of the proposed CPZ. The balance of the total budget would be allocated to other proposals, reviews of existing CPZ and maintenance works. The running costs of CPZ are covered through the income generated. CPZs must be self funding.

Merton Council does not initiate CPZ. CPZs are initiated by residents sending in a petition requesting parking controls.

The current parking practices taking place on Heath Mead is illegal and unsafe for pedestrians who are forced to walk in the carriageway.

Merton Council did approach the LB of Wandsworth and will continue to work with Wandsworth to reach a resolution.

Parkside Hospital has approximately 330 members of staff. Their staff in particular has made the parking situation unbearable for residents in the surrounding roads since the hospital stopped their staff from using their 100+ on-site parking spaces. The hospital has only allocated 17 of these parking spaces to their staff that is to say that approximately 17% of its available parking spaces is allocated to its staff and there is an unreasonable expectation for the Council and local residents to accommodate their parking needs on the public highway. The parking needs of the staff of private businesses are not given priority over that of the residents and businesses are expected to have a green travel plan whilst managing their parking.

Merton did grant the planning permission for the hospital expansion, but this does not make Merton responsible for the parking needs of the hospital. This expansion will increase staff and visitor numbers, compounding the problem.

Controlled Parking Zones (CPZ's) are designed to relieve parking pressure for residents/ businesses and to remove the commuter parking causing the congestion in the area. Staff are considered to be commuters as they are commuting to their place of work.

As a rule businesses within CPZs are allowed 2 business permits; these are not for the staff of the business but for the vehicles used for the day-to-day running of that business. Additionally businesses with off street parking are not allowed to acquire business permits. Therefore the staff at the hospital would not be eligible for parking permits if the scheme should be introduced.

It is considered that the hospital would need to utilise their off street parking provision in the appropriate manner in addressing their staff's need for parking and their practice should not place an unnecessary burden on the Council.

QUEENSMERE ROAD

(12264589) Queensmere Rd Resident

I write to object to the proposals for the introduction of a Controlled Parking Zone (CPZ) in the Village North East (VNE) area and, in particular, Queensmere Road. My principal objection is that I strongly believe that there is not a parking problem in Queensmere Road. As an owner/occupier of Queensmere Road for nearly 4 years I have observed parking behaviours along the length of Queensmere Road and cannot recall a time when parking – for me at least – presented a problem. To substantiate this view, I have undertaken a rudimentary survey of the number of vehicles parked in each section of Queensmere Road over a period of 7 consecutive days (Saturday 19 November 2011 to Friday, 25 November 2011 inclusive), I have also calculated the parking capacity for one section of the road and I have used this measure to assess capacity over the remainder of Queensmere Road. The results of the survey are attached and full details are available on request. In summary, what the survey reveals is that the overall parking capacity of Queensmere Road is 73 vehicles. The average usage for the period of 7 days was only 39.5%. From your proposals it is calculated that the overall capacity will be reduced by 31.5% to 50 vehicles. This substantial reduction can only have a negative impact. Queensmere Road is unusual in having only 36.8% of its length fronted by property that requires vehicular access and many of the properties are large with ample off-street parking – thereby giving rise to substantial street parking opportunities. The survey suggests that at an average usage of less than 40%, there is little problem with parking. Although my property is in the section (7/8) with the highest average usage at 79.0%, I am generally able to park outside my own property and surely this is what people really want. Controlled parking could only be effective if it protects that right. A CPZ will remove that right. I would also note that your proposals refer only to the Merton side of Queensmere Road and make no reference to what might happen on the Wandsworth side. Obviously a CPZ could not be implemented on one side and not the other. I acknowledge that your proposal extends well beyond Queensmere Road and I recognise that there are localised parking issues in other parts of the area – Castle Close and Alfreton Close – to name but two and this is clearly reflected in the high percentage of respondents who feel there is a parking problem in those roads. The equivalent percentage on Queensmere Road was only 28.6%. To reiterate, I strongly object to the introduction of a CPZ on Queensmere Road for the following reasons: 1. there is not a parking problem on Queensmere Road; 2. implementation of a CPZ would substantially reduce the parking space currently available; 3. the proposal fails to address the issue of the Merton / Wandsworth boundary.

Officers Comments:

The Council recognise that there is currently no parking problem on Queensmere Road. However Queensmere Road has been included into the proposed CPZ because Queensmere Road is likely to be adversely affected by the displacement from the neighbouring roads if the neighbouring roads are included in a CPZ. Whilst most of the properties on Queensmere Road have access to off street parking, the on street will be fully utilised by commuters leaving no opportunity for visitors to park and is likely to cause unnecessary congestion and obstruction particularly to crossovers.

QUEENSMERE ROAD SYNAGOGUE**(12264378) Synagogue Vice President**

I write as vice-president of Wimbledon & District Synagogue to again voice the synagogue community's formal objection to the introduction of the above proposed CPZ. We are fully aware that we are officially outside the proposed zone, however, we will be most directly affected. Accordingly, we sincerely hope that you will give due consideration and weight to our position when deciding upon adoption of the proposal. You will be aware of the full account of our objections I presented in my letter of August 11th to Councillor Judge. These objections all remain in force together with those expressed in the numerous other letters you have received from members of the community and parents of nursery children. That said, we wish to emphasise the following: The removal of on-street parking currently available to staff and visitors to Parkside Hospital will almost inevitably result in the complete daytime occupation of whatever "pay and display bays" you intend to provide from early in the mornings as activity at the hospital generally starts before activity at the synagogue. It is therefore most probable that your proposal will effectively deny our community any access to park anywhere in the area covered by the proposal other than through the odd lucky windfall. This will exacerbate our foreseen difficulties. The proposal, if incepted, would in our opinion, inflict unreasonable and unnecessary disruption and potentially cause substantial harm to the functioning of our Community. This would fall especially hard upon the aged, the young, and the nursery operating from our premises. We would also face unreasonable financial expenditure to accommodate more vehicles within our curtilage to the detriment of our already limited amenity space and the children who use it. Further, as pointed out to your officers, the proposal to place parking bays opposite our ingress and egress points would severely compromise both our security and access. Delivery vehicles will have insufficient space to manoeuvre through the security gates. We would again urge you to reconsider the scheme and at a minimum, simply place a yellow line on the Merton side of Queensmere Road.

(12264455) Synagogue Vice President

I am writing as the other Vice President of Wimbledon & District Synagogue, to endorse my colleague's submission below. As you are aware, our faith community plays a very active role in key educational, cultural and social action facets of Merton Borough life. They range from welcoming many school visits throughout the year, contributing meaningfully to the work of the Merton Inter-Faith Forum to hosting Borough specific cultural activities such as the Wimbledon Music and Book Festivals. Above all, and as Councillor Kirby may confirm, we feel that our community "punches above its weight" in Merton social action initiatives. I myself have been a regular volunteer at the very successful Faith in Action Merton Homeless Project. This charitable project is also a regular designated beneficiary of our community's fund raising. I am joined in this particularly worthwhile activity by several of our members, including one of the two project managers and two trustees. I hope you will appreciate what our Synagogue now sees as the irony of the proposed parking restrictions; it is precisely the most needy in our own community - i.e. the aged, infirm, young children and infants who are being most impacted by proposals that they feel helpless to influence. I do trust you will give full consideration to the sensitivity of these additional dimensions as you consider the next steps.

(12255932) Synagogue

I am deeply dismayed to learn that Merton Council plans to introduce residents parking on the Merton side of Queensmere Road, without having consulted with the neighbours on the Wandsworth side of the road. It should be immediately obvious to you that your plans have significant impacts in disrupting the ability of those people who wish to peacefully attend services at the Wimbledon synagogue, occasionally and for relatively short periods parking in Queensmere Road. Your proposal means that my father, an 80 year old gentleman who is somewhat disabled and is a blue badge holder, will be unable to park within walking distance of the synagogue. Your actions will effectively deny my father the opportunity to attend his chosen place of worship. He will be obliged to worship elsewhere. It is impossible that your staff were not aware of the potential impact of this proposal. Your actions are at the least negligent, in failing to consult with neighboring residents. At the worst they are offensive and discriminatory against an ethnic minority group. No doubt if this action affected people of other minority religions you would have considered the impact more carefully and launched a community consultation. The motivation of those supporting the scheme is questionable. I strongly object to the proposal.

(12263355) Synagogue/Nursery

I am attaching a copy of the letter I have sent to Paul Ata in response to the proposed parking restrictions on Queensmere Road and the surrounding streets. The parents and staff at Apples and Honey Nursery of which I am the Principal are very concerned about Merton Council's planned parking restrictions and we are keen to reach a mutually beneficial solution which enables the members of our community, visitors and local residents to park safely on Queensmere Road. This is a detailed letter but in summary: Apples and Honey is the only Jewish Early Years setting in South London and is an inclusive environment that welcomes children from all faiths. We attract children from across Merton and Wandsworth and beyond and almost none of our children are within a reasonable walking or public transport distance. The nursery supports and runs a weekly Mother and Toddler group and regular parenting classes which meet at the synagogue. We are also concerned for the need to park at the synagogue on the many religious holidays which fall on weekdays throughout the year. I wrote to Mr Morris in August when the parking restrictions were first proposed and am now writing again as the current public consultation does include the Wandsworth side of Queensmere Road. I would like to stress how important our links with Merton are and how much we value the strong relationship that we have enjoyed since the Nursery was opened in the borough of Merton over 20 years ago. I would very much appreciate your help in resolving the parking issues in a way that will not restrict anyone's ability to attend the Nursery, the Synagogue and any of the many services that we provide.

(12263356) Synagogue

I dearly hope I am not too late in submitting my concerns over the proposed CPZ for VNE which will include Queensmere Road. I am both a member of Wimbledon and District Synagogue and a resident of Merton. In the past few months I have been witness to the Council's poor handling of the proposed Dundonald School expansion programme (of which I am incidentally, in favour, but have felt the Council's approach to have been heavy handed and badly managed), cuts to my garden waste collection and the proposed introduction of more and more CPZ's which I see as primarily another source of income for the Council's funds. To add insult to injury the Council has now re-instated a pointless bus lane at the end of Graham Road in Wimbledon Town Centre which was removed not so long ago. I feel increasingly frustrated at the way my local council is making it more and more difficult for me and my family to live within my local community. If you go ahead and introduce these parking restrictions on Queensmere Road my involvement in my synagogue, of which I have been an active member for many years, will be almost impossible. There is no need for parking restrictions, as synagogue members we try hard to park considerately and within the law. Parking on Parkside is not a safe option and parking on the Common is not allowed. We, as a religious community will be unable to easily access one of the very, very few synagogues in the South West of London and Surrey. Please do not go ahead with a scheme which could potentially rip the heart out of our community. In addition the building on Queensmere Road is the site of the only Jewish school in South West London and Surrey. It welcomes families from all faiths and provides outstanding Early Years education to over 30 children. To access this people come from far and wide and driving is often the only option available to them. Surely running a Council is not all about ways to squeeze more and more money out of residents and visitors alike? If you introduce parking restrictions on the Merton side of Queensmere Road our community will be under threat as the majority of our members are not immediate, local residents and parking is a necessity not a luxury. It is unfair, unjust and as a local resident, one step too far. I strongly object to this proposal and would be grateful if you would acknowledge my view.

(12263359) Synagogue Member

As a Merton Resident, I am very concerned about the planned Parking restrictions for Queensmere Road. The Merton side of the road isn't even used on this street! Why would Merton Council start restricting this road when the parking only happens on the Wandsworth side? This is completely unacceptable! I am a member of Wimbledon & District Synagogue, 1 Queensmere Road, which is not walking distance from my home. We live almost 3 miles away. My youngest child attends the nursery, Apples & Honey located in the Synagogue. I have no option but to drive as it is not possible to get my daughter to school and then take my son to nursery. Apples & Honey is the only Jewish Nursery in the area, and for our family, this is very important. I love that the nursery is inclusive and children from other religions attend as well. Should parking become an issue, this would be detrimental to the survival of the nursery. Those that attend the nursery and synagogue, only park for short times on most occasions. There are a few times during the year for the Jewish Holidays, when we require longer periods of parking. But this is only a handful of times. Please consider the needs of the entire community before making a decision that would be detrimental for the synagogue.

(12263401) Synagogue Member

We are writing to object to the proposed parking restrictions on the roads surrounding Parkside Hospital. We are members of Wimbledon Synagogue, my older daughter attends Apples and Honey Nursery at the Synagogue site and my younger daughter and I attend the weekly Mother and Toddler group which meets at the Synagogue on a Wednesday morning. We live in Kingston-upon-Thames and, as such and like many of the members of the Synagogue and families with children at the nursery, are unable to reach the synagogue on foot or easily by public transport. Apples and Honey is the only Jewish Early Years setting in South London and forms a very important part of our lives. In addition to this, many Jewish religious holidays fall on weekdays and large numbers of congregants, especially the elderly and young families, depend on being able to drive and park to come to these. As such, the proposed parking restrictions would make it hard for large numbers of the congregation to attend.

