

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 9 February 2022

Dear Councillor

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

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

- **W2 Controlled Parking Zone (CPZ) Informal Review Consultation**

and will be implemented at **noon on Monday 14 February 2022** unless a call-in request is received.

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

Yours sincerely

Democracy Services

NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

W2 Controlled Parking Zone (CPZ) Informal Review Consultation

2. Decision maker

Cabinet Member for Housing, Regeneration and Climate Emergency

3. Date of Decision

7 February 2022

4. Date report made available to decision maker

17/12/2021

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

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

- A. Notes the results of the statutory consultation carried out between 22 January and 16 February 2020 on the proposed additional bays and conversion of some existing parking bays to resident permit holder only bays operational Monday to Saturday between 8.30am and 6.30pm.
- B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C. Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the additional parking bays in Woodside and Compton Road operational Monday to Saturday between 8.30am and 6.30pm as shown on Z78-361-01 attached in Appendix1B.
- D. Agrees to introduce additional parking bays in Alwyne Road that can be used by permit holders within the zone.
- E. Agrees to proceed with the proposals to convert some permit holder bays in Alwyne Road, Compton Road and Worcester Road to Resident permit holder only bays as shown on Z78-361-01 attached in Appendix 1A.
- F. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting

restrictions within the existing zone as shown in Drawing No. Z78-361-01 and attached in Appendix 1.

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

7. Reason for decision

Having considered all the representation and walked both streets on Friday 4 February with a council officer, I believe that the road can accommodate additional parking bays without compromising safety.

8. Alternative options considered and why rejected

The Council could consider not to take any action; however this would not address the current parking demands of the residents in respect of their views expressed before and during this consultation, as well as the Council's duty to provide a safe environment for all road users.

Declarations of Interest

None

Martin Whelton

Cllr Martin Whelton

Cabinet member for housing, regeneration, and the climate emergency

7 February, 2022

Committee: Cabinet Member Report

Date: 16th December 2021

Wards: Hillside

Subject: W2 Controlled Parking Zone (CPZ) Review Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead Member: Councillor Martin Whelton, Cabinet Member for Environment, Housing & Transport

Contact officer: Paul Atie Tel: 020 8545 3337 paul.atie@merton.gov.uk

Recommendations:

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

- A. Notes the results of the statutory consultation carried out between 22 January and 16 February 2020 on the proposed additional bays and conversion of some existing parking bays to resident permit holder only bays operational Monday to Saturday between 8.30am and 6.30pm.
- B. Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C. Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the additional parking bays in Woodside and Compton Road operational Monday to Saturday between 8.30am and 6.30pm as shown on Z78-361-01 attached in Appendix1B.
- D. Agrees to introduce additional parking bays in Alwyne Road that can be used by permit holders within the zone.
- E. Agrees to proceed with the proposals to convert some permit holder bays in Alwyne Road, Compton Road and Worcester Road to Resident permit holder only bays as shown on Z78-361-01 attached in Appendix 1A.
- F. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the existing zone as shown in Drawing No. Z78-361-01 and attached in Appendix 1.
- G. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report presents the results of the statutory CPZ review consultation undertaken with local residents and businesses of the W2 CPZ seeking their views on additional bays and the conversion of some existing parking bays to resident permit holders only bays.
- 1.2 It seeks approval to proceed the above recommendations.

2 DETAILS

- 2.1 An informal consultation was undertaken between 19 June and 17 July 2017. A consultation letter and accompanying plan were posted to a total of 722 properties

within the consultation area. Notification of the proposals along with the web link to the online questionnaires (e-form) was also posted on the Council's website.

- 2.2 The consultation resulted in a total of 108 completed questionnaires representing a response rate of 15%. Of the 108 who responded to the question regarding their satisfaction of the existing hours of operation, the majority of 57 (53%) said that they were satisfied with the current operational hours; 47 (43%) said they were not and 4 (4%) were unsure. In response to the question of extending the operational hours, 63 (58%) of respondents did not support a change in hours to Monday to Saturday 8.30am – 11pm and Sunday 2pm- 6pm as suggested by the petition. The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Housing and Transport in November 2018. The report and the decision sheet can be viewed on our website.
- 2.3 The Cabinet Member's decision was not to proceed with the extension of the days and hours of operation of the zone.

SECOND INFORMAL CONSULTATION

- 2.4 After the decision was taken not to go ahead due to the poor response rate and lack of overall support, the Council, the Cabinet Member and ward Councillors received a number of communications from Compton Road, Alwyne Road and Worcester Road, asking for a fresh consultation to be carried out. In response to the communications and following several discussions with the local Ward Councillors, it was agreed that the Council would undertake a second informal consultation with residents and businesses of the W2 CPZ to seek their views on extending the existing hours of the zone.
- 2.5 An informal consultation was undertaken between 16 May and 7 July 2019 which was then extended to 14 July 2019. A consultation leaflet and accompanying plan were posted to a total of 722 properties within the consultation area. Notification of the proposals along with the web link to the online questionnaires (e-form) was also posted on the Council's website.
- 2.6 Based on feedback received during and after the first informal consultation and following discussions with the Ward Councillors, the options / scenarios were detailed in consultation leaflet:-
- 2.6.1 Possible amendment to the zone boundary– based on the results, there was a possibility of splitting the zone into two with different parking restrictions. One zone to include Brockham Close, Lake Road, Lake Close, Leeward Gardens, Pine Grove, St Mary's Road, Woodside between 38 and 60, and a second zone to include Worcester Road, Compton Road, Alwyne Road, Woodside between 62 and Wimbledon Hill Road and Alexandra Rd.
- 2.6.1 Retention of the status quo e.g. no change to operational days/hours or zone boundary.
- 2.6.2 A change in the operational hours and days of the entire zone.
- 2.6.3 Aside from the hours of the CPZ, the proposals included the following:
- a. 'At any time' double yellow lines at key locations such as at junctions and passing gaps.
 - b. Additional pay and display shared use bays (for use by permit holder and P&D);
 - c. Additional Permit holder bays for use by residents, businesses and their visitor.
 - d. Conversion of some of the existing permit holder bays in Compton Road, Alwyne Road and Worcester Road to Resident permit holder only bays. Business permits will not be valid in these parking spaces

2.7 The consultation resulted in a total of 108 online responses. After removing duplicate/multiple returns and those who do not live within the existing W2 CPZ, the overall response rate was 15%. Of the 108 who responded 65 (60%) did not support a change in days, while 43 (40%) supported Monday to Sunday. In response to the question of extending the operational hours, a majority of (58) 54% of respondents did not support a change in the hours of operation.

2.8 Further analysis of the results on a road-by-road basis indicated that there was some support for change, mainly from Compton Road (the closest road to the town centre where the petition originated from). However, given its geographical position within the CPZ, it is not possible to apply the extended hours of operation in this road alone nor would it be possible to change the zone boundary. The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Transport on the 11 October 2019. After which the Cabinet Member approved the undertaking of the statutory consultation.

3. Statutory consultation

3.1 The statutory consultation on the Council's intention to amend some parking spaces to better serve the community was carried out between 22 January and 14 February 2020. 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 Wimbledon Times and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also distributed to all those properties included within the consultation area.

3.2 The newsletter detailed the following information:

- The outcome of the informal consultation & subsequent Cabinet Member decision
- The undertaking of the statutory consultation
- A plan detailing the following:
 - Proposal to introduce additional parking bays in Alwyne Road, Woodside and Compton Road (outside Nos 45,47,49 and 30 Compton Road)
 - Proposals to convert some permit holder bays in Alwyne Road, Compton Road and Worcester Road to Resident permit holder only bays.
 - Proposed 'At any time' waiting restrictions.

3.3 The statutory consultation resulted in 48 representations (some residents sent several representations, which have been included within the 48 representations). There are 7 representations in support, 6 comments and 35 against (mainly from Alwyne Road against the introduction of additional bays). The Council also received an e-petition from residents of Alwyne Road against the proposals to introduce additional bays in this road. See section 3.4 of this report. Details of these representations along with officer's comments can be found in appendix 2.

3.4 As mentioned in section 3.3, the Council received a petition against the proposed additional parking bays in Alwyne Road containing 59 signatures. It would be prudent to note that a petition received during a statutory consultation against a proposed scheme is reported but does not override the consultation results consisting of independent representations. During any consultation the Council gives more weight and prefer residents to make an informed decision regarding a proposed scheme in the comfort of their home without outside influence or coercion. It is, therefore, recommended that the Cabinet Member notes the petition but make a decision on the reasons for the objections as per adopted statutory consultation process and as set out within the legislation when considering objections.

3.5 Provision of additional parking for residents and their visitors

The Council needs to reach a balance between the needs of various road users i.e. needs of residents, visitors and local businesses. Although the needs of residents take priority, the Council must also be mindful of other users. The provision of additional parking for resident permit holders and their visitors can be achieved by changing the existing designation of parking bays within the CPZ, i.e. converting permit holder bays to Resident permit holder only bays. This would mean business permit holders will not be able to park in some of the parking bays in Alwyne Road, Compton Road and Worcester Road. There are some parking capacity in other roads within the CPZ that business permit holders can use.

3.6 It is also proposed to introduce additional parking bays in Alwyne Road, Woodside and Compton Road.

3.7 As indicated in the previous report, the relatively high level of occupancy throughout these three roads closest to the town centre means little or no spare parking capacity. The proposed changes (additional parking bays in Alwyne Road) which is considered beneficial for the zone, particularly within immediate neighbouring roads, has led to strong objections from some residents of Alwyne Road who are against the proposed additional parking bays. However, since there is scope and demand for additional parking bays, and given that the objective of any parking management measure is to improve access and parking, reasons for objections are not considered as valid and the benefits of the additional bays far outweigh the reasons against the additional parking bays. Every effort is being made to meet the needs of permit holders, it is recommended that approval is given to introduce the proposed additional parking bays in Alwyne Road including other locations indicated within this report and shown on plans in appendices 1 and 2.

3.8 Limits on business permit issue

Business parking permits are subject to strict criteria in that they must demonstrate that a permit would be essential for the operation of their business and no more than 2 permits are provided. Business permits are not issued for normal parking needs of employees or business clients. The conversion of some of the permit holder bays to Resident only bays should address this issue.

3.9 Illegal crossovers

During surveys, it has been noted that in Alwyne Road there are a number of front gardens being used for parking without a legally constructed vehicle footway crossover. Some residents are driving over the footway illegally thereby damaging the footway and it is believed that this may be the source of some of the objections as a parking bay would prevent the illegal manoeuvre. The Council has written to some of these properties that meet the criteria encouraging them to apply for crossovers. There are some properties that their front garden does not meet the crossover criteria and they have been advised to refrain from driving illegally over the footway. Under these circumstances, it is normal practice to erect bollards at the back of the footway; however, on this occasion, it is proposed to introduce additional parking bays that will act as a deterrent adjacent to the entry points of these front gardens whilst providing the necessary parking provisions for permit holders. This would be the preferred method of prevention to erecting bollards as bollards will be unsightly and reduce the width of an already narrow footway.

3.10 Those who can have a crossover were given a set time frame to apply and pay for a crossover, otherwise either bollards will be erected or a parking bay would be introduced across their frontages.