(12263402) Synagogue/Nursery Member

I am writing to you as a non-Merton resident to ask Merton Council to reconsider its plan to apply parking restrictions on the roads surrounding Parkside Hospital. I am particularly concerned about the impact a measure like this will have on the daily life and activities carried out by the Wimbledon Synagogue and 'Apples and Honey' - the outstanding nursery attached to it that also runs a weekly parent and toddler group. Both institutions attract families from wide catchment areas who would not be able to access the nursery and the year round, numerous activities they organise without being able to use the car and park it cost free. As you know public transport is limited to one bus route and tube and train stations are far away making it very difficult for elderly people and young families to reach the Synagogue and the nursery. Again, both institutions offer an invaluable and unique contribution to the community at large of all faiths and none, and are central to the cultural and spiritual life of the wide spread south London Jewish community. Thank you for your attention to this e-mail.

(12263403) Synagogue Member

I would like to submit my concerns over the proposed CPZ for VNE which will incorporate Queensmere Road. Wimbledon and District Synagogue is the heart of a vibrant and lively community many of whom travel from long distances to belong and take part in its activities. The members try hard to park considerately and have operated a self regulated parking system for many years in order to show consideration to the residents of Queensmere Road. I myself live in Sheen and you may or may not be aware but the public transport between Sheen and Queensmere Road leaves much to be desired. The only bus that goes anywhere near takes over an hour to get there and is very irregular. The new proposed parking restrictions will make it very difficult for people like myself to stay actively involved with the synagogue. On the same site as the synagogue is Apples and Honey nursery, the only Jewish nursery in the whole of South London which also welcomes children of all faiths from the local area and beyond. We also help run a thriving Baby and Toddler Group which meets at the synagogue and provides a much needed support group for many of our young parents.. Most of our families have made a conscious decision to send their children to somewhere where they can be imbued with a sense of belonging to their own faith and are willing to travel the distance for that sense of belonging. For these families driving is the only option available. As the Head of the nursery I know the proposed restriction will make it very difficult to go on providing this much needed service to our members and families. At a time when both Wandsworth and Merton are faced with a serious shortage of primary school places, you should not be jeopardising the existence of a school that is consistently rated highly by Ofsted. Please reconsider your proposal as you will be tearing the heart out of two established and much needed community services.

(12263533) Synagogue Member

I am writing to you as a Merton resident to ask Merton Council to reconsider its plan to apply parking restrictions on the roads surrounding Parkside Hospital. I am particularly concerned about the impact a measure like this will have on the daily life and activities carried out by the Wimbledon Synagogue and 'Apples and Honey' - the outstanding nursery attached to it that also runs a weekly parent and toddler group. Both institutions attract families from wide catchment areas who would not be able to access the nursery and the year round, numerous activities they organise without being able to use the car and park it cost free. As you know public transport is limited to one bus route and tube and train stations are far away making it very difficult for elderly people and young families to reach the Synagogue and the nursery. Again, both institutions offer an invaluable and unique contribution to the community at large of all faiths and none, and are central to the cultural and spiritual life of the wide spread south London Jewish community.

(12263538) Synagogue/Nursery Member

As a resident of Wandsworth I am writing to you to ask Merton Council to reconsider its plan to apply parking restrictions on the roads surrounding Parkside Hospital. I am particularly concerned about the impact a measure like this will have on the daily life and activities carried out by the Wimbledon Synagogue and in particular 'Apples and Honey'- the Ofsted rated outstanding nursery attached to it that also runs a weekly parent and toddler group. The nursery is the only Jewish faith educational establishment in South London and thus attracts families from a wide catchment area. My son attends the nursery and I do try to walk at least once a week, but it is a half hour fast walk with my son in the buggy and my baby in a sling. I would need to take 2 buses if I had to rely on public transport as Wimbledon Parkside is served only by one bus route. Furthermore the nursery prides itself with a great deal of parental involvement. It would be very difficult for parents to support the nursery and maintain the high levels of parent-supported activities if the parking was to become an issue. Again, both the Nursery and the Synagogue offer an invaluable and unique contribution to the South London community of all faiths and none, and are central to the cultural and spiritual life of the wide spread south London Jewish community. Thank you for your attention to this e-mail.

(12263569) Synagogue

I'm writing to voice concern over proposed changes to the parking rules on the road outside Wimbledon & District Synagogue. I live in Balham and I attend a baby group on Wednesday mornings at the synagogue. I have been car-pooling with other moms to get to the playgroup since it is too far to take public transit. We park on the street outside the gates to the synagogue. I don't own a car, but I hope to in the near future, mainly for better access to the synagogue. If we can not park outside the synagogue, it will be very difficult or impossible for me and other moms to take part in the baby group and other children's events at the synagogue. Thanks for your consideration.

(12263725) Synagogue/Nursery

Until recently I lived in Wimbledon Park, Merton – I now live in New Malden, Kingston. My family and I are members of the Wimbledon and District Synagogue, and my son goes to Apples and Honey Nursery there. It is the ONLY Jewish nursery in south London. and it is absolutely fabulous. The only downside is that we have to drive to get there.... You are no doubt fully aware of the strong opposition to the introduction of parking restrictions on Queensmere – and I wanted add my voice to it! It would be impossible for me to get my son to nursery in the mornings without driving as I have to take my daughter to school first. Similarly, when he finishes at 2pm or 2.30pm, I would not be able to pick him up and get back for my daughter's school run without getting in the car. The synagogue car park is tiny and we limit it to the elderly or disabled with mobility restrictions. You may be aware that we park on the synagogue side of the road – which I think is the Wandsworth side. I understand the proposal is to introduce pay and display bays on the merton side. It seems there is a risk that there would be nowhere for the nursery mums/ carers to park..... so must we leave the nursery? And take our children where? (certainly not to another jewish nursery because there isn't one!). And this does not consider days when we need to park for the whole morning, either to attend the baby and toddler group, or assist with school trips such as 'walks on the common' when to satisfy child / adult ratios it is essential to have carers go with the children in addition to staff, or our Friday Shabbat celebrations when we're 12 – 1pm, or other holidays through the year. During Wimbledon Fortnight it is incredibly difficult and the nursery have to have extra resources to enable a drive through / kiss and go system – which we just about manage in the summer term when most children have been attending for a while, but it is very difficult for the 2 ½ year olds who want mummy to take them inside, and can't be used when the toddlers are new to nursery. Is there really no alternative to the current proposals? Is it just a money making scheme for the council – because otherwise I am afraid I don't understand the rationale? I will be very grateful if you could ensure careful consideration is given to the unique issues which face us as a religious minority – we're not like a church which can attract congregants from around the corner, but are widely dispersed!

(12263777) Synagogue/Nursery

As a family of four, non Merton residents and members of Wimbledon and district synagogue, we would like to ask Merton council to please reconsider it's plan for parking on Queensmere road and surrounding roads. We live in Worcester park and have a daughter who attends apples and honey nursery which is attached to the synagogue.also we have toddler that enjoys the playgroup on a Wednesday which is also attached to the synagogue. We are there four days a week and would find it impossible to bring our children without driving them over. Apples and Honey is the only Jewish nursery in the area which also takes other faiths.It is an outstanding nursery .The Nursery helps out on activities which involves work with the local community which as a parent i get involved, which means parking near the nursery. We also attend all the religious high holy days which days of the week vary.As a family it's very important for us to attend. Also having older family members who go to Wimbledon and district synagogue for community events and festivals they would find it impossible to get there as they are not walking distance. Pleaaae take all these factors into consideration before making your final decision. We feel the community will be greatly affected if the planned parking will go ahead. As a family Wimbledon and district synagogue is very important to us, not only for our childrens pre school education but the great contribution to the community involving other faiths and non faiths. Thank you for your time and consideration.

(12263841) Synagogue/Nursery

I am a Merton resident and a member of Wimbledon and District Synagogue. I have read about the proposed changes to the parking rules on the road outside Wimbledon & District Synagogue. I am a regular user of activities at the synagogue and am concerned that I and other members of the community may find accessing the facilities harder as a result of the proposed changes. Many of the weekday activities are targeted at either families with babies/toddlers or the older members of the synagogue, both of whom would find the proposed restrictions more difficult to negotiate. I noted very few people in Queensmere Road responded to the "informal" survey (only 7 out of 28 households) and only 3 of these supported the idea of the proposal so it seems the status quo would not be considered a bad thing by the local residents. If the scheme were to go ahead, I wonder if you had considered a one hour restriction in the afternoon to put off commuters from parking? (most of the activities in the synagogue, I believe, are in the morning or lunchtime). Many thanks for considering my views.

(12263843) Synagogue/Nursery

I am writing to you as a non-Merton resident to ask Merton Council to reconsider its plan to apply parking restrictions on the roads surrounding Parkside Hospital. I am particularly concerned about the impact a measure like this will have on the daily life and activities carried out by the Wimbledon Synagogue and 'Apples and Honey' - the outstanding nursery attached to it that also runs a weekly parent and toddler group. I live in Kingston and frequently attend events organised by the synagogue and nursery, including the weekly parent and toddler group. There are no viable public transport options from my house so I currently drive, parking on Queensmere Road. I am extremely concerned that if I am not able to drive to the synagogue, I (and my children) will not be able to access the unique cultural and spiritual activities associated with the Jewish faith. Given the very limited public transport routes to the synagogue, the proposed pay and display bays would not be sufficient. Apples and Honey is the only Jewish Early Years setting in South London and is an inclusive environment that welcomes children from all faiths. It attracts children from across Wandsworth and Merton and beyond and almost none of the children are within a reasonable walking or public transport distance. The nursery supports and runs a weekly Mother and Toddler group which meets at the synagogue. I am also concerned for the need to park at the synagogue on the many religious holidays which fall on weekdays throughout the year. Thank you for your attention to this email.

(12263978) Synagogue/Nursery

I am a member of the Wimbledon & District Synagogue and also the administrator of the Religion School at the Synagogue. Our Synagogue is located on Queensmere Road on the LB Wandsworth side of the road the other side of which is in the LB Merton. I live in Merton. Our Sabbath is on a Saturday and the Religion School meets on a Sunday. There are many classes and meetings at the Synagogue throughout the week. The institution of the proposed CPZ will have a large and detrimental effect on the community. The car parking area in the grounds of the Synagogue is very small and we have a large and growing number of elderly and/or disabled members who will not be able to attend Sabbath and Holy Day services if they cannot park nearby. There are many services where family members from many areas attend. At all times our members/family members are asked to park on the Synagogue side of the road so as not to impede traffic. Currently non parks on the Merton side of the road. All the houses on the other side of the road in the LB Merton are large and have extensive parking spaces within their driveways. I cannot see any logical reason for the proposed scheme given my point above about easy parking for the residents in the road. I trust you will consider the needs of our community the majority of whom live in Merton.

(12263980) Synagogue

I am writing as a very concerned member of Wimbledon and District Synagogue at 1 Queensmere Road SW19 5QD. I truly believe that parking restrictions in the immediate area of the synagogue will make it virtually impossible for the community to function in any meaningful way. The synagogue is used by many different people all throughout the day and night and many members of our community are elderly and cannot walk far and there are only very limited car parking spaces inside the synagogue gates. For many people in this category the synagogue is a vital link to having contact with other people and a reason to leave their houses and have meaningful interactions. If they have to park a long way away they will simply stop coming to the various lunch-time talks and bible study classes and other social events. I urge you to reconsider these proposals as they will have a profoundly negative impact our community.

(12263986) Synagogue

I refer to my email below re the very controversial proposed CPZ scheme in zone VNE which is causing a huge amount of heat at present. I was fascinated to see that one of your personal objectives (courtesy of the Wimbledon Guardian!) is "Take advantage of straightforward relationships with neighbouring borough, Wandsworth" Well that is just what does not seem to be happening here at the moment. Wandsworth are, thank goodness, happy to keep their side of Queensmere Road free of parking restrictions. If Merton proceeds therefore with its one-sided and ill thought out scheme to put parking bays on their side of Queensmere Road, then they will be responsible for the **subsequent blockage** of Queensmere Road, when the early morning parkers from Parkside Hospital (from 6.00 a.m. onwards) arrive and park all down the Wandsworth side of the road - as they do at present. I urge you and your officials therefore to **abandon this scheme**, and liaise with Wandsworth Council as necessary to see what can be done to control the excessive parking from Parkside Hospital - something which Merton should have thought about before they gave planning permission for its extension? Thank you for listening to me and other residents.

(12263998) Synagogue/Nursery

I am very concerned about the planned Parking restrictions for Queensmere Road. I find this to be completely unacceptable! I am a member of Wimbledon & District Synagogue, 1 Queensmere Road, which is not walking distance from my home. My children & I attend Saturday services & Sunday School located in the Synagogue. I have no option but to drive as it is not possible to get my children to the services or school any other way. Should parking become an issue, this would be detrimental to the survival of all the facilities at the synagogue. Those that attend the nursery and synagogue, only park for short times on most occasions. There are a few times during the year for the Jewish Holidays, when we require longer periods of parking. But this is only a handful of times. Please consider the needs of the entire community before making a decision that would be detrimental for the synagogue. Thank you for your time and consideration.

(12264088) Synagogue/Nursery

We wish to make strong objections to the above proposed CPZ We write as residents of Merton and members of Wimbledon Synagogue. **Background** (a) Since Wimbledon Synagogue moved to Queensmere Road in 1997 an excellent relationship and understanding about parking has been in force with the houses / residents of Queensmere Road. In essence this means that our members and visitors NEVER park on the Merton side of the Road thus leaving entry / exit to the houses clear and adequate room for passing traffic. The Synagogue police this themselves and if there are large services (rare) we ensure that incorrectly parked cars are removed. (b) The proposed CPZ will destroy unnecessarily this freindly "modus vivendi" which has been built up over 14 years with our neighbours and residents. The reason for parking problems now surfacing is the excessive number of cars generated by the expansion and back gate opening of Parkside Hospital. The ball should be thrown back firmly into their court (and why were they given extensive planning consents without adequate thought as to resulting parking problems?) (c) If the scheme goes ahead as proposed with 12 bays on the Merton side of Queensmere Road between Parkside and Seymour Rd, traffic chaos will result - Hospital users and Synagogue members will continue to park on the unrestricted Wandsworth side of the road and persons who use Merton bays will obstruct access for residents and through traffic - you (and the police) will be inundated with problems! **Suggested solutions** (a) If one is allowed to make a proposal for a change in the present scheme (as opposed to its total rejection) then we would propose that there be **no bays** on the Merton side of Queensmere Road and the road be yellow lined on the Merton side operative 10-4 when the rest of the scheme is in operation. At the same time you should urgently and strongly consult with Parkside Hospital to resolve the parking problem they are causing with their staff and visitors following expansion. (b) if the only objection allowed is against the whole scheme, then we hereby object and request its cancellation - but that nonetheless you consult with Parkside Hospital as outlined above.

(12264099) Synagogue

I am writing to set out my objections to the above proposed CPZ – in particular due to its effect on the Wimbledon and District Synagogue on Queensmere Road. It would not be possible for the Synagogue to serve its community and to carry out its tasks if the CPZ were to be brought into force - either during weekdays and especially on Saturdays. The Synagogue is in operation 7 days a week and there are many festivals which can fall during the week both during the day and in the evenings. On busy days, much of Queensmere Road and some of the side roads are used by the members of the community for parking. Such days are relatively infrequent and therefore not a burden to the surrounding residents. More frequently, a few members cars are parked on Queensmere Road and are certainly not an imposition to the residents as I often drive down the road and never have any problems with the cars parked on it.

(12264100) Synagogue/Nursery

I am writing as a member of Wimbledon Synagogue to request that you do not implement the proposal for CPZ:VNE which would seriously impact on the excellent activities of the synagogue community many of whom are elderly and/or disabled. Although I am a young 'elderly' member travelling 6 miles to get to the synagogue (a difficult journey by public transport) I frequently give lifts to older or disabled members and am very aware of how adversely they would be impacted and the potential for my needs for parking in the future. I do hope you will consider exempting Queensmere Road from this scheme or reducing its impact on our synagogue by designating a short period in the afternoon - say 3.00 to 4pm when there is no parking which would deter the all-day parkers and have much less effect on the synagogue members. The houses in Queensmere Road are all large and well set back with their own parking and therefore I do not believe that synagogue parking is problematic for residents there. I do hope you can consider the needs of the synagogue community (and our many non-member local people who also use the facilities) whose welfare will be significantly affected by any parking restrictions.

(12264101) Synagogue/Nursery

I am writing to express my dismay at Merton Council's proposal to make Queensmere Road residents' parking only with a limited number of pay and display bays. I am a member of Wimbledon Reform Synagogue and implementing these parking restrictions will have a dramatic effect on our ability to be part of the Wimbledon community. I have outlined below some of the issues we will encounter if these parking restriction are implemented. My son (aged 3) attends the nursery school, Apples and Honey which is attached to the synagogue. This is an outstanding nursery which serves both South West London Jewish community as well as the local community (non-Jewish). Everyday I have to drive from Richmond to Wimbledon for drop off / pick up. This involves parking the car on Queensmere Road and walking my son into the Nursery. I often stay there for the morning because I am involved in either helping in the nursery or working with the broader community. If the parking restrictions are implemented then I would be forced to find parking elsewhere which would involve a long and arduous walk for my son. In addition it would significantly lengthen pick up / drop off times and be an unwelcome expense. Finally I fear that it would have a detrimental effect on on Apples and Honey since potential parents might be put off sending their children to the nursery due to the difficulty of parking. Apples and Honey is a truly amazing nursery (OFSTED also agrees with me on this) and it would be a travesty that parking restriction might put the survival of the nursery in jeopardy. On Saturdays and festivals that fall during the week, we attend the synagogue (me, my husband and our three children) together with the larger Jewish community. At these times we park on Queensmere Road to attend the services. Due to the large number of people attending these services parking is at a premium and we often have to park at towards the bottom of Queensmere Road. If these parking restrictions are implemented we would need to find parking elsewhere. Given the large number of members attending the services (by car) I believe we would need to park a long way from the synagogue - perhaps up to 15/20min walk. Walking these distances would be very tiring for both our young children and the elder members of our community. Given these issue I would kindly request that you reconsider the proposed parking restrictions.

(12264128) Synagogue

I strongly object to the Council proposals to introduce a Controlled Parking Zone (CPZ) in all roads bounded by Parkside, Queensmere Road, Bathgate Road and Somerset Road. This will have a severe and negative impact on the Wimbledon and District Synagogue Reform Community where I am a member. Community activity and support should, surely, be a high priority and they makes a substantial, though, uncoded, contribution to the wellbeing of residents in and around the borough.

(12264129) Synagogue/Nursery

I wish to lodge objections concerning the above car parking proposal to institute a Monday-Friday zone from 11.00 a.m. to 4.00 p.m. I organise a large number of weekday activities (often 3 a day) at the Wimbledon and District synagogue located in Queensmere Road on the Wandsworth side of the road but to be affected by these proposals . As you all well know the Synagogue was originally in Worple Road in Wimbledon and large numbers of our members reside in Merton, however an equally large number reside in other boroughs , myself and others in Elmbridge and our members attend from in particular : Kingston, Wandsworth, Sutton, Elmbridge, Epsom, Hammersmith and Fulham, Lambeth and other boroughs. My clientele represents the elderly or rather those who are no longer in full time employment and their ages would range from the early 50's to many in their 90's. They depend not only on public transport to access the synagogue but also on the use of their vehicles and the effect of even a daytime ban during the periods indicated would be very detrimental to their ability to attend. I write not about the youth because I know others have done that. The activities represent a very substantial proportion of our membership who contribute in many ways to the well-being of the borough of Merton whether as residents or as visitors like myself, through the use of shopping facilities, restaurants the local theatre and cinemas. Our daily programme runs from Tuesday through Friday from 10.00 am. until late afternoon. Many are drivers with blue Badges and many of the others have to use cars because of the distance they have to travel from their homes. I would also like to query the basis on which you are considering a CPZ based on the statistics in your return and my comments here are based on having been in charge of car parking in a nearby local authority for 15 years from 1983 to 1998. No one has a right to park outside their home because it is normally the Queen's highway. Less than half of the residents consulted have bothered to reply (40.4 %) and of that number 35.3% do not consider they have a problem. In effect only 63 out of 287 consulted only see a problem, that is as a rough calculation 22.5% of the homes concerned. Hardly , with respect , a sustainable response to justify the expense of instituting a zone. 43.1 % are opposed to a zone even if one were to be instituted. I would also mention a further statistic if I may and that is that there are apparently only 202 cars for the 287 residences consulted. I am relatively sure that most of the homes in the area have off street parking available for a minimum of one vehicle and I suspect 2 or 3, which provides parking for visitors particularly in the daytime the time least likely to need visitor parking, because your proposals would in fact have no control over evening and week-end parking, which of course is welcomed. I hope you can consider my comments in reaching your conclusions and decision and is it your intention to have a public meeting of the relevant committee with the right to speak because if so I would like to register my interest in so doing. Thank you for considering the contents of this letter and if indeed you still require some anti-commuter parking then why not just have a one hour ban say 10.00 a.m. until 11.00 a.m. which has been found to be very effective in other authorities.

(12264246) Synagogue

I write, as a very concerned older member of Wimbledon & District Synagogue, about the proposed CPZ in Queensmere Road. If this plan goes ahead, I and many other members and visitors – both young and old - to the Synagogue, probably won't be able to attend the Services and various activities that the Synagogue offers. The officials of our Synagogue constantly, through our monthly magazine Kehillah, email and by posted notices, remind us to park considerately, in the neighbouring roads. They "police" the streets to make sure no one is parked incorrectly, and also to monitor the security of the vehicles. I ask you to please to reconsider and not implement the proposals., so as to allow are community to continue flourishing.

(12264381) Synagogue

I am writing to you to ask that you reconsider the proposed parking restrictions for Queensmere Road, SW19. I am a Merton resident and my daughter attends Apples and Honey Nursery school attached to the synagogue on Queensmere Road. We relocated back to the area expressly so that our daughter could be part of the only Jewish nursery provision in South London but are not within walking distance of the school. Should the planned restrictions be implemented, it would make picking up and dropping off my daughter incredibly costly and time consuming. In addition to this practical consideration, it would also make it impossible for me to take part in the nursery activities which call upon parental help. This term alone we have taken part in Remembrance Day activities, visiting elderly residential homes and getting involved in the Library. This is a community in which parents are actively and constantly involved. The nursery and the synagogue are vital parts of a multi-cultural community and the excellence of the teaching attracts families from outside the Jewish community making it a really cross-cultural environment. There is also a weekly mother and toddler group which was a huge support to me as a new mother in the difficult early months, allowing me to access other mothers and stimulating activities for my child. As the building relies on one bus route and is a long distance from any alternative transport facilities, it would make it very challenging for elderly members or families with young children to take part in the daily events of the community. As you know, there are very few Jewish centres in South London. The nursery works hard to encourage visitors to use only the Wandsworth side of the road and, given that the houses in the street benefit from extensive off street parking, restrictions of this kind can have very little basis for going forward. We ask you to, please, carefully consider the impact on the wider community of such restrictions.

(12264453) Synagogue

I have been a resident of Somerset Road in Merton since 1967 and I am a member of Wimbledon and District Synagogue. I am concerned about the proposed parking restrictions, especially on the Wandsworth side of Queensmere Road which is used by many of our members who cannot easily access the Synagogue by public transport and need somewhere to park,(which they do with care and consideration for local residents). There are daily activities at the Synagogue for people of all ages, aswell as the Friday night and Saturday services , and other Festival services. I believe that the Synagogue would be unable to function in its present form if there was a restriction on parking in the vicinity.

(12264529) Synagogue

I am writing to you as a Merton resident to ask Merton Council to reconsider its plan to apply parking restrictions on the roads surrounding Parkside Hospital, in particular Queensmere Road. I am particularly concerned about the impact a measure like this will have on the daily life and activities carried out by members of Wimbledon and District Synagogue, which is located on the corner of Parkside and Queensmere Road. The synagogue attracts people of all ages from a wide catchment area who would not be able to access the numerous activities that the synagogue organises without being able to park either on Parkside or on Queensmere Road. As you know, public transport is limited to one bus route and tube and train stations are far away, making it very difficult for elderly people and young families to reach the Synagogue and the nursery. The Synagogue in its many guises offers an invaluable and unique contribution to the community at large, working with people of all faiths and of none, and is of course central to the cultural and spiritual life of the widespread south London Jewish community. Please do reconsider the parking restrictions currently suggested for Queensmere road so that the Synagogue can continue to do its wonderful work in Merton and beyond.

(12264773) Synagogue

I am writing to you in protest to the proposed parking scheme in Queensmere road. As a member of Wimbledon and District synagogue, and a resident in Twickenham, I regularly drive to the synagogue and need to park in Queensmere Road. I also often use my car to transport more elderly members of the community from the synagogue to their homes. I feel the proposed changes would have a negative impact on this community. I therefore urge you not to implement the proposal and to take the views of the communities affected by the changes into account.