3.11 Ward Councillor Comments

The local Ward Councillors have been fully engaged throughout the consultation process and their collective comment is detailed below:

We have always been ready to help residents express their views and engage with Officers but, after extensive discussion and consultation the time has come to make a decision. To do nothing (and effectively maintain the status quo) is inconsistent with attempting to address the parking issues raised in two consultations and informal discussion. The decision maker (Cllr Whelton) has sought our opinion and we now have a clearer understanding behind the logic of the changes proposed by Officers. We welcome the increase in resident's only bays but remain concerned that the volume of traffic in Alwyne Road generated by Willington School will be made worse by the introduction of new parking bays without first taking measures to address their School Travel Plan. We also prefer to retain single yellow lines to allow evening parking rather than 'crowd out' residents from their parking bays. This was the primary reason for the first consultation on the hours of operation of the CPZ.

3.12 **Officers comment**

The objective of the review is to improve the zone's operation and to address access difficulties and residents' parking needs. This may involve changes to the zone boundary, hours of operation, changes to the different types of bays, additional bays, removal of bays, bay extensions, reduction of existing restrictions and the introduction of double yellow lines etc. In addition, to enable effective enforcement of the controls, it is necessary to ensure that all the restrictions comply with the various regulations as well as good and adopted practice. This means that as the local highway and traffic authority, the Council would seek to maximise parking spaces; ensure safety and access at all times; give residents priority over available space; effective enforcement by, for example, ensuring that all designated on-street parking bays are clearly marked and correctly signed.

3.12.1 Over the years and before receiving the petition and the undertaking of both consultations, the Council routinely received phone calls from some residents of Alwyne Road (presumably those without off street) requesting additional parking bays. These phone calls were from unsatisfied residents who have been purchasing a permit in good faith but are unable to find a parking space in Alwyne Road, Worcester Road and Compton Road. Complaints also included residents having to park in St Mary Road or Lake Road some distance away from their homes whilst there is an opportunity to add more bays closer to home.

It is evidence that additional parking bays are needed in these three roads. Officers have identified areas where parking bays could be installed without compromising safe flow of traffic. However, some objectors are adamant that additional parking bays are not wanted nor needed in their road and want what they consider as an overflow of vehicles from their road to go into neighbouring roads. It also important to note that apart from the inconveniences faced daily by those who live in this road without off-street parking, who have to park some distance away, (having to drive around for sometime during the day looking for a parking space) seeking to park in roads such as St Mary's and Lake roads, which have dual purpose use (shared use for both permit holders and pay and display) thereby having to compete with paying visitors. This has then resulted in lack of parking provisions for paying visitors.

3.12.2 Officers have considered a number of options and are of the view that:

1. As per good practice, every effort should be made to make maximum use of available space and it is officer's recommendation that the identified areas that are currently subject to a single yellow line be converted to parking bays. This will be beneficial to all permit holders within the zone. This will also stop the current illegal crossover activity. It is noted that some residents do not wish to have additional parking bays, allegedly due to possible access and sightlines issues, and yet do not want the existing single yellow lines to be changed to double yellow lines as they wish to have access to parking after the CPZ hours. It has proven challenging in understanding the reasoning of the objectors as they acknowledge that parking takes place in the evenings and they want to retain that ability but they do not want legalised and controlled parking during the day. This is not considered a sensible or practical approach.
Also, it is suggested that the retention of the single yellow lines (instead of parking bays) allows evening parking. The ability to park after the CPZ hours of operation within the bays in a controlled manner can continue in an unobstructed manner.
2. If a decision is made not to introduce the bays based on reasons of safety as provided by the objectors, then the existing single yellow lines should be converted to double yellows. This would address the alleged access and sightline problems that is being claimed that would be caused by the presence of the proposed parking bays. Uncontrolled parking is often the main cause of obstructive parking that causes sightline issues and safe use of a crossover.
3. An option would be to retain status quo, which will do nothing to benefit the zone.

3.12.3 It is important for the Council to find the right balance to manage the parking demand whilst ensuring safe access at all times. This could be achieved by implementing the much needed additional bays; the conversion of some bays to Residents permit holders only bays and the strategically placed double yellow lines.

3.12.4 Previously the Council provided the school with two mini bus bays for parking and loading/unloading pupils. In addition, there is a section of single yellow line in Worcester Road toward the barrier at its junction with Woodside that the school uses for additional coaches they may need to hire on any given day.

School related traffic issues and use of coaches are not unique to this school. The Council regularly deals with this type of issues outside almost all schools in the Borough; in fact such issues are far greater and less manageable in many other locations. With some schools the Council is able to provide some help to manage such problems, others due to road width constrains the Council is not able to provide any help and regrettably there is no realistic solution that would address school related traffic and some of its activities. In medium to long term, the Council could consider a School Street but the use of the mini buses and a coach would continue to be facilitated.

Despite the popular notion held by some residents and parents who appear to believe that the single yellow line can be used for dropping and picking up children from the school, there are no concessions for the parents to park in permit holder bays or drop off their children on the single / double yellow lines.

As part of Council's various strategies, objectives and priorities, the Council is making every effort to discourage use of private motor vehicles and encourage the use of active and sustainable mode of transport. Outside schools in particular, every effort is being made to reduce school related traffic thereby improving the environment and safety. This can be achieved by School Streets and parking controls. In previous years, the Council had allowed parking concessions for a number of schools located within a CPZ. This concession is contrary to what the Council is trying to achieve and as a result, any non-permit holder within a bay would be subject to a PCN. This means that parents are not permitted to park on the yellow line restrictions or parking bays. Those who feel they need to drive, can park in the nearby car parks or within a P&D bay. This will ensure that volume of traffic is reduced during the school's peak periods and may discourage some parents and eventually lead to a change in behaviour.

3.12.5 In response to the perceived obstruction that may be caused by additional parking bays near crossovers, within any parking management design, the Council allows between 0.60m and 1 metre on both sides of each crossover which provides sufficient space for access and egress when using a crossover. This is proven and good standard practice that the Council applies to all its parking management schemes and thus far has not caused any issues. The same is being proposed for those who have a legal crossover in Alwyne Road and there is no evidence to demonstrate this is any different to any other location. It should also be noted that those who claim to have issues exiting their crossover, should consider the safer and recommended practice of exiting their crossover by driving out into the road and not reverse into the public highway. This would also ensure the safety of all road users.

4. PROPOSED MEASURES

4.1 Based on the consultation and assessment of the zone's operation, it is recommended to proceed with making of the TMO and the implementation of proposed parking amendments to the following parking spaces as shown in [Appendix B](#):

1. Additional parking bays in Alwyne Road, Woodside and Compton Road operational Monday to Saturday between 8.30am and 6.30pm.
2. Convert some permit holder bays in Alwyne Road, Compton Road and Worcester Road to Resident permit holder only bays.

4.2 Proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-361-01 in appendix 1.

5 ALTERNATIVE OPTIONS

5.1 Do nothing. This would not address the current parking needs of the residents in respect of their views expressed during the consultations, as well as the Council's duty to provide a safe environment for all road users. Therefore, providing additional parking bays and the conversion of the existing parking bays to Residents only parking bays in Alwyne Road, Compton and Worcester Road would help in this regard.

5.2 If the Cabinet Member is minded not to approve the additional bays in Alwyne Road due to residents' objections based on their wish to keep the road clear of parked vehicles, it would then be prudent to consider double yellow lines which would necessitate the need to undertake a statutory consultation to convert the existing single yellow line to double yellow lines. It is worth noting that although the objectors do not want the parking bays, they do not support the double yellow lines either.

6.0 TIMETABLE

- 6.1 If agreed the TMO will be made soon after a decision is made and the measures will be implemented six weeks after the publication of the Made Order.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £15k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2021/22 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

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.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 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 without prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 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 IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not implementing the proposed measures will do nothing to improve existing parking provisions. It will also do nothing to address the obstructive parking that has been identified at key locations.
- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

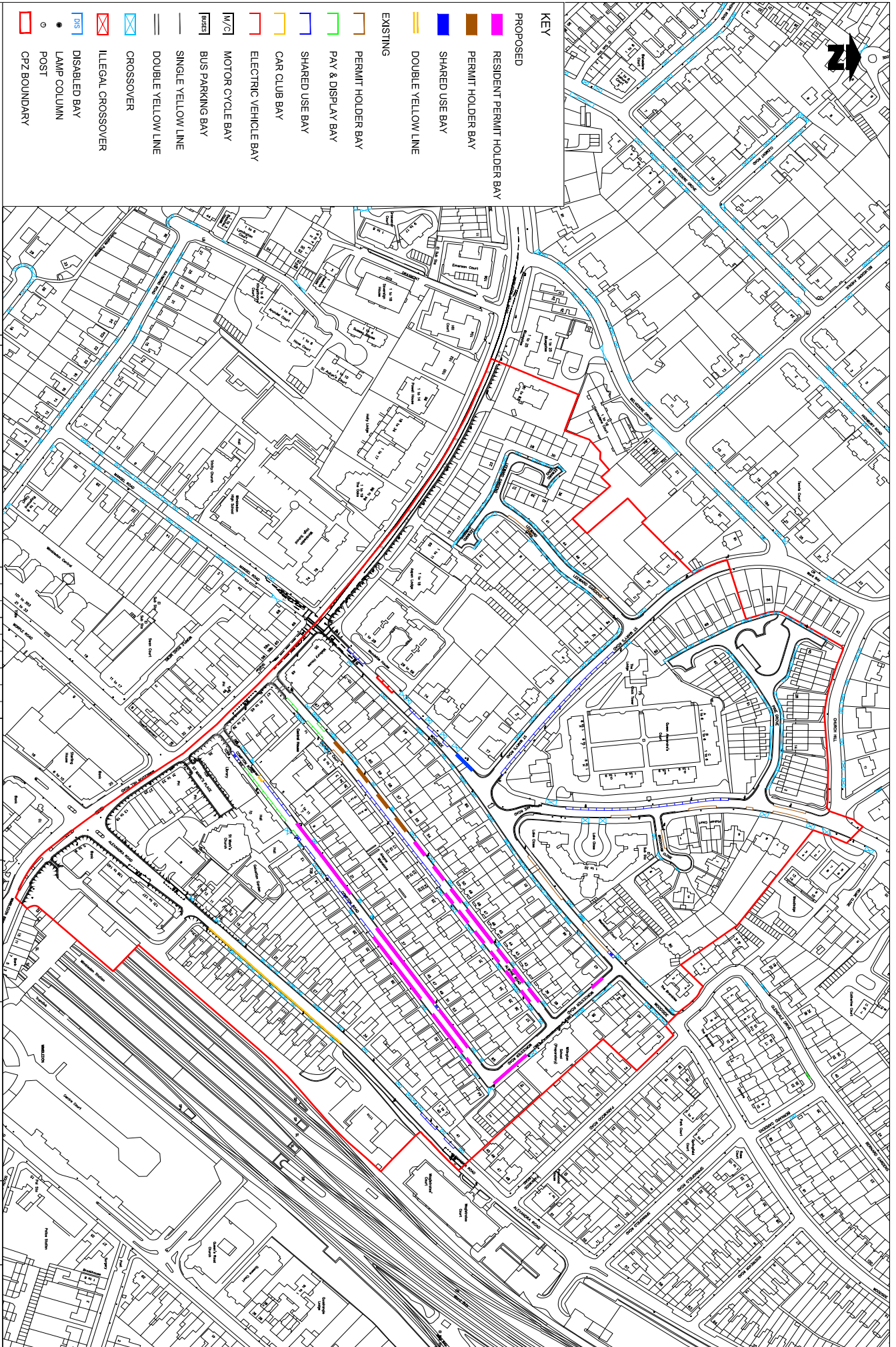
12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

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

Appendix 1A and 1B – Drawing No. Z78-259-01
Appendix 2 – Representations
Appendix 3 - Statutory consultation document.