(12264835) Synagogue

I write as a member of Wimbledon and District Synagogue, and a Merton resident, to object to the proposed parking restrictions on Queensmere Road. What has been proposed would have a very serious deleterious impact on our synagogue, with the greatest harm to the most vulnerable of our members: children, the elderly, and those with disabilities. The scheme will not improve parking or access in the area, and will cause many problems, for us and the neighbourhood. It is not a beneficial action by our Council. I implore you to cancel this unwise plan.

Officers Comments to the Synagogue, its Nursery and their members:

Merton Council has considered the Synagogue's and its Nursery's parking requirements and suggestions received from its members. It is the Council's understanding that the main days of worship at the Synagogue are Friday evenings and Saturday mornings. The recommended operational hours based on the consultation results are Monday to Friday between 10am and 4pm, therefore the zone would not impact on the main days of worship and have a minimal impact on the Nursery during the morning drop off time. Additionally, there are provisions made in the proposals for 53 pay & display shared parking bays on Queensmere Road, which worshippers/visitors to the Synagogue/Nursery could utilise during the CPZ hours of operation. These bays operate a maximum stay of 5 hours designed to prevent the bays from being abused by all day parking. It should be noted that as a rule, priority is given to residents and their visitors and this is often accommodated within the design by the implementation of Permit holder only bays. However to cater for the needs of the Synagogues community, these proposals have been amended by changing the nature of the bays on Queensmere Road to pay and display shared use. The proposed shared use bays on Queensmere Road have a maximum stay of 5 hours that will curb abuse from all day parking. However if Queensmere Road were to be excluded from the proposed CPZ it would be subject to abuse by all day parking and all visitors would need to compete with commuters parking all day. Disabled visitors to the borough in possession of a Blue Badge are allowed to park for free within controlled parking zones by displaying their blue badge. The Synagogues security concerns at its entrance have been taken into account with the two shared use bays originally proposed directly opposite its entrance being removed from the formal proposals. It should, however, be noted that in the absence of any controls, parking can currently take place.

Given the unresolved issues with Wandsworth, it is proposed that a decision on Queensmere Rd is deferred. This has been detailed fully in the body of the report.

Representations and officers' comments	Appendix 2
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REPRESENTATIONS – COMMENTS
ALFRETON CLOSE
(12253139) Alfreton Close Resident
<p>I am writing further to correspondence received concerning Merton Council's proposed CPZ Parking Scheme for Alfreton Close. It is clear that the parking problem in Alfreton Close was precipitated by Merton Council itself, through its' approval of Parkside Hospital's application to extend its buildings without having enough parking space provided or created on its own property. The Council took this decision despite vehement opposition from Residents of our Close, whose properties have been devalued by the extensions, apart from the severe parking problems caused by this decision. The Council is clearly in breach of its' duties in this respect and has caused a material loss to the values of many properties. According to the Title Deeds the "remainder" of the original property site known as 55 Parkside (i.e. the entire site save for the individual lots on which our houses were erected, were sold and are under individual ownership) belongs to "Site Improvements (Developments) Limited." Alfreton Close is a private land site which has been kept and maintained at the cost of the Alfreton Close Residents Society Limited since 1974 when the first houses were erected. It would appear that Merton Council has <u>no jurisdiction</u> over Alfreton Close in respect of CPZ, it being a private property. Please could you explain under which legal basis you believe you are empowered to impose the proposed CPZ which is rejected by the majority of residents of our Close. Having already been severely let down by the Planning Authority, we wish our road to remain private and will take our own measures to keep illegal parkers off the premises in future.</p> <p>Officers Comments:</p> <p>I have referred this to the Council's Legal Services Department which has advised that although the Land Registry entries show the freehold of Alfreton Close to be vested in Site Improvements (Developments) Ltd, land ownership normally has no relevance to highway interests, i.e. land owned by a private individual or a company can be subject to overriding highway and other rights. This is the case with Alfreton Close which is a public highway, adopted by the Council on 18th December 1974 and maintainable at the public expense. It was last resurfaced by the Council in 2006. Regarding the legal basis for the proposed CPZ, this is found in section 6 of the Road Traffic Regulation Act 1984.</p>
(12261602) Alfreton Close Resident
<p>In regard to the foregoing I am with my husband, [REDACTED], the owner-occupier of [REDACTED] Alfreton Close for nearly 35 years since 1977. We are perturbed by the above proposal to declare the Close a controlled parking zone by having double lines on the road. I am not sure where those concerned at your Office are aware that most of the residents are elderly persons with children and grandchildren scattered around London who regularly visit the Close. Both of us are over 65 years with 2 sons and a daughter with their wives and children living in London. I have personally spoken to nearly all residents of the Close who are of the view that the road should continue the way it has been since the development of the Close and so remain outside any form of controlled parking zone. To interfere with it at this stage would certainly affect our quality of life and enjoyment and clearly constitute an infringement of our human rights. Your sincere consideration to our concerns would be appreciated.</p>
(12264148) Alfreton Close Resident
<p>As a result of the introduction of multiple CPZs in the surrounding area and pressure on parking from Parkside Hospital employees and visitors, I understand that it is necessary to introduce controlled parking in Alfreton Close. However I would ask that you do not introduce any parking spaces in front of no 35 Alfreton Close. This is because my garage (at the end of the close) is at an angle to the road and cannot be accessed easily when cars are parked on either side of the road. In the past cars parked opposite no 35 have resulted in damage to cars manoeuvring into the garage. Furthermore, as a result of the introduction of the CPZ in Alfreton Close I will need to use the hard-standing in front of my house (next to my garage), which would be extremely difficult to access if cars were parked opposite no 35.</p>
(12264177) Alfreton Close Resident
<p>I reply to your recent communication I request that no Yellow Lines be applied to the spur at the entrance to Alfreton Close This is a cul-de-sac with only three houses and the presence of one "friendly car" parked between Nos. 1 and 3 on the west side prevents other vehicles, including commercial, from using that site. Please give consideration.</p>

(12264239) Alfretton Close Resident

The outcome of the informal consultation carried out in July 2011 on the proposal to introduce a CPZ in our road does not appear to have addressed the concerns that we mentioned in our letter in July. The plans as they stand, with parking bays at the top of the close and one bay in front of no.45 are insufficient for the residents, their visitors and tradesmen. On average residents have two or more cars per house as these are large family homes. The proposed resident bays are at a great distance from the bottom of the close and therefore particularly inconvenient for house nos.35-45. There is enough room we believe at the bottom of the close to have at least two more bays. we regularly have large council vehicles making three point turns there, the length of the road does not appear to present them with a problem. I did request a trial in my letter. In view of the above, we suggest that there be **1. A single yellow line at the bottom of the close**, not a double one as proposed. **2. Two parking bays in front of nos. 41 and 39** as this is the widest part of the 'T'. (On Beltane Drive there is a bay in exactly the same location on a 'T'). The distance between the drives is 7 meters; we understand that because of the unusually wide fan outs and dropped curbs, sufficiently large parking bays cannot be accommodated here. The fan outs and dropped curbs can be reduced, as there is no through traffic in this quiet close to obstruct the view of emerging cars. Moreover there are smaller parking bays in other areas of the borough, a size which may not even need a reduction of the fan outs. As we stated in my letter in July 2011, Alfretton Close is a steep road, we live at the bottom of the hill. We are both in our late sixties, it would be difficult and possibly dangerous to park at the top and walk down especially in inclement weather. Thank you for your consideration of our concerns.

(12264554) Alfretton Close Resident

I am writing in response to your proposed CPZ Zone VNE. I have been a resident in Alfretton Close for 16 years. In the last 10 years, with the continuous expansion of Parkside Hospital, Alfretton Close has changed from a lovely residential cul-de-sac into a car park for Parkside Hospital. This situation developed as a direct result of Merton Council Planning Department's failure to consider the needs of local residents each time Parkside Hospital applied for expansion. The situation is so bad that local residents had no choice but to petition for a CPZ. Following the informal consultation I was pleased to see that the Council had taken into account residents' views and amended the original proposal for Alfretton Close. Although I am in support of a CZP, I believe the Council can further amend the current proposal to provide more parking, as there is insufficient parking under the current proposal for visitors and tradesman during controlled hours. It had been proposed to the Council that additional parking bays be positioned along the south side and end (east side) of Alfretton Close. The Council objected to these based on the following: -There is not enough space between driveways to position parking bays (minimum 6m) .-Refuse collection and emergency vehicles may be obstructed by park vehicles. The driveways on Alfretton Close have exceptionally wide fan-outs. This is totally unnecessary. Residents are currently able to manoeuvre their cars out of driveways even with vehicles parked on either side of their drives. These fan-outs can be reduced to increase space between driveways and allow parking bays to be positioned there. For the last 16 years living in Alfretton Close I have observed many refuse collection vehicles going up and down this cul-de-sac. At no time have I seen them encounter any difficulty passing parked vehicles and performing a U-turn at the end (east side) of the Close. With regard to emergency vehicles, I believe any doubt can be clarified by asking the local Fire Brigade to check using one of their vehicles (as had been done for Heath Mead residents). I would also like to point out that your current proposal provides a large parking bay along the end (east side) of Beltane Drive. Beltane Drive is also a cul-de-sac just like Alfretton Close. The end (east side) of Beltane Drive is in fact narrower than that of Alfretton Close. If there is enough room for a large parking bay there, surely we have enough room for several small parking bays. I would therefore request the Council to consider introducing additional parking bays as described above. The whole CPZ scheme can then be reviewed after 12 months with feedback from residents and Council services.

Officers Comments to Alfreton Close residents:

When designing a CPZ every effort is made to maximise the number of parking facilities; this, however, is often restricted by the physical road layout. Following a further investigation it has been concluded that it would not be possible to introduce additional parking on the south side or within the cul de sac section of Alfreton Close mainly due to the dense number of crossovers and insufficient space between crossovers. However the proposed double yellow lines are being replaced with single yellow line on the south side to allow parking after the hours of operation. It is also proposed to do the same for the cul de sac section of the road. This would allow residents to park across their driveways after the hours of operation. There has been a suggestion of allowing footway parking in Alfreton Close. Due to the narrow footways this option is not possible. The current footway parking that is taking place is unsafe and illegal, and forces pedestrians (elderly, children, etc) to walk in the carriageway. Due to insufficient space between the 2 crossovers, it is not possible to provide an additional parking space between property no's 1 and 3 Alfreton Close. Although there may be bays in the borough that are smaller and have less clearance from crossovers, these were installed many years ago and have caused difficulties and complaints. All road markings and signage must adhere to the Traffic Signs Regulations and General Directions 2002 which is reviewed and amended by the Department for Transport (DfT). The current regulations allows for a minimum of 4.5 metre parking bay. Merton currently uses a minimum of 5 metre bay to accommodate larger vehicles.

Where roads are narrow crossovers are constructed in a manner so as to ensure easy access / egress.

BELTANE DRIVE**(12262798) Beltane Drive Resident**

Please accept this email as a formal representation in respect of the proposed CPZ with the above reference and, in particular, its planned implementation on Beltane Drive. The scheme in Beltane Drive currently envisages what appear to be two permit holder bays between the driveways of nos. 12 and 13 Beltane Drive (the second and third properties on the right hand side) which would be situated directly opposite the driveway of our property, no. 2 Beltane Drive (the second property on the left hand side). In order for us and any visitors to exit our driveway by car, it is necessary to reverse out and turn the car to face uphill towards the junction of Beltane Drive and Seymour Road. That manoeuvre requires an appropriate amount of space. Our experience is that, in order to exit the driveway safely in a normal-sized family car, virtually the whole width of the road is needed. If the area opposite our driveway is occupied by parked vehicles, there will not be sufficient room to safely reverse a car out. The same problem arises on entering the driveway because, if parked cars are situated opposite, there is not sufficient space to turn left into our driveway (when approaching from the junction with Seymour Road) in one safe manoeuvre, thus seriously restricting free and easy access to the property. In short, the width of Beltane Drive coupled with the requirement (in common with other residents of Beltane Drive) to reverse out of our driveway means it is not appropriate to have parked cars opposite because they would severely restrict entry and exit from our property by car. We therefore formally request that there be no permit holder bays in the space between the driveways of nos. 12 and 13 Beltane Drive and that the proposed double yellow lines continue for that length of the road.

Officers Comments:

When designing Controlled Parking Zones (CPZ's) officers always endeavours to maximise the number of parking spaces. Beltane Drive, due to its narrow nature, does not allow for many parking spaces as it does not allow for vehicles to be parking opposite each other. Whilst all the properties on Beltane Drive do have access to off-street parking, the on street parking would be beneficial to residents when they need the space for their visitors or tradesmen. Beltane Drive is however wide enough to safely allow parking opposite driveways. Every proposed bay in Beltane Drive is opposite a crossover. On the principle of removing the bays opposite your driveway we would need to remove every proposed bay on Beltane Drive. To assist with entry and exit of all driveways within CPZ's 1 metre clearance is allowed on either side of every crossover to ease manoeuvrability. In you particular case their will be double yellow lines permanently protecting your access so their will be no vehicles parked adjacent to your crossover. The Council advise residents to reverse into their driveways to ease exiting.

CASTLE WAY

(12263706) Castle Way Resident

Further to our conversation on 14th November 2011, as you suggested I am emailing a request that if CPZ is introduced on Castle Way, then please could Double Yellow Lines be placed at the top right hand side of Castle Way outside No 6 parallel to the wooden fence which is the boundary between Castle Way and the private property on Castle Close. Currently, a Single Yellow Line is proposed. At present, in the absence of CPZ on Castle Way, we only have a problem during the week days when cars are sometimes parked there which 'boxes' us in our drive. It makes it very difficult to drive in and out the parking outside our front door and we are in constant fear of bumping into any car parked there. If CPZ is introduced, it will limit the number of parking spaces on Castle Way and the neighbouring roads. The effect of this will mean that outside of the restricted hours and days, drivers will definitely park on the Single Yellow line along that wooden fence. This means we will be 'boxed' in our drive after hours, throughout the weekends and bank holidays. At present we do not have this issue during the hours and days mentioned. Whilst we would rather not have any restrictions, I understand from our conversation that if the rest of the neighbouring roads have restrictions, to avoid abuse, Castle Way will have to have restrictions too. I appreciate your understanding of the difficulty we have with the above. That part of the Castle Way is a highly unusual end to a road thus creating a false sense of car parking space. I am concerned that, due to the new systems at Merton Council, atleast 3 responses (from residents of Castle Way) to the initial round of consultation weren't logged. Please could you kindly acknowledge receipt of this email by return. If you have any further queries or require any further information on the above, please do not hesitate to contact me.

Officers Comments:

Te single yellow line to be converted to double yellow lines to protect the access permanently. However this would require a further statutory consultation.

PARKSIDE**(12264551) Parkside Resident**

As we indicated on our survey response, we are generally in favour of the proposals as it will remove the parking hazard along Parkside at the end of Queensmere Road. However, we have significant concerns about the proposed parking bays in Queensmere Road. Presently cars park on the Wandsworth side of the road and this is logical as there are very few access crossings on this side. To change this by introducing parking bays on the Merton side is not be sensible. All of the houses along the Merton side have drives for off road parking and hence the shared use element would provide little benefit to them. Switching parking to the Merton side will result in poor visibility for residence exiting from their properties. The logical step would be to have double yellow lines down the Merton side of the road and to continue to allow parking on the Wandsworth side.

Officers Comments:

Merton Council did approach the LB of Wandsworth on the possibility of treating the road as one, but they rejected these proposals and advised Merton not to consult their residents. Due to the crossovers on the south side, the current trend is that motorists park on the Wandsworth side. Merton proposed to maintain this natural parking trend but this required Wandsworth Council's approval as they are the traffic authority on the north side of Queensmere Road. Merton is aware of the likelihood of obstructive parking and is proposing to work further with Wandsworth to resolve outstanding issues. For further details please see the body of the report.

The section of Bathgate Road east of Queensmere is of sufficient width and will not be subject to obstructive parking, therefore, making the need for restrictions unnecessary.



Environment and Regeneration Department (Ref
SGE)
Merton Civic Centre
London Road
Morden
Surrey

1226 4176
Wandsworth Council

Environment and Community Services
Department
The Town Hall
Wandsworth High Street
London SW18 2PU

Please contact: [REDACTED]
Telephone: (020) 8871 [REDACTED]
Fax: (020) 8871 0218
Email: parking@wandsworth.gov.uk
Web: www.wandsworth.gov.uk
Minicom: (020) 8871 8403

Our ref:
Your ref:
Date: 21 November 2011

Dear Sir/Madam

**(PARKING PLACES) (VNE) ORDER 201* (WAITING AND LOADING RESTRICTIONS)
(AMENDMENT NO*) ORDER 201***

I am writing to express this council's opposition to the proposals to introduce parking controls (VNE) Order 201, for the reasons set out below.

I refer to the paper reported to your Street Management Advisory Committee on 20th September 2011 (Agenda item 8) and in particular to the results from Queensmere Road:

(a) Lack of support from respondents:

Q:3: The majority of respondents from Queensmere Road say they do not have a parking problem (4 votes to 2).

Q:4: Equal numbers support and oppose a CPZ (3 votes each), i.e. there is no majority in favour.

Q:5: When asked whether they would support a CPZ if neighbouring roads were in favour, there was a majority of only one in favour (4 yes, 3 no). Only one person appears to have changed their mind.

This represents a low response rate. Only 7 responses were received from 28 delivered, giving a response rate of 25%.

Q:5 Some of the roads neighbouring Queensmere Road are not in favour of the scheme. A similar lack of response and low response rate were obtained from Queensmere Close. I refer you to the paragraph discussing the results from Baltane Road and Castle Way.

Continued/

Director of Environment and Community Services: [REDACTED]
Assistant Director of Environment and Community Services: [REDACTED]

number one for
service and value



I would add that there is no evidence that our residents want parking controls. We have not previously received complaints about parking. There can be little doubt that controls on one side of Queensmere Road will impact on parking, not only on the other side but, from our considerable experience of introducing CPZs elsewhere in the borough, there will be overspill parking problems in the roads to the north.

(b) Traffic flow considerations:

Paragraph 2.6 states that, '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'.

Vehicles are regularly parked on the north side of Queensmere Road at the moment. The road is too narrow to accommodate full carriageway parking on both sides of the road. Introducing controls on Merton's side of the road, with the Wandsworth side remaining uncontrolled, could result in instances of vehicles parking on both sides thereby obstructing the flow of traffic. If Wandsworth introduced a yellow line on its side to avoid this situation, Wandsworth residents would be obliged to pay to park on the Merton side, a scheme on which there is no evidence that they support.

Experience of similar situations in other parts of the borough has shown that the number of vehicles parked in Queensmere Road is likely to increase as drivers seek to avoid paying to park in the new zone. A higher number of parked vehicles can obstruct the flow of traffic as well as access points to off-street parking areas as drivers park ever closer to driveways as space in the road becomes increasingly scarce. It is also possible that parking will overspill into the adjacent Wandsworth roads to the north.

(c) Summary of correspondence received from Wandsworth residents concerned about the parking proposals:

I have summarised below the correspondence we have received on this issue. You should be aware that Wandsworth residents were not subject to a consultation process and received no notification about these proposals from Wandsworth Council.

Two emails were received from residents of Bathgate Road. Both were in favour of a form of parking control to combat obstructive parking leading up to the tennis championships or at least during the busy times of the year but not necessarily for the entire year. A subsequent series of emails from one of the residents from Bathgate Road, having learned more about the detail of the proposals, expressed opposition to the scheme and complained about Wandsworth residents not having been consulted.

One letter was received from a resident in Queensmere Road. The resident expressed his opposition to controls which he feels could obstruct the flow of traffic along the road and access to and from private properties.

Continued/

Several emails were received from a representative on behalf of the Wimbledon Synagogue. Opposition was expressed to the controls, which could impede their visitors who regularly park in Queensmere Road and Seymour Road. He stresses that people attend activities at the synagogue throughout the week, not only on one prayer day (Saturday).

Several emails and phone calls were received from users of the synagogue and in particular the nursery, which is part of Wimbledon Synagogue. Concerns were expressed about the future of the nursery if it became difficult to park and the possible detrimental effect these changes could have on visitor numbers to the synagogue.

I hope that the above points will be fully considered when reaching a decision. I look forward to receiving notification of the outcome in due course.

Yours sincerely


Parking Policy Manager



1226 4736



Our Ref: HB/AH
Your Ref: ES/SGE/ZONE VNE

Head of Street Scene and Waste Management Division
Merton Civic Centre
London Road
Morden
Surrey SM4 5DX

1 December 2011

Dear Sir/Madam

Village North East Controlled Parking Zone (ref: ES/SGE/ZONE VNE)

This letter constitutes a formal objection to the proposed Village North East (VNE) Controlled Parking Zone (CPZ) around Parkside Hospital in Merton, in response to the statutory consultation process that was initiated by the Council on the 11th November 2011.

We are strongly opposed to the introduction of controlled parking in this area, and wish to formally object to the proposed plans on 8 counts, as follows:

- 1) The proposed provision of resident parking bays across the area will substantially exceed resident demand for on-street parking, and as a result the designation of kerbside space does not reflect the proportionate balance of parking requirements among residents and businesses affected by the zone – the Council refer to reducing ‘non-essential’ parking in their Statement of Reasons but it is our view that Hospital-related parking should be considered more essential than resident parking in an area where all the evidence suggests that the vast majority of resident parking bays will not be used on a daily basis;
- 2) The results of the informal July 2011 consultation clearly indicate that in a number of streets in the area, the proposed controls are not supported by a majority of residents, which means that key sections of the Council’s Statement of Reasons cannot be considered valid with respect to the introduction of parking controls in these streets;
- 3) Achieving Hospital staff car-usage targets contained in the 2010 Travel Plan, which was fully approved by Merton Council, would still result in staff parking requirements well in excess of the available on-site parking available to staff, meaning that the introduction of a CPZ would clearly prejudice the defined aims of the Hospital Travel Plan;

Parkside Hospital T: 020 8971 8000
53 Parkside, Wimbledon F: 020 8971 8001 (admin)
London SW19 5NX F: 020 8971 8002 (clinical)

www.parkside-hospital.co.uk

25

- 4) Travel Plan measures to reduce car use among staff are designed to achieve stated targets by 2015 – these timescales, which were fully approved by Merton Council, mean that the introduction of a CPZ is being proposed before measures have been given a chance to achieve their stated aims;
- 5) The Hospital relies on access to the site by specialist highly-skilled staff that are recruited from across London and the South-East, many of whom are unable to change modes due to the nature of Public Transport accessibility to the site, and shift patterns that mean a substantial proportion of drivers arrive or depart the site outside core Public Transport hours of operation;
- 6) The current level of on-site parking provided was approved by Merton Council as part of a planning application submitted by the Hospital in 2008 without taking into account the impact of controlled parking;
- 7) The current level of on-site parking cannot be increased due to physical space restrictions, and the space set aside for patients and visitors is often at capacity and cannot be reduced as many users are elderly and incapacitated and cannot walk long distances;
- 8) The negative impact on the Hospital contravenes both part of the Council's Statement of Reasons regarding support for local businesses, and also a number of national, regional and local policies regarding the provision of health care services.

We have provided further details of the nature of each of these counts of objection in the remainder of this letter.

Provision of residential parking space

The provision of residential parking bays across the area is clearly excessive when compared with the likely level of demand for on-street parking from residents in the area. Table 1 indicates our estimate of the demand for on-street parking among residents in streets where resident-only parking bays are proposed to be provided by the Council. This estimate takes into account a survey undertaken in November 2011 on the level of off-street space (including driveways and garages) available to residents in each of these streets.

The table indicates that the Council received 80 responses to its July 2011 consultation in these streets, and that respondents indicated access to a total of 133 vehicles. Assuming that this ratio is also applicable to non-respondents (a conservative estimate given that non-respondents are likely to own fewer vehicles) results in an estimate of a total of 268 vehicles accessible to residents in these streets.

A desk-top survey of off-street residential parking availability in these streets using Google Streetview was undertaken in November 2011. This survey conservatively estimated that the availability of off-street parking amounts to 243 spaces (including private driveways and garages), meaning that there is off-street space to accommodate all but 25 resident-owned vehicles. It should be noted that the number of households surveyed in each street was cross-checked against the total number consulted by the Council in the July 2011 survey, that off-street space was only recorded where it was clearly visible on Streetview, and that driveways were only recorded where a dropped kerb was in evidence on street. As a result, this figure is likely to be an under-estimate of the total practical number of off-street spaces available to residents.

The total length of on-street resident-only parking spaces that the Council propose to provide in these streets was also measured from the latest plans of the CPZ. This comes to a total of 907m

of kerb, which assuming a generous 5m per vehicle, amounts to 183 on-street resident parking spaces. The actual capacity is potentially more than this if smaller vehicles are parked efficiently.