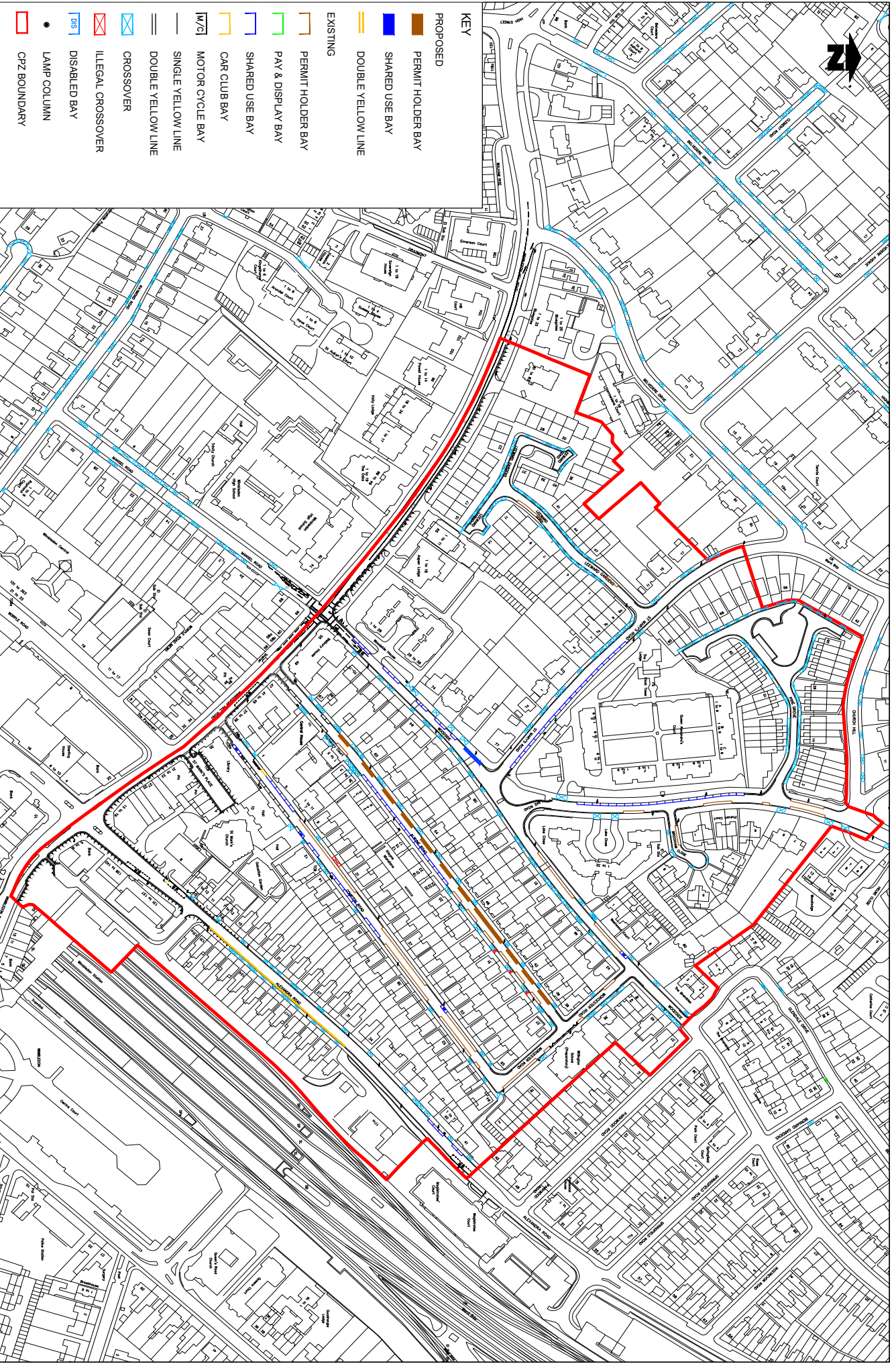
KEY

- PROPOSED**
- RESIDENT PERMIT HOLDER BAY
 - PERMIT HOLDER BAY
 - SHARED USE BAY
 - DOUBLE YELLOW LINE
- EXISTING**
- PERMIT HOLDER BAY
 - PAY & DISPLAY BAY
 - SHARED USE BAY
 - CAR CLUB BAY
 - ELECTRIC VEHICLE BAY
 - M/C MOTOR CYCLE BAY
 - BUS BUS PARKING BAY
 - SINGLE YELLOW LINE
 - = DOUBLE YELLOW LINE
 - X CROSSOVER
 - X ILLEGAL CROSSOVER
 - DISABLED BAY
 - LAMP COLUMN
 - POST
 - CPZ BOUNDARY

Notes
Do not scale from this drawing

DATE		DRAWN		CHECKED		APPROVED	
NO.	DATE	NO.	DATE	NO.	DATE	NO.	DATE

 <p>environment & regeneration</p>		<p>Referenced from Council and the London Borough of Merton, 2017</p>
<p>TRAFFIC & HIGHWAYS</p>	<p>PROJECT</p>	<p>TITLE</p>
<p>CONTROLLED PARKING ZONES</p>	<p>W2 ZONE REVIEW SCHEME LAYOUT</p>	<p>Merton Civic Centre London Road Morden, Surrey SM4 9JX www.merton.gov.uk</p>
<p>CONSULTATION</p>	<p>1:1250</p>	<p>Z87-361-01</p>



- KEY**
- PROPOSED**
- PERMIT HOLDER BAY
 - SHARED USE BAY
 - DOUBLE YELLOW LINE
- EXISTING**
- PERMIT HOLDER BAY
 - PAY & DISPLAY BAY
 - SHARED USE BAY
 - CAR CLUB BAY
 - MOTOR CYCLE BAY
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINE
 - CROSSOVER
 - ILLEGAL CROSSOVER
 - DISABLED BAY
 - LAMP COLUMN
 - CPZ BOUNDARY

Notes
Do not scale from this drawing

Revision	No.	Date	By	Check	Date	By	Check	Date	By	Check	Date

Street Scene & Waste
Environment & Regeneration

Prepared for/under the auspices of the Strategic Planning Unit, Council of the London Borough of Merton, 10002289

Author: [Name] Date: [Date]

Checked by: [Name] Date: [Date]

Approved by: [Name] Date: [Date]

PROJECT
CONTROLLED PARKING ZONES

TITLE
W2 ZONE REVIEW SCHEME LAYOUT

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

CONSULTATION
Z87-361-01
NTS

Representation - Support

004 Alwyne Road

I am writing to comment on the above consultation:

1. Proposal to convert some permit holder bays to resident permit holder only bays

I feel this would be a very positive move. For too long, Alwyne Road (where I live) residents have been unable to find spaces in their own street. They are frequently forced to park their cars elsewhere, moving them closer "as & when" an empty space becomes available – usually when non-resident parking permit holders leave their place of work of an evening.

Reducing the parking bays for non-residents will potentially have the knock on effect of incentivising employees of local businesses to leave their cars at home/use public transport instead – plentiful travel options abound in Wimbledon + Alwyne Rd (where they usually park) is only a few minutes' walk from the mainline station, so leaving their cars @ home should not prove arduous.. NB This will be much more "eco-friendly", as it will cut back on pollution in the area. Particularly important given the number of schools in the immediate vicinity, not least the Willington School @ the end of Alwyne .

My understanding is that the number of parking permits granted > number of parking bays available is currently in the region of 2 : 1 . So such a move will be of great benefit to those people who actually live here.

2. Introducing additional parking bays in Alwyne Rd

I have a number of concerns regarding this:

- i) As mentioned above, there is a large school @ the bottom of Alwyne Rd – the Willington. Currently there are no parking bays on the left hand side of Alwyne as one walks towards this school, so the road (way) view is clear. If parking bays are introduced to this side, the view will be considerably restricted when children cross the road. With (worst case scenario) a child potentially being knocked down - cars speed along our road, thinking they can cut through > Woodside (which they can't) so they then speed back.
- ii) Coaches service the Willington School on average twice daily (ie 4 trips in total to & from). Because of the width restriction in Compton Rd (where parking is permitted on both sides of the road) these coaches currently use Alwyne. If parking bays are introduced on both sides of the road, the space these coaches have to drive down/up will be dramatically reduced making it extremely tight indeed.
- iii) Introducing additional parking bays would seem counterintuitive vis a vis the Council's justification for increasing parking charges in Wimbledon – this being to disincentivise people from driving to our area/use public transport instead, which will have the knock-on effect of reducing air pollution/toxicity. Creating MORE parking bays flies in the face of this worthy ambition.
- iv) A controversial planning application to convert the locally-listed bank buildings (@ 41>47 Wimbledon Hill Road) to a 76 room hotel was recently approved. This will bring with it not only customers wishing to make use of these facilities, but also all the staff required to service such a large establishment. No parking spaces were included in this application and with the entrance fronting Alwyne Road, increasing the number of parking bays will encourage customers/staff personnel to drive to our road, rather than using public transport.

For the above reasons, I believe increasing the number of parking bays in my road is not a viable option.

005 Compton Road

I am writing in regard to the proposed zone W2 review.

I am a resident of Compton Road. Here are my Representations;

I am in favour of converting some permit holder bays to resident permit holder only bays.

I am also in favour of additional waiting restrictions - Taxi drivers are using Compton Road and Alwyne Road as waiting areas before picking up fares - this is creating additional congestion.

I am not in favour of creating additional parking bays in Compton road - The reason for this is that additional parking spaces will mean that vehicles will not be able to pass each other.

At the moment there is frequent traffic, each day, travelling down Compton Road in opposite directions -

This traffic is only able to pass each other because of the areas where there are no parking bays.

I have witnessed three occasions in the past year where traffic is at a standstill because no one can get past. This situation will only be made worse by additional parking bays.

Its partly because of this issue that some residents of Compton Road have campaigned for additional days and hours on the CPZ. The traffic often gets blocked on a Sunday, because of people parking all the way down the road.

Thanks for considering my representation.

007 Compton Road

As a Compton Road resident I would like to express my support for the increase in additional resident parking bays in Alwyne Road outlined in the W2 Controlled Parking Zone review.

I do not think it is fair that Compton/Worcester road residents bear the daily consequence and inconvenience of being the overflow parking area for Alwyne road. I was recently made aware that Alwyne road has roughly 2 permits issued to residents per available parking area for Alwyne road. This confirms that additional spaces are required and the physical space exists to expand provision in Alwyne road. It is not the case that access for Willington coaches prevents parking on both sides of Alwyne road as coaches, refuse and delivery lorries currently drive round Compton/Worcester roads on a daily basis.

I hope you take this into consideration.

019 Compton Road

I live in Compton Rd, am writing in support of the parking proposals in W2.

It is imperative that more residents parking spaces are created and, as Alwynne Rd has parking only on one side, it seems logical to increase spaces on that road.

There will still be enough room for Willington School coaches as they always drive out of the cul de sac via Compton Rd with has parking on both sides. Also parents cars are always parked on the yellow lines in Alwynne Rd during pick up and drop off. This is when most of the buses arrive and depart and they have no trouble entering and exiting the school.

In closing I thank you for considering my input and look forward to an improved outcome for resident's parking in the Compton/Alwynne area.

012 Compton Road

I am writing to express my support for the proposal to introduce additional parking bays on Alwyne Road. I understand that Compton Road currently has a roughly equal number of parking bays to permits issued. In contrast I understand Alwyne Road has roughly 2 permits issued to residents per available space. The current situation where Compton road is the overflow parking area for Alwyne is unfair and I will be pleased to see it redressed as it adds significantly to parking stress for us.

Coaches for Willington school and other HGVs use both roads and your plans seem to allow for sufficient pull over' areas to allow traffic to pass.

When some Alwyne residents object could I urge to check if this is because they are renting out their driveways on www.justpark.co.uk? The spaces I have seen for rent on Alwyne are accessed by renters driving across the pavement, rather than by approved crossovers so this could explain why the resident wouldn't want on-street parking on the road. I dont see why Merton council should support this kind of unapproved access.

019 Compton

I am writing in support of the proposal for additional residential parking bays in Alwyne Road. At the moment, a high proportion of Alwyne residents park the vehicles in Compton and Worcester Roads. I would also like to support Council's proposal to introduce. 20mph speed limit in Alwyne, Worcester and Compton Roads.

It would also improve safety if these three roads were turned into a one-way system, particularly in light of traffic congestion caused by the school.

There is also space in Worcester Road for a few more parking bays, two of which could be electric charging points in line with Council and Government green policies.

023 Compton Road

It was so disappointing not to get the support for the extended restricted parking hours. We live so close to the town centre and the leisure parking prevents us from being able to park in a residents bay most evenings and on Sundays when there is no restriction.

Within our zone, Compton Road, where I live, appears to have the most resident parking bays. Alwyne Road has fewer bays (and I learnt actually has double the permits for the number of bays available on this road) so it would make sense to increase the bays on Alwyne Road - thank you suggesting these adjustments. It should also help to convert some of the dual permit bays to residents.

I fully support both of these measures.

043 Worcester Road

I am in **support** of the proposed parking changes set out in the CPZ review W2 newsletter dated 22 Jan 2020.

The one comment that I have is in relation to remaining **permit holder bays in Alwyne Road** - there still seem to be too many of these.

Business users can easily require staff to park in the car park in St. George's Road which is at most a 5 minute walk from these local businesses. Residents - particularly those with children - should have priority over businesses when there are readily available alternatives.

I am aware that parents at Willington School are making 'representations' - this should not justify withholding additional residents car parking. **It is the residents that are the council tax payers.**

Making these parking changes is imperative now that permission for hotel use has been granted to Bank Buildings.

050 Worcester Road

I am writing to express my support of additional parking spaces for residents in Alwyne Road. I live on Worcester road, and local residents should have priority for parking.

Comments

002 Compton Road

The proposal to have new parking spaces in front of Nos 45,47,49 and 30 Compton Road will lead to a great deal of problems for cars passing each other in this road. The council has already granted the building and use of a new kitchen at Willington school and the conversion of the bank building into a hotel will further increase commercial traffic down this road. These vehicles have difficulty in reversing and the proposed new measures will cause conflict between road users.

017 Compton Road

Many thanks for taking into consideration the parking difficulties that we experience in Compton Road. I am a Compton Road resident and I personally supported extending the operational hours and I was disappointed to learn the outcome wasn't going to change however I feel positive that you're reviewing the topic again to ease the issues that we experience. I would like to raise the following points:

- The issue I have with the parking isn't availability during hours of operation, I find it impossible to find parking outside of the hours of operation (or very close to the closure of those hours). During the day I generally do not have an issue finding a parking bay unless I arrive close to the hours of operation ending. During the day on a Saturday there is plenty of space. Particularly on a Sunday it's impossible to find parking.
- I don't support adding additional bays outside 45, 47 and 49 Compton Road. Having bays in use during the day will mean that the regular school busses/regular school shuttles/odd furniture vans/regular grocery vans/odd builders vans/regular refuse lorries/regular school food delivery vans (which need quite a long space to pull into, especially if a car is coming from the other way) won't be able to pull in or do the frequent delivery drops for local residents. These gaps in parking are crucial to allow for the flow of traffic in both directions and if you fill them with parking bays then during the day then you increase the chances of the odd car or two being parked there for long periods of time and not allowing for this traffic flow to work.
- Another reason I don't support additional parking bays outside 45, 47 and 49 is because particularly on a Sunday when non-permit holders park in Compton Road, they tend to not park on the single yellow because the paintwork looks like it might be a double yellow and they're reluctant to take a chance. As a result, if this space is left as is, then on a Sunday I'll be more likely to get a parking spot (albeit it on a single yellow) if you don't convert the space to bays. If you convert them to bays I'll be less likely to get a spot on Sundays and in the evenings.
- I wholeheartedly support more bays on Alwyne Road, specifically because quite a few of the residents are profiting by renting their private parking bays on Just Park (you can see which ones are renting them via the app or with the sign in their front garden) and using their parking permits to park in available bays on Compton Road when their private bays are in use.
- The number of permits in Alwyne far exceeds the number of bays available and an increase in the number of bays available on Alwyne Road will ease the pressure on Compton.

Finally, I'd like to add that Alwyne and Compton Roads are used as a rat race loop. I myself use it too as a loop because I can't turn the car around on Compton very easily. We have cars, lorries and busses screeching down the one and up the other all day long. We also have a nursery school in Compton Road, an expanding Primary School in Worcester Road and another nursery school in St Marks Church to consider

in the immediate vicinity. Regular walking distance schools are Bishop Gilpin and Wimbledon High which also need to be considered as local children walk to these schools. Our children need safe roads and they need the space to be able to look and see for cars coming down the road from both directions. By converting 45, 47 and 49 into bays you're potentially cramming the street back to back with cars, not allowing for these children to see the traffic which is constantly passing by. I do not think that additional bays on Compton Road are the solution but I do agree with the additional intermittent bays on Alwyne to forcibly slow down the traffic on Alwyne while still allowing for pedestrians to see traffic through the crossover gaps.

018 Alexandra Road

Thank you for sending the information, Can you clarify the markings in Alexandra Road please?

1. Will there be new double or single yellow lines along the south side of the road by the houses?
2. What line markings will be on the corner of Alexandra Road and Orinoco Lane - currently there are double yellow line?

If the yellow line is single on the south side of the road, this does not prevent the black taxis stacking up, idling on the road, blocking the road, access to properties, parking on the pavement and polluting the residential neighbourhood.

The current double yellow lines on the corner of Orinoco Lane and Alexandra Road are not policed in any way so taxis stack up, block pedestrian access.

Do you intend to police your road markings in this road or will the taxis be able to idle, block and run their engines on the lines as they do now?

If no policing, then there is no point painting new lines, so save money. The same as the anti idling signs which were put up last year - taxis idle underneath them and pay no attention! So this money was wasted. I hope you can acknowledge this email.

027 Compton Road

The following are my concerns for the above proposed W2 controlled Parking Zone review.

1. Due to the Willington School we have more cars using our road around 8am and 4pm during weekdays and in the evening more cars are parked due to the restaurants around our area. Already we have problem of passing through our road during the evening due to parked cars on both sides of the road.
2. We also have problem with the dustbin lorries on Mondays and nowadays we reverse the cars in the yellow line area and go through the other parallel road.
3. Also dial a ride vehicles use the yellow line area in front of 49 & 47 to pick up my mum and our neighbour(wheel chair) . In addition, I use the yellow line area to park with disabled badge to pick and drop my mum. This is very convenient for my mum rather than using the other side of the road. My mum is 91 years old.

If we don't have this yellow line area, then it will be very difficult to reverse the vehicle near the end and there will be more cars around the school. Nowadays, I don't go to the end of Compton Road to reverse my car, due to my experience I have with the cars and the coaches near the school.

As it is we **only** have enough space in Compton Road for Compton Road's **own cars**. I don't think it is fair that Compton Road and Worcester Road residents bear the daily inconvenience of being the overflow parking area for Alwyne Road.

I hope that you will look into the above inconveniences, we will have in the future and do the appropriate changes.

Thanking you in advance.

Objections

001 and 047 Alwyne Road

We live in Alwyne Road, and would like to strongly object to the proposal of additional parking bays along Alwyne Rd.

Alwyne Road is a lovely quiet road, with many families and young children who enjoy learning to ride their bikes on the street and walking to school (there are primary schools Willington and Wimbledon High at either end of the road) and lots of children walking up and down every day. Additional parking bays would make the street too narrow and dangerous for children using the road on the way to school or riding their bikes.

The school coaches that come up Alwyne Rd to Willington school also wouldn't fit safely if there were bays on both sides, and it would make it terribly dangerous for all the children coming and going as they could step out from behind a parked car and have a huge coach coming. Whereas currently, as there are no cars on one side, the coaches and delivery lorries can more safely travel up and down the road to the school and clearly see the children on the pavement. Most children use that clear side of the road to walk as it's safer for this reason.

We don't need more bays on Alwyne Road, we love it just as it is, as a nice wide street that children can play football on if it's quiet and safely walk to school without the added danger of more cars parked that they could run out from behind.

Furthermore, the parents dropping off at Wellington school use the existing single yellow lines on Alwyne Rd at 8am and 4pm to do school drop offs and pick ups. You would have a terrible congestion problem if this was all residents bays and they had no way of picking up their children in their cars, combined with the coaches and delivery vehicles. It just wouldn't work.

The proposed bays on Alwyne would also block driveways and make access in and out more difficult for many residents on that side of the street. We strongly object please to having bays outside our house specifically but also anywhere along that side of Alwyne, for access and deliveries which are frequent.

We would like to keep the status quo on Alwyne Rd please. There are often empty bays on our road currently and we don't want more! The added congestion, access issues, passing vehicle issues and lack of safety for children, schools and families would be very undesirable.

Thank you for your time in noting our objections to the proposal.

Please find our completed petition below that we've had running for just one week, and has already gained 59 signatures, for Alwyne Road's specific objection to the proposal for additional parking bays on the north side of our road.

We very much like the status quo here and have a lovely community in Alwyne Road. Collectively we strongly feel, as a road, that we do not wish to have the safety, visibility, access and enjoyment of our road compromised by unnecessary additional bays.

Thank you for taking the time to review.

006 Alwyne Road

As a resident of Alwyne Road, I'd like to formally object to the proposal to introduce additional parking bays on Alwyne Road. This is based on three reasons:

1. The majority of houses on Alwyne Road have off-road parking, and therefore there is very little need for on-street parking. The demand is normally for visitors.
2. A decent number of people who park on this road are non-residents, and I imagine this is particularly an issue outside the Alwyne Mansions where there are mixed-use bays
3. Due to the location of Wellington School, traffic in the morning will significantly worsen and increase. Right now, a number of parents wait on Alwyne Road, which is not an issue because of its wideness, however with parked cars, this will make the congestion (and in turn, air quality) in that end of the street significantly worse.

I am happy to discuss this further if required, and I would appreciate an acknowledgement of my objection.

010 Alwyne Road

I am contacting you to apprise you of my strongest objection to proposed plans to introduce additional parking bays on both sides of Alwyne Road. Our road is quite narrow and already suffering with great congestion. Additional parking bays will exacerbate the problem, affecting the safety and quiet of residents. The town centre is well provided with parking facilities and visitors to the area should be encouraged to make use of those.

I hope you will give due consideration to my objection and wishes that Alwyne Road is not further aggrieved with road and parking issues.

014 Alwyne Road

I am a resident of Alwyne Road, and together with my husband we want to object to the proposed ES/W2 Review.

We are parents of 3 small children and we are very concerned about the current push addition of parking bays on both sides of the road.

Alwyne Road is home to many young families and the Wellington school at the end of the road. Adding more parking bays on the other side will make the street more congested with traffic from outside residents / school drop-offs and make visibility for parents & children reduced. This will also make the street less safer for all the children and parents using it daily.