These numbers clearly indicate that in many streets in the proposed zone, the utilisation of on-street resident-only bays will be very low, in particular amounting to only 13% of all spaces provided in Seymour Road, and only 3% of spaces in Lincoln Avenue. Even if all resident vehicles were parked on-street in resident bays in Seymour Road, there would still be approximately 110m of kerb that would remain un-utilised.

In reality, the utilisation of on-street resident bays on an average day will be lower than the numbers quoted in the table, since a large proportion of vehicles are likely to be in use by residents during day-time hours and thus will not be present in the street during the CPZ hours of operation.

It is acknowledged that resident visitors may wish to park in the area during the hours of operation but this is likely to amount to a very low level of demand during the day from Monday to Friday. Evidence from other CPZs in London indicates that average visitor voucher sales per day amount to a very low proportion of total resident permits sold, often less than 2%. In addition, most visitors are only likely to park for short periods of time, meaning that demand for parking is likely to be more than off-set by the reduction in demand related to resident vehicles being driven out of the zone. Also, given the costs associated with on-street visitor permits, it is likely that visitor demand will be absorbed by the off-street parking availability.

Residents have no more rights than Hospital patients, visitors and staff to park on areas of public highway and as a result, the allocation of kerb-space in the area should adequately reflect the requirements of all residents and businesses in the area. At present, the proposed plan for the CPZ does not reflect such requirements.

The Statement of Reasons provided in support of the Traffic Management Orders indicates that the CPZ is being introduced partly to reduce and control 'non-essential' parking and increase safety for both motorists and pedestrians. The Road Traffic Regulation Act 1984 does not provide a definition for non-essential parking and we would contend that Hospital-related parking should be considered more essential than residential parking in an area where all the evidence indicates that there is no demand for parking space from residents.

Table 1: On-street residential parking demand estimate (streets with proposed on-street residential parking bays)

Road name	July 2011 survey returns	Total resident vehicles (July 2011 survey)	Total households	Estimated total resident cars owned	Total off-street resident parking spaces (SKMCB survey Nov 2011)	Excess resident parking requirement (over off-street capacity)	Total length of proposed on-street resident parking bays (m)	Proposed on-street resident vehicle capacity (5m per vehicle)	Estimated % utilisation of on-street resident parking space	Estimated on-street spaces unutilised by residents
Alfreton Close	22	35	25	40	37	3	103.8	21	13%	18
Beltane Drive	7	14	14	28	29	-1	82.2	16	0%	16
Castle Close	9	16	12	21	37	-16	63.0	13	0%	13
Castle Way	2	6	7	21	10	11	82.9	17	65%	6
Haven Close	5	5	13	13	5	8	47.8	10	80%	2
Heath Mead	6	6	22	22	1	21	105.7	21	100%	0
Lincoln Avenue	10	20	19	38	37	1	144.6	29	3%	28
Queensmere Road	7	13	28	52	61	-9	5.9	1	0%	1
Seymour Road	12	18	22	33	26	7	273.6	55	13%	48
Total	80	133	162	268	243	25	909.6	183	14%	132

With regard to the need to increase safety for motorists and pedestrians, the Council has provided no evidence that current road safety levels are relatively poor compared to local, regional or national averages in the streets within the proposed CPZ boundary, and until the Council provides this evidence, this section of the Statement of Reasons should be considered invalid. Even if it was the case that road safety needed improving in these streets, this could be achieved through the provision of formal on-street parking bays, regardless of whether those bays are made available to residents, Hospital staff, or Hospital patients.

In addition, the July 2011 consultation indicates that residents do not support the introduction of a zone in a number of streets within the proposed boundary. In particular, only 3 households out of a total of 28 consulted in Queensmere Road indicated that they were in favour of introducing controls, constituting only 43% of those who actually responded and only 11% of all households. In addition, only 1 resident bay has been provided in this street, with the remainder set aside as P&D with a maximum limit of 5 hours.

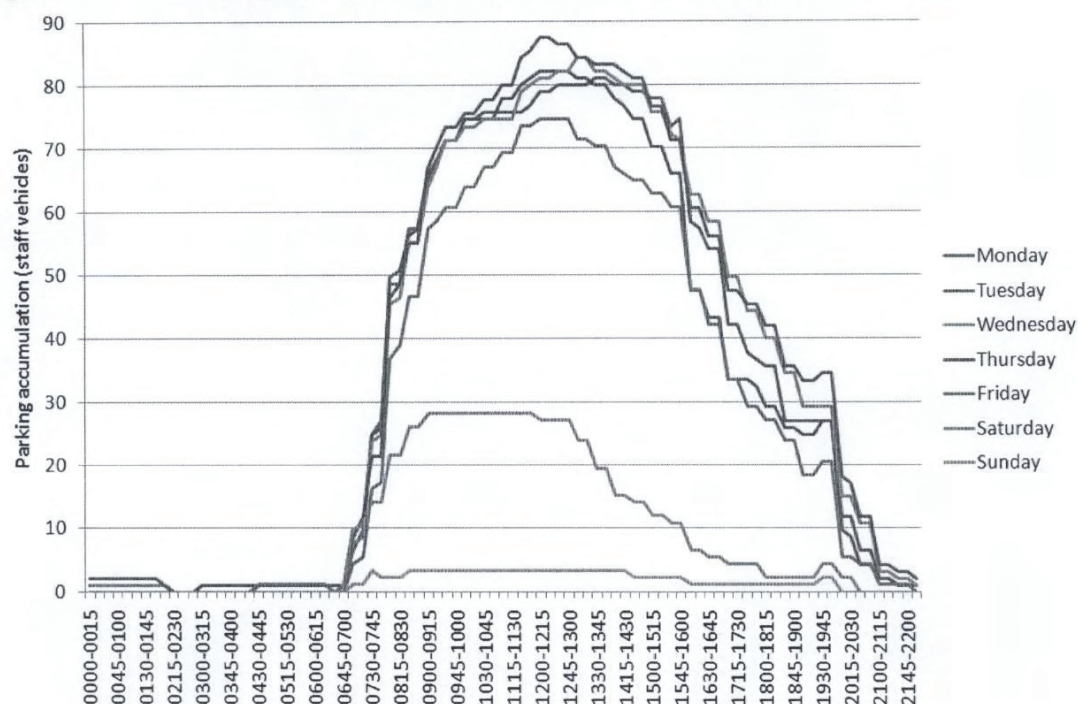
The Statement of Reasons published with the Traffic Management Orders indicates that the CPZ is to be provided to “ensure safe parking arrangements whilst giving priority access to parking space to residents”. It is our view that this Statement cannot be considered valid considering the proposed design for Queensmere Road. Also, there is no support for the scheme among residents in Castle Way and Haven Close, and very little support from residents in Beltane Drive, so the Statement of Reasons is again not valid in supporting the introduction of controlled parking in these streets if the majority of residents themselves are not supportive of the controls.

2010 Travel Plan targets and timescales

At present, there are 337 members of staff who work regularly at the 53 Parkside site, 206 of whom are full-time with the remainder part-time. A travel survey undertaken in 2009 of all staff accessing the site indicated that 48.3% arrived for work as car drivers, consisting of 46.4% driving alone and 2.0% as car-share drivers. Applying this % to current staff members indicates that 163 members of staff arrive at the site as a driver.

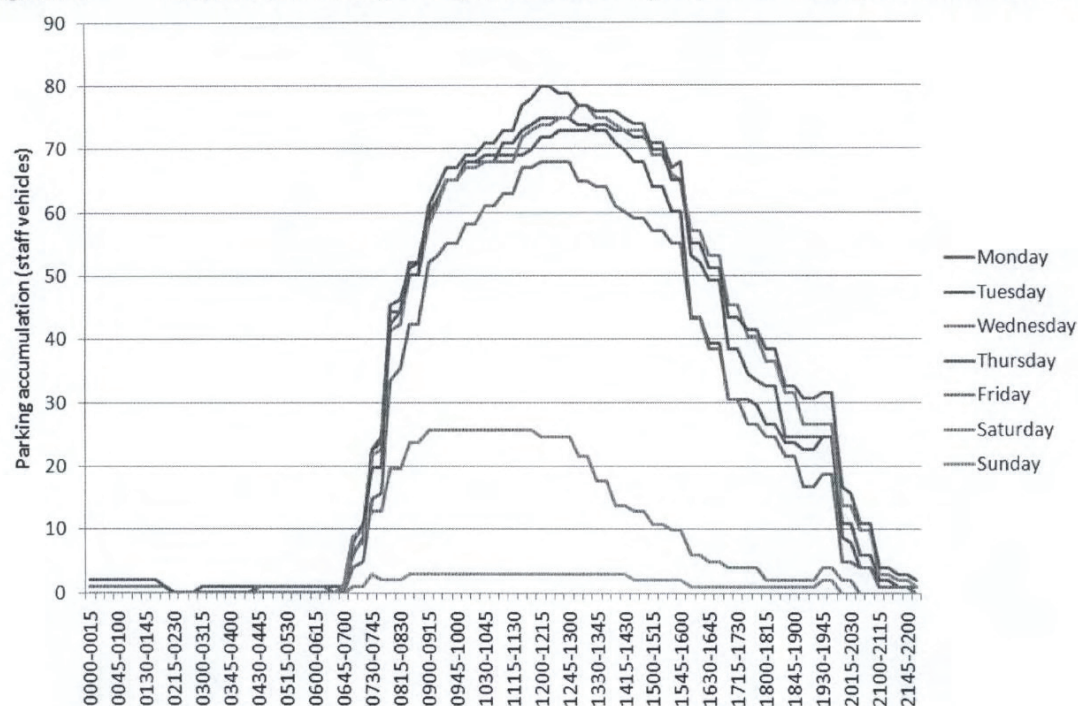
The 2009 survey also indicated the proportion of car driving staff who usually worked on the site on each day of the week along with their usual arrival and departure times on each day. This information has been used to calculate accumulations of staff vehicles at the site for current staff numbers. It has been assumed that on an average day, 85% of staff who would typically work the day are actually on-site, to take into account the impact of annual leave, sick leave and business-related travel.

Figure 1 illustrates the results of these calculations, indicating that peak staff vehicle accumulation is currently between 80 and 90 vehicles on most days of the week. This is far in excess of the current on-site capacity of 17 spaces available to members of staff (including car-sharing), meaning that a significant number of staff have to park on-street to access the site.

Figure 1: Estimated current total staff parking accumulation by day of the week

The 2009 staff travel survey fed into the development of a Travel Plan for the Hospital that included a number of targets in terms of staff travel behaviour. The key target with respect to car use was that the Hospital should reduce the % of staff driving alone to the site from the current level to 42% by 2015. This target, and the associated timescale, was agreed by Merton Council when the Travel Plan was approved.

Figure 2 demonstrates the impact in terms of peak staff parking accumulation of reducing the mode share of lone car drivers from current levels to 42%. The graph indicates that on most days of the week, between 70 and 80 vehicles would still need to be accommodated, which is still substantially more than the available number of spaces available on-site. The Travel Plan target for encouraging smarter working practices is not likely to have a significant impact (being a shift from a current 8% of staff using practices to 13% by 2015), and the forecast accumulations assume that the number of staff will remain static – any growth in staff numbers will of course lead to an increase in parking demand.

Figure 2: Forecast total staff parking accumulation by day of the week (42% lone car drivers)

As a result, the introduction of a CPZ around the Hospital will mean that a large number of Hospital staff will be significantly inconvenienced in getting to work even if the Hospital achieves its Travel Plan targets, which have been agreed by Merton Council.

In addition, the timescale outlined in the 2010 Travel Plan indicates that the Hospital should reduce the car mode share of staff gradually over the next 5 years. The introduction of a CPZ at this time is therefore clearly premature, taking place before the Travel Plan has been allowed to have an impact on travel behaviour at the Hospital site. The Hospital is currently in the process of reviewing its Travel Plan and new staff surveys are scheduled to take place to inform this process. The introduction of a CPZ at this time therefore not only impacts on final mode share targets but also on this review process as well. It is our view that the review should be the primary vehicle for resolving car-parking issues in the area, and that the introduction of a CPZ compromises the aims of this review.

It is therefore clearly the case that no CPZ should be introduced around the Hospital site at present. It is also the case that the introduction of any CPZ in the area surrounding the Hospital in future should take into account the parking requirements of staff at the Hospital once it has met its target for reducing car use at the site.

Changing staff travel behaviour

The development of Travel Plan targets in 2010 was based on an analysis of staff travel behaviour at the Hospital that took into account the inability of many members of staff to switch to non-car modes due to the nature of the current Public Transport provision to the site. The high quality of care provided for our patients relies on our retention of specialist highly-skilled staff, many of whom have to be recruited from outside the catchment area of the Hospital that is easily accessible by Public Transport.