In addition, we are sure that it will be harder to get in and out of our drive, especially as we have to use the car too at key times such as school pick-up and drop-offs. Delivery vans will also struggle to get to the residents and the school.

We therefore urge the council to keep the status quo, without any further bays on both sides.
Thank you and look forward to hear your thoughts.

015 Alwyne Road

Please acknowledge this email as my family registering their objections to the proposal of implementing parking bays on both sides of Alwyne Road. We reside at number - and believe the parking bays will only serve to make what is already a very dangerous situation even worse.

When children are dropped off or picked up, the immediate area surrounding the school becomes chaotic and often at times unsafe. If you implement more bays, this will only serve to stop the flow of traffic or increase the chances of an accident happening as people try to navigate with even less space.

Having bays on one side of the road means that Alwyne Road retains an open look and its beauty can be enjoyed. It has allowed for the younger members of the street to be able to play games freely during the summer holidays or on lazy Sunday afternoons. Parking bays on both sides won't allow for this and thus will affect the community.

Please don't implement more bays, it will only serve to hamper the beauty and spirit of this road and furthermore potentially create more accidents.

016 Alwyne Road

We write in relation to Merton Council's review of parking in "Compton Road Area".

2 Although the proposals would suit us in a practical way- occasionally we cannot find an unoccupied residents bay - in the round we strongly oppose the proposed plans on the

following broad grounds:

- (1) safety;
- (2) reduced amenity for local businesses;
- (3) congestion.

3 Each of those grounds involves a number of sub-grounds. It is convenient to take the issue of congestion first.

Congestion

4 Alwyne Road currently directly 'serves' 2 schools: Willington School directly and Wimbledon High School indirectly.

5 We understand that it may also come to serve a large hotel to be built at the Wimbledon Hill Road end of Alwyne Road.

6 On a weekly basis the current parking arrangements already cause congestion and difficulties associated with turning (i) into and out of and (ii) passing at the Wimbledon Hill Road end of Alwyne Road. The proposals we have seen are very likely to add, and add very significantly, to that congestion.

Wimbledon High

7 Alwyne Road is not a thoroughfare to and from Wimbledon High, but, due to the prohibition on turning right from A219 Wimbledon Hill Road into Mansel Road, the Wimbledon Hill Road end of Alwyne Road is used by Wimbledon High parents to stop and drop or collect children attending the school.

8 At the moment cars can pull over and stop along the northern pavement before and beyond the current parking bays. Currently stopping in the centre of the carriageway happens infrequently, but, when it does, exiting Alwyne Road proves difficult and time consuming.

9 The proposed parking scheme is to add more parking bays along the northern pavement. That is likely to make it much more difficult for cars to pull over before stopping. Inevitably with cars parked on both sides of the roads, cars will stop in the centre of the carriageway and children will climb out or in. Exiting and entering the road is then likely to become very difficult indeed. Imagine the problem with (i) residents driving to work and (ii) a hotel in place.

10 Compton Road already experiences similar problems - and it is less popular than Alwyne Road with Wimbledon High parents.

Willington School

11 Alwyne Road is the main thoroughfare to and from Willington School. This is a fundamental and very

substantial difference between Compton and Alwyne Road.

12 Willington is a school with an intake from as young as 3 years old. Young children (3, 4, 5, 6, 7 year olds, etc.) - and perhaps especially boys - are particularly vulnerable to traffic and need assistance or supervision when using roads.

13 Currently Alwyne Road becomes busy at certain times in the mornings and afternoons with parents dropping off and meeting pupils, and it is not uncommon for cars to park along the northern side of the road from the school to beyond our house. When this happens traffic can still flow in the single central lane created between the then two rows of cars. Cars approaching the school tend to stop, park up and then turn around (sometimes hitting our wall) such that while traffic flow in the northern lane tends to be towards the school, the traffic flow in the 'central lane' tends to be westwards towards Wimbledon Hill Road. The important point is that in general terms two lanes of flow remain.

14 Were the proposed plan implemented, cars would be permanently parked on the northern side of Alwyne Road in the vicinity of the school and in the bays around the school.

15 The immediate consequence would be a very significant reduction in the space available for parents to stop and park.

16 One likely further consequence would be very significant congestion as parents seeking to drop off approach the school, and parents who have dropped off seek to leave the school.

17 Another further likely consequence would be very serious congestion when the school buses pick up and drop off at school. The absence of parking on the northern side currently permits school buses and cars to be driven past each other. The proposed scheme would remove that ability.

18 One can readily foresee the significant increase in congestion which the proposed scheme is likely to produce with what will be only one operational lane in the vicinity of the school. Imagine regular school buses which pick up and drop off at Willington being forced to negotiate Compton Road with its two lines of parked cars.

Safety

19 There are two central aspects of Safety and this is arguably the most important issue.

20 First, unlike Compton Road, most of the houses on Alwyne Road have driveways or hard standing for parking, and the absence of parking on the northern side makes exiting a driveway or the like relatively easy.

21 Sight lines for drivers exiting driveways on the northern side of the road are currently generally unrestricted.

22 Sight lines for drivers exiting driveways on the southern side are restricted by the existing permanent parking, but safety is greatly facilitated by the absence of cars on the northern side and the consequent scope for drivers driving along Alwyne Road to give the parked cars and southern driveways more room.

23 We have experience from Sundays of the effect of parking on the northern side. Sight lines for drivers exiting driveways on the northern side of the road become very restricted, especially when large vehicles are parked. We have a lot of personal experience of this. Many cars visiting and travelling along Alwyne Road do not appreciate that, unlike Compton Road, there are driveways, and drivers often fail to look out for, or allow for, cars trying to exit.

Further, by reason of parking on both sides, there is little if any real room for them to swerve when they see a car exiting.

24 Second, and much more importantly, the proposal is likely to impact on the safety of the Willington school children. Currently parents can and do pull up, stop and park and collect their children from the School, or, and more frequently, merely pull up and stop and meet their children at the northern pavement. Currently those school children (some walking, some on scooters) are reasonably removed from moving cars because drivers tend to give the pavement some space by driving some distance away from the curb. It is inevitable that when parents cannot stop at the kerb, parents will seek to stop in the middle of the road, the main aim being for children to clamber in. The proposal will encourage children to walk between the cars which will be permanently parked along the northern pavement looking for and seeking to meet their parents in their 4x4 's and the like, putting them in danger of being hit by passing cars and vans, especially wing mirrors, etc ..

25 In addition, as we mention above, cars approaching the school tend to stop, park up and then turn around before and without reaching the school. The proposal will remove the scope for turning in Alwyne

Road and will encourage, if not force, cars to turn in Worcester Road outside Willington School. Crossing Worcester Road will become more dangerous for the pupils. We foresee the proposed scheme resulting in some children being hit.

26 In this context the Council will be mindful the fact that:

"An individual who had suffered damage because of some positive act which the authority had done to make the highway more dangerous could sue for negligence or public nuisance in the same way as he could sue anyone else. The highway authority had no exemption from ordinary liability in tort.": see Gorringe v. Calderdale Metropolitan Borough Council [2004] UKHL 15 (per Lord Hoffmann at [13]).

27 That statement of the law was applied by Smith LJ in *Yetkin v. Mahmood* [2011] QB 827

when she observed at [17]:

"[That passage] is important because it recognises that, long before there was any private law duty of highway maintenance on a parish or highway authority, that authority could be liable to a road user on exactly the same basis as any other person whose positive actions affected the safety of the highway and caused damage. Such a liability could arise in a great variety of ways, not limited to the physical condition of the road surface or the placing of obstructions on the roadway. Restricting visibility by creating clouds of smoke was one type of activity which could give rise to liability. It would matter not whether the action was taken by an adjacent landowner burning off stubble, a private individual setting a bonfire on the verge or similar actions undertaken on behalf of the parish. The common law recognised a duty on any person not to create a hazard on the highway which would affect the safety of road users. The extent of the duty would be a matter of fact and degree; the common law has only ever imposed a duty to do what was reasonable (or avoid doing that which was unreasonable) in all the circumstances."

28 In *Yetkin* the Court of Appeal held the local highway authority had owed a duty to all road users, whether careful or negligent, to use reasonable care in exercising its powers when it created and maintained a crossing and found it liable for injuries caused by exercising its powers unreasonably in having restricted pedestrian sight lines, in that case by planting shrubs which had been permitted to grow thick and tall.

Amenity

29 The north side of Alwyne Road currently has a real amenity value.

30 A good deal of its length regularly provides evening car parking for visitors to (i) Wimbledon High School and (ii) Willington School. A lot of WHS parents do not live in Wimbledon and are grateful to be able to park for parents' evenings, concerts, plays and talks. There are restrictions on parking in Mansel Road (presumably because the Council recognised the risks to WHS pupils). Consequently it is not uncommon for parking to extend along Alwyne Road from the Wimbledon Hill Road to past our house.

31 Likewise, and we suggest much more importantly, a good deal of the length of Alwyne Road provides evening car parking for visitors to Wimbledon. It helps the town and in particular the restaurants on Wimbledon Hill Road. Most nights, cars are parked along Alwyne Road and not infrequently the line of cars stretches to our house and beyond. We frequently see diners leaving the restaurants and getting into their cars. The proposed scheme would significantly impact that amenity parking because a good portion of the land used by visitors would be unavailable for this amenity parking. This is likely to have a negative effect on business at the restaurants.

32 Similarly, Alwyne Road currently provides amenity parking for people visiting Wimbledon on a Sunday and this seems to benefit the local shops.

33 Finally, it is right to observe that the absence of parking on north side of Alwyne Road together with the closure of the entrance from Woodside into Worcester Road, has resulted in children (and not only those living in Alwyne Road) not being able to play in Alwyne Road with relative safety, with good sight lines up and down the road and easy access to the north pavement for refuge. In the lighter and warmer months, children can be found learning to ride their bikes, or scooters or skate boards, or (sometimes with parents) just gently kicking a ball around.

Generally

34 We understand from the Council's leaflet that the support for the proposed scheme comes mainly from residents of Compton Road and not from residents of the road to be affected, namely Alwyne Road.

35 Because none of the Compton Road properties have driveways, they can be expected to have paid less for their homes. The Council has already assisted them by providing them with two rows of parking. There is no good reason to assist them further. Neither is it right to do so: Alwyne Road is fundamentally different

from Compton Road being the main thoroughfare to and from Willington School. Neither is it fair to do so by seeking to take away benefits from residents in other roads for which the residents of Compton Road have not paid.

36 It seems to us that the proposed scheme in Alwyne Road probably reduces to a balance between, on the one hand, more parking for the residents of a different road (Compton Road) in circumstances where the number of properties has not changed and, on the other, the congestion, loss of amenities and real and significant increases in risks to safety in Alwyne Road identified above. The current parking scheme reflects a proper exercise of powers by former councillors. We suggest that the proposed scheme would be a negligent exercise of the same powers, especially where there have been no new, significant and material changes in favour of Compton Road and the proposed scheme will increase the risks associate) with Alwyne Road.

020 Compton Road

I am writing to object to the proposal to introduce additional parking bays in Alwyne Road. With the change of some of the general permit holder bays to resident parking bays this measure will be unnecessary, and more properties are opting to have a dropped kerb, allowing them to park on their driveway, which will also reduce demand for residents parking bays.

The proposed new bays will mean that cars are parked on both sides of the road. Most of the driveways in Alwyne Road are perpendicular to the street (unlike Compton Road) and the road will be too narrow to allow cars to pull out of the driveways safely). The proposed new bays do not leave any passing places, which will lead to congestion particularly at school drop off and pick up when many cars, coaches and minibuses are using this road, and at other busy times. The increased density of parking will also make the road more difficult for pedestrians to cross safely - many children, from Willington and Bishop Gilpin and other local schools walk to and from school along Alwyne Road and their safety is of the utmost importance.

The junction of Alwyne Road with Wimbledon Hill Road is already very difficult, with cars parked on both sides of the road this will become more difficult as cars waiting to turn out of the road will block those wanting to turn in.

Please do not introduce additional parking bays in Alwyne Road.

Office's comment

Section 3 of this report

021 Alwyne Road

I am writing to you with regards to the introduction of parking bays on both sides for Alwyne Road.

I would like to object to this proposal as we have more than two cars and these parking bays will obstruct our cars. In addition, the narrow road will negatively impact the character of this road.

There are 4 residents in our home and we formally object to this additional bays;

022 Alwyne Road

As a resident of Alwyne Road, I am writing in response to the parking consultation for W2 CPZ. I object unequivocally to the proposal to introduce additional parking bays in Alwyne Road resulting in parking on both sides of the road. This will make the space for through traffic very narrow making it impossible for cars travelling in opposite directions to pass each other without repeated manoeuvring (as in Compton Road). And this will be even worse in Alwyne Road which is regularly and frequently used by the big coaches taking boys from Willington School to and from their sports. It will make it more dangerous for cyclists who are able to use Alwyne Road as a safe link between Woodside and Wimbledon Hill Road and more dangerous for those residents who currently park off-road as they will have to drive/back out between parked cars into a much narrower road.

Furthermore, it is completely predictable that there will be traffic chaos, twice a day, when the Willington boys are dropped off in the morning and picked up in the afternoon. Most of these children are too young to come to school alone and most are brought by car. It's already very busy, with parental cars being parked, temporarily on the side of Alwyne Road that is currently without parking bays. When there are cars parked on both sides, where will these drop-off cars go? There is not enough space in Worcester Road and no space at all in Compton Road and, there will be no choice for parents but to stop in the middle of the road and leave the car while they see their child into or out of school. It will be chaotic and dangerous. It may look simple, on the plan, to draw in a few more parking bays on a straight road but the reality is very different. I can only urge you to come in the morning and the afternoon to observe for yourselves.

Finally, as residents, we just don't want any more parking bays – even though the proposed bays are for residents only. We manage with what we've got and feel that double parking will spoil our road, visually. We care about the road and, some years ago, many of us contributed financially so that trees could be planted. These are now maturing, give great pleasure and enhance the appearance of the road. Parking on both sides of Alwyne Road will spoil this very pleasant environment.

I can see no merit in introducing parking bays on both sides of the road other than income generation for the Council. We have already had a big increase in the cost of parking permits, to which I did not object, but further income-generation at the expense of our quality of life is too high a price to pay.

024 Alwyne Road

I object to the introduction of parking bays on both sides of Alwyne Road. There are large volume of traffics during school hours and large school buses moving on the street during the day. It also has negative impact on the character of the road.

025 Alwyne Road

I live in Alwyne Road and am aghast at the proposals to introduce extra parking spaces in that road. My main reasons are as follows:

1) Quite a number of houses in the road do not have dropped kerbs accessing their front areas, where they park. If the Council introduces parking bays outside these houses their parking spaces will be cut off. To avoid being unable to use their cars they will be forced to park their cars on the street. The number of these cars will almost certainly equal the number of car parking bays created, thus rendering the exercise worthless.

2) To have cars parked opposite parking spaces that do have dropped kerbs will make it difficult for cars actually parked (in dropped-kerb spaces) to manoeuvre their way out of their spaces. I foresee a number of minor accidents on this account.

3) Cars and buses travelling along Alwyne Road are unlikely to be patient or careful enough to make allowance for cars manoeuvring under 2) above, leaving a further likely cause of a series of accidents, probably at much higher speeds.

I strongly urge that this part of the proposals be abandoned.

026 Alwyne Road

With reference to the above, we are writing to object to additional parking bays on both sides of our road. Ours is a residential road with a school at one end and the existing freedom of passage means that our children are safe, with clear visibility from the pavement on the no-parking side of the road, and traffic can move freely and safely.

Please leave the existing parking facilities in place and do not encourage the parking of more cars in our road.

028 Alwyne Road

As residents of Alwyne Road, we would like to register our strongest objections to the proposed introduction of additional Parking bays in Alwyne Road, initially driven by a flawed residents association petition in 2016 and an unqualified, unsafe and impractical analysis and proposal of the current situation. The recent Statutory Consultation (January 2020) has, in our view, been based on inconclusive data and a flawed assessment of the required levels of parking in the W2 Controlled Parking Zone (CPZ) throughout all 12 roads, despite significant spare parking capacity in St Mary's Road (22 spaces) and Lake Road (21 spaces). In addition, the proposed changes to the W2 CPZ 'parking permit rule-set' have not yet had enough time to either take full effect or be implemented and the proposed 'School Travel Plan' for the Willington Prep School (that has been suggested as a possible solution) is simply unworkable and fraught with numerous logistic and safety issues.

We do however, agree with the 2 proposals to convert some permit holder bays in Alwyne, Compton and Worcester Road to Resident permit holder-only bays, and the implementation of the proposed '**At Any Time' waiting restrictions at all the junctions within W2 CPZ.**

Firstly, this current Statutory Consultation is being sought by Merton Council in response, to the perceived lack of parking in the W2 CPZ, initially flagged up by the residents in Compton, Alwyne & Worcester Roads, SW19, based on a flawed and un-wholly mis-representative petition lead by the representatives of the Wimbledon East Hillside Residents Association (WEHRA) at the end of 2016. This petition, which was largely driven by a very small number of dissatisfied and vocal residents who live in Compton Road, purported (under the WEHRA name) to be representing ALL residents within the 5 roads of Lower Hillside

Ward (namely, Alexandra, Alwyne, Compton, Worcester & Woodside Roads) and furthermore made proposals for changes across all 12 roads of W2 CPZ for which support had not been formally sought. Not only were key facts omitted when the petition was launched, but also by virtue of a fairly direct 'doorstep campaign', householders were practically coerced into signing up to a petition which they didn't fully understand, nor for which all the key issues were fully explained.

Secondly, despite a resounding response rate (~15%) to the Council's recent Informal Consultation in May 2019 (which gave a majority response in all areas for **no change**) the Council has still decided to proceed with a Statutory Consultation for a proposal to introduce additional parking bays in Alwyne, Compton & Worcester Roads. Merton Council has supposedly 'fully assessed' the current CPZ and its parking levels, and along with 'random site visits' has decided, somewhat arbitrarily, that relatively high levels of occupancy throughout these 3 roads closest to the Town Centre, warrant additional parking bays, without having taken into account: spare capacity across the whole of the W2 CPZ (namely St Mary's and Lake Roads); the safety implications of extra traffic on Alwyne Road to families with children; the pupils & parents of Willington Prep School; the logistics impact for those residents trying to park their cars on their front drives (particularly with car ports perpendicular to the road itself) and the environmental effects, which are contrary to the London Mayor's Environmental Strategy! Where is the common sense in all of this? The potential outcomes of this consultation have permanent, far reaching-effects for which residents in ALL roads within the W2 CPZ area are entitled to be informed about, and we feel that the Council has a responsibility to ensure fairness, probity and transparency in such cases.

Finally, despite the Council's stated Duty of Care to provide 'a safe environment for all road users', there seems to be an un-qualified and unsubstantiated objective, to allow for more cars on Alwyne Road, whilst making it more difficult and dangerous for young families, the pupils & parents of Willington School, residents of Alwyne Road accessing their own driveways and local residents wishing to use the shops and facilities of Wimbledon Town Centre. Residents in Alwyne Road currently enjoy a leafy, safe and beautiful street in which to live. Although largely a residential road, it has several new business premises at the Wimbledon Hill Road end, whilst also acting as the main access route for the parents, children and school staff of Willington Prep School (with its 235 pupils) at the Worcester Road end. All users of Alwyne Road currently benefit from a Controlled Parking Zone (with restricted hours: Monday to Saturday 08:30am - 6:30pm) coupled with a Single Yellow Line restriction (on the left hand side as you drive down Alwyne Road from the Town Centre). This system currently works very well and enables residents, businesses and school-users alike, to live and work alongside each other, whilst having a balanced access to parking facilities at key points during the working day. This enables visitors as well as friends and families who visit Wimbledon to enjoy local restaurants and shops in the evenings and Sundays, whilst allowing residents to live and park in the Town area itself. Having parking bays on just one side of the street creates a balance approach of practicality and safety for everyone (in particularly for the school-run in the mornings and afternoons), whilst allowing access for the Emergency Services (such as the Fire Brigade), Council refuse lorries, school coaches and resident's vehicles. It should be noted that with parking on both sides of Alwyne Road, Emergency Vehicles will not have the required statutory Minimum Width Access between parked vehicles, required to manoeuvre Fire Tenders or reach properties in case of an emergency. Furthermore, reversing cars into the road, for those residents with legal car parking spaces on their properties, will become almost impossible with parking bays situated on both sides of the street (unlike Compton Road) and will present a further to danger to small children. The idea of a School 'Travel Plan' that supposedly reduces reliance on cars, in particular for those parents who pick-up and drop-off their children at Willington Prep School. How on earth, are parents, who are both working full-time, living at distances that are too far walk, going to be able to safely drop their children off at school (bearing in mind these are 3+ to 11 year old junior school children!).... This is a lovely theoretical solution but practically totally unworkable and not properly thought through. Furthermore, one only needs to observe the speed at which cars travel down Woodside Road to realise that we are going to increase the risk of a serious or fatal accident.

To that end, we respectfully ask that we keep the status quo, and drop the proposal to put in additional parking bays (and erect bollards at the back of the the footway for those with illegal cross-overs) with immediate effect.

Suggested measures to address the parking issues in the W2 CPZ area in the short-term, might include:

1. Business users encouraged to park away from the W2 CPZ area (which is mainly residential) and use the local Pay & Display Car Park in St. George's Road, etc.
2. Reduce the number of dual use 'Resident & Pay & Display' Parking Bays in Alexandra, Alwyne, Compton, Worcester & Woodside Roads, to encourage the public to use the Pay & Display Car Parks

across Wimbledon (e.g. the St. George's Road Car Park).

3. Stop the Annual Visitors Parking Permit system completely - just allowing for full and half day parking permits only. The reason for this is that this system is currently being abused and cannot be robustly policed by the Council.

4. Address households that have more than one car, in order to understand what are 'acceptable' parking facilities. Is it reasonable to expect to park BOTH cars in a resident's own street, or maybe park one locally and then one further away (still within the W2 CPZ area)...?

5. A number of residents with 1-2 cars also have off-road parking, but are 'sub-letting' their front car park space to a commercial car schemes, in order to make money. It is not for us or anyone else to tell residents what they can or can't do with their property(!), but equally we can't all complain about lack of parking space when a number of residents are not using their front drive (albeit on their land) for the reason it was intended, at the expense of a car park space that could be use by a local resident or business user.

We appreciate that the Council is working hard in trying to achieve a balanced and fair decision on the subjects outlined above, and we thank the Cabinet Member for Regeneration, Transport & Housing for our area in Wimbledon Hillside Ward, SW19 (Cllr Martin Whelton) and his fellow Councillors and Council Officers in advance for their time and hard work in arriving at a sensible and considered way forward. However, we strongly request that our viewpoints are taken into consideration and that the Council drops the proposal for additional car parking bays in Alwyne Road and looks into a more robust analysis of the parking requirement across the whole of W2 CPZ. If necessary, we feel that a Public Enquiry on the consultation process should be sought.