In addition, the 2009 staff travel survey indicates that of those staff who currently drive to work and are on-site during the proposed CPZ hours of operation (Monday-to-Friday, 10am-4pm), the following proportions either arrive or depart from the site outside core Public Transport hours of operation (7am-7pm):

- Monday – 27%;
- Tuesday – 24%;
- Wednesday – 28%;
- Thursday – 26%;
- Friday – 29%.

Options for these members of staff to transfer to non-car modes are limited, since journeys would need to be made during periods with reduced Public Transport service frequencies, increasing journey times. In addition, the following proportions either arrive or depart from the site outside winter daylight hours (7am-5pm):

- Monday – 54%;
- Tuesday – 43%;
- Wednesday – 52%;
- Thursday – 48%;
- Friday – 51%.

The introduction of a CPZ would mean that a significant number of these members of staff would be forced to park their cars in streets further away from the Hospital site and walk further distances in the dark during winter months. It should be noted that the 2010 Travel Plan indicated that many members of staff, particularly women, were concerned about safety and security in streets around the Hospital outside of daylight hours, related to the close proximity of the Hospital to Wimbledon Common.

On-site parking

There is no feasible option to provide more parking on-site for staff as the majority of space, set aside for patients and visitors, is currently often full to capacity. The allocation of this space cannot be reduced because many patients and visitors at the hospital are elderly or incapacitated and cannot be expected to use Public Transport or walk long distances to access the hospital site. The Council's proposed design for the CPZ means that walk distances would be over 330m to the nearest proposed P&D bays on Lincoln Avenue and over 400m to the nearest on Queensmere Road.

It should be noted that the provision of on-site parking space at the Hospital was approved by Merton Council in its assessment of the planning application to introduce a 3-storey medical centre building in 2008. This approval did not take into account the potential impact of controlled parking in surrounding streets.

As a result, the introduction of a CPZ around the Hospital will leave many visitors and patients with no alternative but to use other Hospitals to receive care, and many staff members who

cannot access the site by public transport will be forced to park in residential streets outside the proposed zone boundary or potentially find employment elsewhere.

Promoting local businesses

The evidence provided above clearly indicates that parking controls will significantly reduce the Hospital's ability to retain and recruit staff, which will have serious implications for the future viability of the Hospital in its current location. This is clearly contradictory to one of the key objectives of the CPZ to "assist local businesses" provided in the Council's Statement of Reasons supporting the Traffic Management Orders.

In addition, Merton Council has indicated on several occasions that it places a high value on the services provided by Parkside Hospital. The substantial negative impact of the CPZ on Hospital operations would put these services at risk, and we believe that this would be contradictory to a number of key planning policies promoting the provision of health-care, as follows:

- **Planning Policy PPS1 Planning and Sustainable Development;**
- **The London Plan 2011:**
 - Policy 3.2 – improving Health and Addressing Health Inequalities;
 - Policy 3.17 – Health and Social Care Facilities;
- **Merton Core Strategy:**
 - Policy 22.16 – the community plan – reducing the fear of crime within the borough and promoting safer communities;
- **Merton UDP (October 2003):**
 - Policy C9 – Provision of Health Facilities – the Council will encourage the provision of health facilities and will grant planning permission for health facilities which are well located in terms of their accessibility to the residents of the area they intend to serve;
- **National Planning Policy framework (NPPF) issued for consultation:**
 - Policy 19 – planning policies and decisions should always seek to secure a good standard of amenity for existing and future occupants of land and buildings;
 - Policy 38 – Local Planning Authorities should work with health organisations to understand and take account of the health status and needs of the local population;
 - Policy 124 – the Government's objective is to create strong, vibrant and healthy communities, by creating a good built environment, with accessible local services that reflect community needs and support well-being.

Summary

We believe that for the reasons described above, the CPZ cannot proceed in its current form, and we request a comprehensive response from the Council to each of the counts of objection detailed in this letter.

We would be happy to discuss these issues further with the Council, with a view to finding an alternative solution that satisfies the requirements of the Hospital and local residents in surrounding streets.

If you have any queries with regard to these objections, please do not hesitate to contact me. I look forward to hearing from you.

Yours sincerely

A black rectangular box redacting the signature of the Hospital Director.

Hospital Director

1226 4738

cancer centre
london

Parkside

Your Ref: ES/SGE/ZONE VNE

1st December 2011

Head of Street Scene and Waste Management Division
Merton Civic Centre
London Road
Morden
Surrey SM4 5DX

Dear Sir/Madam,

Village North East Controlled Parking Zone (ref: ES/SGE/ZONE VNE)

I am writing to make a formal objection to the proposed Village North East (VNE) Controlled Parking Zone (CPZ) around Cancer Centre London in Merton, following receipt of statutory consultation documents from Merton Council on the 11th November 2011. I am making this objection for the following reasons:

- The availability of off-street parking space for residents in the area means that there will be significant under-utilisation of proposed on-street spaces – this means that the scheme is of limited benefit to residents while having a significant negative impact on businesses in the area, including the Cancer Centre London at Cancer Centre London;
- The Council has very little support from residents to introduce the zone in several streets in the area, which means that references to prioritising resident access to on-street space in the Council's Statement of Reasons cannot be considered valid in those streets;
- Staff employed at the Cancer Centre London are highly-trained cancer specialists and consequently need to be recruited from a wide catchment area covering London and the South-East – many of these staff are unable to use Public Transport to get to work due to the nature of the service and the arrival and departure times associated with shift work, which means that a substantial proportion of staff who drive to work arrive or leave the site outside core Public Transport hours of operation;

Cancer Centre London T: 020 8247 3351
49 Parkside, Wimbledon F: 020 8247 3366
London SW19 5NB E: info@cancercentrelondon.co.uk

www.cancercentrelondon.co.uk

Page 1 of 4

- Parking on-site at the Cancer Centre London is currently often at capacity and cannot be increased due to a lack of space, and it is necessary that a high proportion of space on-site is set aside for patients and visitors, many of who are elderly and incapacitated and cannot walk long distances;
- The negative impact on the Cancer Centre London site is directly contradictory to the Council's Statement of Reasons regarding support for local businesses, and also a number of national, regional and local policies regarding the provision of health care services.

We have provided further details of the nature of each of these counts of objection in the remainder of this letter.

Provision of residential parking space

The provision of residential parking bays across the area is clearly excessive when compared with the likely level of demand for on-street parking from residents in the area. The majority of households have at least 1 and in many cases 2 off-street spaces including driveways and garages. In addition, a significant proportion of residents vehicles are likely to be in use (i.e. driven to work) during the CPZ hours of operation and will not be present in the street.

This means that the on-street resident-only bays that the Council propose to provide will be very poorly utilised by residents, when they could be used by patients, visitors and staff at the Cancer Centre London site.

The reduction and control of parking in the area and an increase in safety for both motorists and pedestrians, quoted by the Council in the Statement of Reasons supporting the Traffic Management Orders, would all be achieved through the provision of formal on-street parking bays, regardless of who those bays are made available to.

The July 2011 consultation also indicates that residents do not support the introduction of a zone in Queensmere Road, Castle Way, Haven Close, and Beltane Drive. If the majority of residents in these streets do not support the introduction of a CPZ, one of the key claims in the Council's Statement of Reasons regarding priority access to parking space for residents cannot be considered valid.

Impact on staff, patients and visitors

At present, there are 54 contracted members of staff who work regularly at the Cancer Centre London site, and only 27 parking spaces for all users of the site including staff, patients and visitors. This unfortunately means that a significant number of staff have to park on-street in neighbouring roads.

Many members of staff at the Cancer Centre London are unable to switch to non-car modes due to the nature of the current Public Transport provision to the site. The high quality of care provided for our patients relies on our retention of cancer specialist highly-skilled staff, many of whom have to be recruited from outside the catchment area of the Hospital that is easily accessible by Public Transport.

In addition, a significant proportion of staff at the site work shifts that mean they start or finish work outside core Public Transport hours of operation. Options for these staff to transfer to non-car

modes are limited, since they would have to contend with reduced service frequencies outside peak hours.

Staff working early or late shifts also start or finish work outside winter daylight hours. The introduction of a CPZ would mean that a significant number of these members of staff would be forced to park their cars in streets further away from the site and walk further distances in the dark during winter months. As a result, the CPZ will increase issues concerning safety and security for staff walking in streets around the site outside of daylight hours. These concerns are exacerbated by the location of the site, overlooking Wimbledon Common.

On-site parking

There is no feasible option to provide more parking on-site for staff as the majority of space, set aside for patients and visitors, is currently often full to capacity. The allocation of this space cannot be reduced because many patients and visitors at the hospital are elderly or incapacitated and cannot be expected to use Public Transport or walk long distances to access the Cancer Centre London site.

As a result, the introduction of a CPZ will leave many visitors and cancer patients with no alternative but to find other facilities to receive care, and many staff members who cannot access the site by Public Transport will be forced to find employment elsewhere.

Promoting local businesses

The evidence provided above clearly indicates that parking controls will significantly reduce the ability to retain and recruit staff at the Cancer Centre London site, which will have serious implications for the future viability of the Cancer Centre London in its current location. This is clearly contradictory to one of the key objectives of the CPZ to “assist local businesses” provided in the Council’s Statement of Reasons supporting the Traffic Management Orders.

In addition, Merton Council has indicated on several occasions that it places a high value on the services provided by the Cancer Centre London. The substantial negative impact of the CPZ on site operations would put these services at risk, and we believe that this would be contradictory to a number of key planning policies promoting the provision of health-care, including those regarding healthcare in the London plan, Merton’s Core Strategy and UDP, and the National Planning Policy framework.

Summary

We believe that for the reasons described above, the CPZ cannot proceed in its current form, and we request a comprehensive response from the Council to each of the counts of objection detailed in this letter.

If you have any queries with regard to these objections, please do not hesitate to contact me. I look forward to hearing from you.

Yours sincerely,

A large black rectangular redaction box covering the signature of the Cancer Services Manager.A small black rectangular redaction box covering the name of the Cancer Services Manager.

Cancer Services Manager

Controlled Parking Zone (CPZ) Proposed Zone VNE, Village North East



ISSUE DATE : 11 NOVEMBER 2011

Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out in July 2011, on the proposal to introduce a controlled parking zone (CPZ) in your road.

The consultation resulted in a total of 116 questionnaires returned, representing a response rate of 40.4%. As it can be seen from the table, 54.3% of respondents indicated that they currently have parking problems in their roads compared to 35.3% who feel that they do not.

A majority of **55.2%** support a CPZ in their road, compared to 32.8% who do not, with 12% undecided. In response to the preferred days of operation, **57.8%** support Monday to Friday compared to 27.6% who prefer Monday to Saturday. The remaining 14.6% have no preference or do not support a CPZ. With regards to the preferred hours of operation, 26.7% support 8.30am – 6.30pm; **42.2%** prefer 10am – 4pm, whilst 14.7% support 11am – 12pm. The remaining 16.4% had no preference or do not support a CPZ.

Summary of consultation results.

QUESTIONS		YES	NO		UNDECIDED
3	Do you feel you have a parking problem in your road?	54.3%	35.3%		10.4%
4	Do you support a CPZ in your road?	55.2%	32.8%		12.0%
5	Would you be in favour of a CPZ in your road, if the neighbouring road(s) or part of their road were included in a CPZ?	56.9%	27.6%		15.5%
6	If a CPZ was introduced which days would you like the controls to operate?	MON-FRI	MON-SAT		NO RESPONSE
		57.8%	27.6%		14.6%
7	Which hours of operation would you prefer?	8.30AM-6.30PM	10AM-4PM	11AM-12PM	NO RESPONSE
		26.7%	42.2%	14.7%	16.4%

For a complete breakdown on a road by road analysis please refer to the enclosed consultation results.

The results of the consultation along with your views and officers' recommendations were presented in a report to the Street Management Advisory Committee and the Cabinet Member on the 20 September 2011, which is available on the Council website, www.merton.gov.uk/cpzvne.

After careful consideration, the Cabinet Member agreed to proceed to statutory consultation to introduce the VNE CPZ to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road, operational Monday to Friday between 10am and 4pm.

WHAT HAPPENS NEXT

A Notice of the Council's intentions 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 for and against the proposals described in this Notice must be made in writing to the **Head of Street Scene**

and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or email trafficandhighways@merton.gov.uk by no later than **2 December 2011** quoting reference **ES/SGE/ZONE VNE**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented in a report to the Street Management Advisory Committee and/or the Cabinet Member for Environmental Sustainability and regeneration. 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.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at the 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 can also be inspected at Wimbledon Library. This information is available on Merton Council's website, www.merton.gov.uk/cpzvne.