We look forward in due course to hearing the outcome of the decisions on these important subjects.

029 Alwyne Road

Alwyne Road in Wimbledon is currently a lovely wide road with space for vehicles to manoeuvre in and out of their driveways & to pass each other safely. Children ride their bikes on the road and play football on the street when it's quiet. There are also many school children walking or riding to school on this road daily.

The proposal to introduce parking bays on both sides of the road, would make the road dangerous in terms of:

- * Visibility of children running out from behind parked cars (there is a school at either end of the road, so vast numbers of young children walking daily)
- * Residents manoeuvring in and out of their driveways would have reduced visibility to do so safely (especially given there are so many young children around)
- * Reduced physical ability for residents to be able to get on and off their drives, given the space restriction of having parked cars on both sides.
- * Delivery vehicles and emergency vehicles (for residents and the school) will also not be able to access safely with bays on both sides (and would regularly block the whole road).

To introduce more parking bays, and drastically change the safety & practicality of the street for residents, when there isn't a real need for them (there are always alternative spaces available within the W2 zone), will create dire safety & practicality issues for residents and local schools, increase pollution on our road from additional cars, reduce residents' enjoyment of the road and the ability for children to play games outside and ride their bikes.

It also surely goes against the Mayor's and council's green initiatives. To encourage more cars to a road that has a school on it (against the residents will!), increase pollution and make walking or cycling more dangerous as a result.

The residents of Alwyne Road urge the council to let us maintain the status quo here please, without parking bays on both sides.

030 Alwyne Road

I am writing in objection to the published plans to increase parking on Alwyne Road, Wimbledon using both sides of the street. Central Wimbledon is already more than busy enough with traffic and introducing more parking will only increase this further. There are already adequate parking bays and car parks in central Wimbledon. This plan also goes against any strategy Merton may have to reduce car traffic to deal with air and noise pollution and to encourage people onto public traffic and foot and will do nothing to make Wimbledon a safer place for young and old people alike. I would urge the Council to reconsider this plan

and reject it.

032 Alwyne Road

We are writing in response to the recent consultation leaflet (dated 22 January 2020) regarding the ES/W2: Proposed Zone W2 review. As residents of Alwyne Road, we would like to clearly state our strong objection to the proposed introduction of the additional parking bays on Alwyne Road.

Our objection is based on the following reasons:

- First and foremost: Safety. Alwyne road is occupied mainly by families with children together with the presence of Willington Prep School dictates that safety is of outmost importance. Allowing more cars will only decrease the safety of the road.
- Convenience. As it stands, we already often have to maneuver our cars around the parents of Willington Prep School dropping their children, delivery vans, school coaches, Council refuse trucks, etc. Allowing more cars on the road will only make matters worse.
- Ambience. Alwyne Road is a quiet leafy residential road. Adding extra parking bays will affect the quality of the road and could potentially reduce the value of the properties on the road significantly.

We understand that the council is trying hard to balance the needs of businesses and residents within the borough and we appreciate your efforts and we thank you. However, we do feel that following this proposal is not fair and balanced for the reasons stated. We would like to request that you take our viewpoint into consideration and drop the proposal for additional parking bays.

We look forward to hearing from you.

033 Alwyne Road

We live in Alwyne Road and are writing to object to the suggestions proposed in the CPZ W2 Review, specifically the addition of new parking bays on Alwyne Road. Please see details of our objections below.

Justification for additional parking bays?

- It is stated in the Cabinet Member Report of Oct 19 (point 5.1) that the Council needs to act in order due to "address the current parking needs of the residents in respect of their views expressed during the informal consultation...". However, during the two informal consultations, the majority of respondents did not believe a change to the parking situation (in particular, the operational hours and days) was necessary. The Council states that there is still an issue, due to a "number of communications from Compton Road, Alwyne Road and Worcester Road", received after the two informal consultations. What is the point in holding consultations to seek the views of residents, when these are then disregarded in response to "a number" of residents?

- Alwyne Road residents have sufficient parking options, with the majority of properties having driveways. I note your point on the illegal crossovers for driveways on Alwyne Road, which I understand you are dealing with as a separate matter. It would make sense for these crossovers to be granted as legal, as a way of keeping cars off the street and maintaining the safety of the road.

- It is stated in 3.14 of the Cabinet Member Report, that the majority of parking concerns are from Compton Road. I would suggest that once the number of resident-only parking bays on Compton Road are increased, that their concerns with lack of parking will be assuaged

Pollution

- Increasing the number of parking bays on Alwyne Road will encourage the use and ownership of cars. Surely, after declaring a climate emergency in July 2019, Merton Council should be taking action to meet its commitment of "reducing the number of car journeys" by discouraging the use of cars. The £25k estimate for the cost of the changes to CPZ W2 could be invested in to ways to reduce Merton's carbon emissions for eg. investing in green public transport options. (<https://www.merton.gov.uk/planning-and-buildings/sustainability-and-climate-change/climate-emergency>)

- As you will be aware, pollution is much more concentrated closer to ground level (ie at child height). Encouraging more cars to Alwyne Road is specifically increasing the pollution levels of the large number of children who use this road.

- Reducing the free-flow of traffic along Alwyne Road, by having parking bays on both sides, will increase

stationary pollution, as cars have to pull in to give way to incoming cars.

Safety

You mention in the Cabinet Member Report of Oct 19 (point 5.1) that "the Council's duty to provide a safe environment for all road users". The addition of parking bays on both sides of Alwyne Road will negatively affect road safety in a number of ways:

- The majority of properties have driveways and parking bays will reduce visibility and manoeuvrability when entering and exiting driveways.
- There are hundreds of children walking up and down Alwyne Road to and from Willington School every day, in addition to the toddlers of young families who live on the Road or use the road as a quiet and safe "cut-through" to walk from/to Wimbledon Hill Road. The lack of visibility for cars and pedestrians which will be caused by these new bays represents a safety threat to these children.
- The free-flow of 2 way traffic along Alwyne Road will not be possible due to the reduction in the width of the road. This will require cars to pull in and out of gaps between the bays, causing additional danger to children walking along the pavements and crossing the road.

Please can you explain how you have assessed the road safety implications of the additional parking bays?

Thank you for your time in considering our objections. We look forward to your response.

034

I the undersigned petition the council to respect the views of the residents of Alwyne Road, SW19 who do not wish to have additional parking bays introduced on the road.

Alwyne Road in Wimbledon is currently a lovely wide road with space for vehicles to manoeuvre in and out of their driveways & to pass each other safely. Children ride their bikes on the road and play football on the street when it's quiet. There are also many school children walking or riding to school on this road daily.

The proposal to introduce parking bays on both sides of the road, would make the road dangerous in terms of:

- * Visibility of children running out from behind parked cars (there is a school at either end of the road, so vast numbers of young children walking daily)
- * Residents manoeuvring in and out of their driveways would have reduced visibility to do so safely (especially given there are so many young children around)
- * Reduced physical ability for residents to be able to get on and off their drives, given the space restriction of having parked cars on both sides.
- * Delivery vehicles and emergency vehicles (for residents and the school) will also not be able to access safely with bays on both sides (and would regularly block the whole road).

To introduce more parking bays, and drastically change the safety & practicality of the street for residents, when there isn't a real need for them (there are always alternative spaces available within the W2 zone), will create dire safety & practicality issues for residents and local schools, increase pollution on our road from additional cars, reduce residents' enjoyment of the road and the ability for children to play games outside and ride their bikes.

It also surely goes against the Mayor's and council's green initiatives. To encourage more cars to a road that has a school on it (against the residents will!), increase pollution and make walking or cycling more dangerous as a result

035

Alwyne Road in Wimbledon is currently a lovely wide road with space for vehicles to manoeuvre in and out of their driveways & to pass each other safely. Children ride their bikes on the road and play football on the street when it's quiet. There are also many school children walking or riding to school on this road daily.

The proposal to introduce parking bays on both sides of the road, would make the road dangerous in terms of:

* Visibility of children running out from behind parked cars (there is a school at either end of the road, so vast numbers of young children walking daily) * Residents manoeuvring in and out of their driveways would have reduced visibility to do so safely (especially given there are so many young children around) * Reduced physical ability for residents to be able to get on and off their drives, given the space restriction of having parked cars on both sides. * Delivery vehicles and emergency vehicles (for residents and the school) will also not be able to access safely with bays on both sides (and would regularly block the whole road). To introduce more parking bays, and drastically change the safety & practicality of the street for residents, when there isn't a real need for them (there are always alternative spaces available within the W2 zone), will create dire safety & practicality issues for residents and local schools, increase pollution on our road from additional cars, reduce residents' enjoyment of the road and the ability for children to play games outside and ride their bikes. It also surely goes against the Mayor's and council's green initiatives. To encourage more cars to a road that has a school on it (against the residents will!), increase pollution and make walking or cycling more dangerous as a result. The residents of Alwyne Road urge the council to let us maintain the status quo here please, without parking bays on both sides.

036

I am strongly against the proposal of the above reference.
It would be detrimental to residents, and to parents & children at Willington Prep school.
Do not impose traffic bays please!

031

As a parent of a child who attends the school at the end of Alwyne Road, I am wholly opposed to the proposed additional parking bays as this would be really dangerous for the children and cause a lot of unnecessary congestion in what is a lovely residential road.
Alwyne Road in Wimbledon is currently a lovely wide road with space for vehicles to manoeuvre in and out of their driveways & to pass each other safely. Children ride their bikes on the road and play football on the street when it's quiet. There are also many school children walking or riding to school on this road daily. The proposal to introduce parking bays on both sides of the road, would make the road dangerous in terms of:
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* Reduced physical ability for residents to be able to get on and off their drives, given the space restriction of having parked cars on both sides.
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037

I strongly object to the proposal to have parking bays either side of Alwyne Road. I have children at Willington School and it is already very congested when the coaches which need to access the school daily to take boys to sports come down that road. It would be unsafe for the many children using the street to have both sides lined with cars for visibility reasons and general pollution and congestion. It is a relatively quiet street now and more car travel should not be encouraged. Money would be better spent improving London transport or facilitating safer cycling and walking.

008

I wish to place on record my strong objection to the plans to introduce parking bays on both sides of Alwyne Road. It will cause additional and unnecessary congestion, particularly during school pick-up/drop-off hours, and will adversely affect the street aesthetically.

013 Compton Road

As a Compton Road resident, I wish to express my views against the proposal to introduce additional parking bays in Compton Road (outside Nos 45, 47 and 49).

Whilst it is welcome that the council is looking into how our resident parking situation can be improved, such as converting some permit holder bays in Alwyne, Worcester and Compton roads into resident only permit holder bays, and in particular, with an increase in parking bays to Alwyne, as there is clearly not enough parking allocation in this road, resulting in an overflow of residence parking in Worcester and Compton roads, as they have an insufficient number of parking bays.

What is a concern is the proposed loss of the spacing between the current parking bays in Compton Road, outside 45, 47 and 49. To take up all this space to provide additional parking will leave no ability to manoeuvre and give way to oncoming traffic. This would cause havoc and a potential grid lock. Already, with the Willington coaches and school run, and the non-stop delivery vans, the ability to give way to oncoming traffic is crucial. This situation will be made worse with the development of the Bank Buildings, in Wimbledon Hill Road, into a 70 odd bedroomed hotel and its ongoing operation. The additional traffic that this will generate will adversely impact Alwyne, Worcester and Compton roads.