CONTACT US

If you require further information, please contact the Project Engineer Leonardo Morris on 020 8545 3840.

VILLAGE WARD COUNCILLORS

Cllr John Bowcott

Tel - 020 8946 1011

Email: john.bowcott@merton.gov.uk

Cllr Richard Chellew

Tel - 020 8545 3396

Email: richard.chellew@merton.gov.uk

Cllr Samantha George

Tel - 020 8545 3396

Email: samantha.george@merton.gov.uk

Request for document translation

PROPOSED CONTROLLED PARKING ZONE VNE

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- ☐ Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenjojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- ☐ Bengali এই ডকুমেন্টের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাঙালিতে (বাংলা) টিক চিহ্ন দিন এবং চিঠি লিখ বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচের যোগাযোগের বিবরণ দেখান।
- ☐ French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
- ☐ Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
- ☐ Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
- ☐ Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- ☐ Somali Haddii aad u baahan tahay in qayb dumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
- ☐ Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- ☐ Tamil இதைப் படிப்பதில் எந்தப் பகுதியை உங்களின் மொழியில் விளக்கவேண்டும் என்று கேட்டால் கீழ்க்கண்ட இடத்தில் குறிப்பிட்டு எழுதி எங்களுக்கு அனுப்பவும் அல்லது தொலைபேசியில் தொடர்பு கொள்ளவும்.
- ☐ Urdu اگر آپ اس دستخط کے کسی حصے کی ترجمانی زبان میں حاصل کرنا چاہتے ہیں تو اس کے کسی حصے کی ترجمانی کا بیان کریں اور اسے درج ذیل پتے پر دستخط کر کے بھیجیں۔

☐ Large print ☐ Braille ☐ Audiotape

Your contact:

Name.....
Address.....
.....
Telephone.....

Leonardo Morris,
Merton Civic Centre,
London Road, Morden,
SM4 5DX

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE PROPOSED CONTROLLED PARKING ZONE VNE

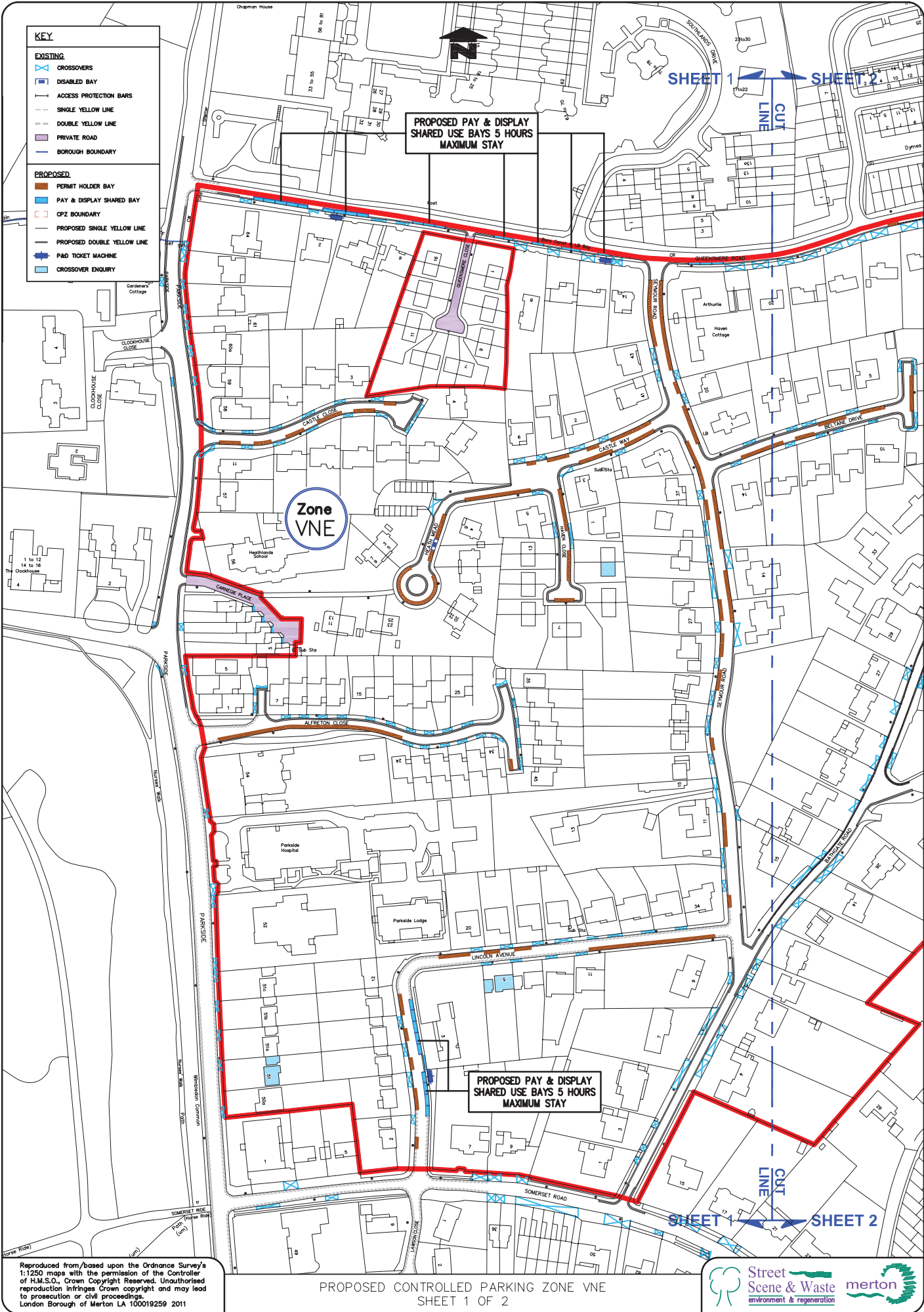
ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	RESIDENT	BUSINESS	BOTH	NO RESPONSE	Q2. NUMBER OF CARS	Q3. DO YOU FEEL YOU HAVE A PARKING PROBLEM IN YOUR ROAD?					
									YES	NO	UNDECIDED	% YES	% NO	% UNDECIDED
ALFRETON CLOSE	25	22	88.0%	20	0	0	2	35	15	4	3	68.2%	18.2%	13.6%
BATHGATE ROAD	56	24	42.9%	24	0	0	0	51	11	9	4	45.8%	37.5%	16.7%
BELTANE DRIVE	14	7	50.0%	7	0	0	0	14	1	4	2	14.3%	57.1%	28.6%
CASTLE CLOSE	12	9	75.0%	9	0	0	0	16	7	2	0	77.8%	22.2%	0.0%
CASTLE WAY	7	2	28.6%	2	0	0	0	6	1	1	0	50.0%	50.0%	0.0%
HAVEN CLOSE	13	5	38.5%	5	0	0	0	5	0	5	0	0.0%	100.0%	0.0%
HEATH MEAD	22	6	27.3%	6	0	0	0	6	6	0	0	100.0%	0.0%	0.0%
LINCOLN AVENUE	19	10	52.6%	10	0	0	0	20	7	2	1	70.0%	20.0%	10.0%
PARKSIDE	35	5	14.3%	4	0	1	0	11	2	3	0	40.0%	60.0%	0.0%
QUEENSMERE CLOSE	19	5	26.3%	5	0	0	0	3	1	4	0	20.0%	80.0%	0.0%
QUEENSMERE ROAD	28	7	25.0%	7	0	0	0	13	2	4	1	28.6%	57.1%	14.3%
ROYAL CLOSE	15	2	13.3%	2	0	0	0	4	1	1	0	50.0%	50.0%	0.0%
SEYMOUR ROAD	22	12	54.5%	11	0	0	1	18	9	2	1	75.0%	16.7%	8.3%
	287	116	40.4%	112	0	1	3	202	63	41	12	54.3%	35.3%	10.4%

ROAD	Q4. DO YOU SUPPORT A CPZ IN YOUR ROAD?						Q5. WOULD YOU IN FAVOUR OF A CPZ IN YOUR ROAD, IF THE NEIGHBOURING ROAD(S) OR PART OF YOUR ROAD WERE INCLUDED IN A CPZ?					
	YES	NO	UNDECIDED	% YES	% NO	% UNDECIDED	YES	NO	UNDECIDED	% YES	% NO	% UNDECIDED
ALFRETON CLOSE	13	5	4	59.1%	22.7%	18.2%	11	4	7	50.0%	18.2%	31.8%
BATHGATE ROAD	16	4	4	66.7%	16.7%	16.7%	20	4	0	83.3%	16.7%	0.0%
BELTANE DRIVE	2	4	1	28.6%	57.1%	14.3%	3	2	2	42.9%	28.6%	28.6%
CASTLE CLOSE	7	2	0	77.8%	22.2%	0.0%	6	1	2	66.7%	11.1%	22.2%
CASTLE WAY	0	2	0	0.0%	100.0%	0.0%	0	2	0	0.0%	100.0%	0.0%
HAVEN CLOSE	0	5	0	0.0%	100.0%	0.0%	0	5	0	0.0%	100.0%	0.0%
HEATH MEAD	3	2	1	50.0%	33.3%	16.7%	2	2	2	33.3%	33.3%	33.3%
LINCOLN AVENUE	6	2	2	60.0%	20.0%	20.0%	7	0	3	70.0%	0.0%	30.0%
PARKSIDE	3	2	0	60.0%	40.0%	0.0%	2	2	1	40.0%	40.0%	20.0%
QUEENSMERE CLOSE	1	4	0	20.0%	80.0%	0.0%	1	4	0	20.0%	80.0%	0.0%
QUEENSMERE ROAD	3	3	1	42.9%	42.9%	14.3%	4	3	0	57.1%	42.9%	0.0%
ROYAL CLOSE	1	1	0	50.0%	50.0%	0.0%	1	1	0	50.0%	50.0%	0.0%
SEYMOUR ROAD	9	2	1	75.0%	16.7%	8.3%	9	2	1	75.0%	16.7%	8.3%
	64	38	14	55.2%	32.8%	12.0%	66	32	18	56.9%	27.6%	15.5%

SUMMARY OF CONSULTATION RESULTS BY ROAD FOR THE PROPOSED CONTROLLED PARKING ZONE VNE

ROAD	Q6. IF A CPZ WAS INTRODUCED WHICH DAYS WOULD YOU LIKE THE CONTROLS TO OPERATE?						Q7. WHICH HOURS OF OPERATION WOULD YOU PREFER?							
	MON-FRI	MON-SAT	NONE	% MON-FRI	% MON-SAT	NONE	8.30AM - 6.30PM	10AM-4PM	11AM - 12PM	UNDECIDED	% 8.30AM - 6.30PM	% 10AM-4PM	% 11AM-12PM	% UNDECIDED
ALFRETON CLOSE	11	9	2	50.0%	40.9%	9.1%	3	15	0	4	13.6%	68.2%	0.0%	18.2%
BATHGATE ROAD	14	9	1	58.3%	37.5%	4.2%	8	9	5	2	33.3%	37.5%	20.8%	8.3%
BELTANE DRIVE	4	1	2	57.1%	14.3%	28.6%	2	1	2	2	28.6%	14.3%	28.6%	28.6%
CASTLE CLOSE	7	1	1	77.8%	11.1%	11.1%	2	6	0	1	22.2%	66.7%	0.0%	11.1%
CASTLE WAY	2	0	0	100.0%	0.0%	0.0%	0	0	2	0	0.0%	0.0%	100.0%	0.0%
HAVEN CLOSE	2	0	3	40.0%	0.0%	60.0%	1	1	0	3	20.0%	20.0%	0.0%	60.0%
HEATH MEAD	3	0	3	50.0%	0.0%	50.0%	0	4	0	2	0.0%	66.7%	0.0%	33.3%
LINCOLN AVENUE	9	1	0	90.0%	10.0%	0.0%	3	3	3	1	30.0%	30.0%	30.0%	10.0%
PARKSIDE	3	2	0	60.0%	40.0%	0.0%	1	2	2	0	20.0%	40.0%	40.0%	0.0%
QUEENSMERE CLOSE	3	1	1	60.0%	20.0%	20.0%	2	3	0	0	40.0%	60.0%	0.0%	0.0%
QUEENSMERE ROAD	2	4	1	28.6%	57.1%	14.3%	3	1	2	1	42.9%	14.3%	28.6%	14.3%
ROYAL CLOSE	0	1	1	0.0%	50.0%	50.0%	1	0	0	1	50.0%	0.0%	0.0%	50.0%
SEYMOUR ROAD	7	3	2	58.3%	25.0%	16.7%	5	4	1	2	41.7%	33.3%	8.3%	16.7%
	67	32	17	57.8%	27.6%	14.6%	31	49	17	19	26.7%	42.2%	14.7%	16.4%





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