I thank you for taking the time to read my email and really hope that you will give this element of the proposals due consideration.

045 Compton Road

Reference ES/W2 REVIEW

Representations against proposals for introduction of additional Parking Bays outside 45, 47, 49 Compton Road

As a resident at 47 Compton Road, the purpose of this e-mail is to offer you some further factual information which could not possibly have been available to you from a simple random visit but which is very evident to a permanent resident of the street (and particularly to a resident at the very spot in question).

This information will, in my view, illustrate the manifest **inadvisability** of the proposal to remove the yellow lines outside 45, 47, 49 Compton Road.

Unfortunately, the abundance of this information necessitates a very long e-mail and so, for convenience of reference, the contents of this present e-mail are set out below under the following headings and subheadings: –

1. Compton Road is a busy narrow street

- 1.1 Existing yellow lines
- 1.2 Not enough passing places
- 1.3 Traffic from very busy Wimbledon Hill Road

2. Yellow line passing places - PRESENT and FUTURE problems

- 2.1 Willington School - Buses and cars
- 2.2 Rubbish Lorries
- 2.3 POSTAL vehicle deliveries
- 2.4 GROCERY vehicle deliveries
- 2.5 OTHER vehicle deliveries
- 2.6 Ambulances and 'Dial-a-Ride' buses
- 2.7 Fire Engines
- 2.8 Tree Maintenance
- 2.9 Emergency Vehicle Recovery lorries
- 2.10 HOTEL project – Future CONSTRUCTION traffic
- 2.11 OPERATION of Hotel
- 2.12 Crossovers

3. Difficulties – INDIVIDUAL and CUMULATIVE

4. Consideration by Council

5. "Your reasons are, therefore, important to us"

6 PHOTOGRAPHS – 'A picture is worth 1000 words'

7. CONFIRMATION of safe receipt, ETC.

1. Compton Road is a busy, narrow street

1.1. EXISTING yellow lines. Compton Road is a busy and narrow street which already has insufficient yellow line spaces for the existing traffic flow, and most of the street is taken up by parking bays of one type or another.

The relative narrowness of the street (much narrower than Alwyne Road, for example) means that parking on both sides of the street leaves, in effect, only one lane available to be shared by all traffic in both directions.

It seems to me to be self-evident that a single lane without enough yellow line passing places is inadequate for the circumstances. The present situation is only made practicable by the existence, on the left-hand side of the street, of a few significant yellow line 'gaps' in the parking which provide passing places for vehicles.

The yellow lines on the right hand side of the street (i.e. the side opposite 45/47/49) are not significant.

These passing places on the left hand side of the street (i.e. the same side as 45/47/49) are presently essential to enable cars proceeding in one direction to pause to allow traffic in the opposite direction to pass without the need to reverse for considerable distances.

ON THE LEFT HAND SIDE OF THE STREET THERE ARE CURRENTLY THE FOLLOWING THREE EXISTING YELLOW LINE PASSING SPACES:-

(1) at 23, 25, 27, 29 Compton Road, there is a distance approximately equivalent to four cars' lengths of yellow line passing space available; and

(2) some distance further down the street, at 45/47/49 Compton Road, there is another useful yellow line space approximately equivalent to three cars' lengths (this space being the yellow line gap which the current review proposes to eliminate and replace by additional parking bays); and

(3) at the end of Compton Road, at 61, 63, 65, there is a further yellow line space situated right at the end of the street where it turns at a 90° angle into Worcester Road.

In relation to sub-paragraph (2) immediately above, NOTE THAT on the right hand side of the street opposite but near to 45/47/49 there is a yellow line space (of approximately two cars' lengths). That this space is not sufficient as a passing space even at present is amply illustrated by the fact that vehicles always use the 45/47/49 space rather than the right hand space.

NOTE ALSO THAT while this right hand passing space of two cars' lengths is appreciated it is not a very useful distance on its own. However, its proximity to the three cars' length spaces almost opposite at 45/47/49 offers the great advantage of permitting a passing vehicle to relatively easily carry out a three-point turn and so completely change direction. That is not something readily available elsewhere in the street and not something which would be possible without the proximity of these two particular spaces on both sides of the road at this point.

1.2 Not enough passing places. In the light of the foregoing, if the yellow lines at 45/47/49 were to be eliminated and entirely replaced by new parking bays then there would be, on the left-hand side of the street, an excessive distance between passing places and no possibility of three point turns.

1.3 Traffic from very busy Wimbledon Hill Road. As Compton Road is a busy and narrow street, the reduction of passing places is of particular importance for the reasons listed in the immediately following paragraph 2 — especially as Compton Road is constantly fed by traffic from the busy Wimbledon Hill Road at one end of the street and from Alwyne Road / Worcester Road at the other end (bearing in mind, of course, that Alwyne / Worcester are also constantly fed by traffic from the same busy Wimbledon Hill Road.

2. Yellow line passing places -- PRESENT and FUTURE problems

Without the passing places at 45/47/49 referred to at paragraph 1(2) above there would be an inevitable need for considerable reversing back over long distances down the middle of the street and down towards the sources of continual traffic circulation – and all to be considered in the light of the difficulties listed in this paragraph 2 (and bearing in mind also that EACH of the individual difficulties identified in sub-paragraphs 2.1 to 2.11 is COMPOUNDED by the CUMULATIVE effect of ALL): –

2.1 Willington School - Buses and cars. Needless to say, the presence of the school gives rise to many cars (and school buses) coming along Compton Road from both directions (and particularly from the Worcester Road direction). As a result, if traffic is approaching in both directions at the same time along Compton Road then either or both of the following must occur: –

(1) the buses must reverse back towards the right-angle junction with Worcester Road in the circumstances already mentioned in paragraph 1 above; OR ELSE

(2) traffic from Wimbledon Hill Road must reverse back some considerable distance to the other yellow line space at 23/25/27/29 Compton Road (i.e. also reversing against a traffic flow constantly alimanted from Wimbledon Hill Road).

2.2 Rubbish lorries. These rubbish lorries come into Compton Road from Alwyne Road / Worcester Road,

and the lorries and their personnel more or less rely upon the yellow line spaces at 45/47/49 for each of the following:-

(i) to allow approaching traffic from the Wimbledon Hill Road direction to pause and eventually pass; AND ALSO at the same time,

(ii) to allow the space to be used as a convenient point at which to move dustbins back and forth over the pavements between the houses and the lorries (while the lorries are temporarily parked in the middle of the road).

It should be noted that each Monday there are several rubbish lorries passing at different times in the course of a day.

Without the presently available yellow spaces at 45/47/49 then, in the event of traffic in both directions, drivers would be presented with exactly the same awkward alternatives as are referred to in sub-paragraph 2.1 above.

I have in my possession some photographs of a typical rubbish collection and these are available for inspection by you.

2.3 POSTAL vehicle deliveries. When delivering packages, the post office delivery vans currently park in the yellow line spaces at 45/47/49 (as do ALL deliveries by other similar services and Amazon and so on).

It should also be remembered that such deliveries are very FREQUENT in the course of every day.

Asking a post office delivery driver one day what he would do without the yellow line spaces at 45/47/49, he opined that the situation would be "*chaotic*" and that he would (physically) have no alternative but to temporarily park in the middle of the road. That, of course, is a rather unsatisfactorily (and currently unnecessary) quasi-solution which would presumably have to be adopted by all such drivers and vans and which would inevitably lead to great potential for traffic backing up at this point in both directions.

I have in my possession, incidentally, some recent photographs of such an occurrence.

2.4 GROCERY vehicle deliveries. This kind of delivery from Sainsburys, Ocado, and other supermarkets and similar outlets are now noticeably (and increasingly) a feature of modern retailing, and further development of this sector can surely be expected in future.

Exactly the same comments (as in sub-paragraph 2.3 above) would apply in this case — along with the additional observation that these grocery deliveries tend to take longer than the delivery of simple packages as the groceries very often involve the loading of a wheeled trolley in order to transport quite large and heavy boxes from the lorry to the house concerned.

2.5 OTHER vehicle deliveries. It goes without saying that exactly the SAME PRINCIPLES as in sub-paragraphs 2.3 and 2.4 apply equally to ALL OTHER kinds of deliveries. Thus I have very often noticed the unloading at 45/47/49 of heavy items such as washing machines and the like.

In addition, it is not unusual for even furniture removals lorries and other large vehicles to make use of the space at 45/47/49.

2.6 Ambulances and 'Dial-a-Ride' Buses. Almost exactly the same comments (as in sub-paragraph 2.3 above) inevitably apply also, *mutatis mutandis*, to the – hopefully infrequent – necessity for access by emergency ambulances.

Such considerations certainly apply presently to the case of 'Dial-a-Ride' buses / ambulances which currently call regularly at 49 and 51 Compton Road. Needless to say, those vehicles automatically use the yellow line spaces at 45/47/49 Compton Road, and also deploy their wheelchair access ramps directly onto the pavement in front of 49.

Again, I have in my possession recent photographs which are available for inspection.

2.7 Fire Engines. The same considerations would apply, *mutatis mutandis*, to the – again, hopefully infrequent – necessity for access for fire engines. This is something which occurred in Compton Road during the summer when the fire engine initially occupied the middle of the road at the height of the urgency but then, after the immediate emergency was over, occupied the space at 45/47/49 in order for the vehicle and its unfurled equipment to be attended to before its return journey from the scene of the fire.

Fortunately, the fire was a relatively minor one (and so required only one fire engine) and this occurred on a Sunday so that the fire engine could without much hindrance find its way quickly along the street to the exact address (and also without the usual weekday traffic coming and going in both directions thus removing the potential for vehicles having to reverse back to allow the fire engine to proceed to its destination).

2.8 Tree Maintenance. Although infrequent during the year, the same consideration apply *mutatis mutandis* to vehicles involved in tree pollarding along the length of Compton Road.

2.9 Emergency Vehicle Recovery lorries.

2.9.1 The same considerations apply, *mutatis mutandis*, to access for vehicle recovery services.. Quite how often such occurrences take place in the course of a year, I am unable to say but, as chance would have it, such a happening took place very close to 45/47/49 Compton Road last week on a Monday which, of course, coincided with the arrival of the first rubbish collection vehicle.

2.9.2 Fortunately, a very large AA recovery vehicle was able to park in the yellow line spaces at 45/47/49 to allow the rubbish lorry to pass without either (i) the rubbish lorry having to reverse some distance backwards towards Worcester Road, or (ii) the very large recovery vehicle having to attempt to reverse back over a considerable distance before trying to manoeuvre into the yellow line spaces at 23/25/27/29 Compton Road.

2.9.3 In the event, the AA vehicle driver concluded that neither he nor the AA could recover the disabled car concerned (which happened to be parked relatively close to 45/47/49) and an alternative recovery vehicle was sought and obtained. This vehicle in its turn could conveniently park at 45/47/49 during the time required to evaluate the situation and then to await the arrival of a necessary second support vehicle with additional tools and equipment.

2.9.4 To remove the disabled car it was necessary for the Vehicle Recovery lorry to occupy the middle of the street while winching the immobilised car first sideways and then onto the Vehicle Recovery lorry, a procedure which blocked the road completely for up to an hour as you can readily imagine. During that time, vehicles approaching from Alwyne Road / Worcester Road would turn back using the space at 45/47/49 which, fortunately, roughly corresponds with the two yellow line spaces on the other side of the street at this point).

2.9.5 Once loaded, the Vehicle Recovery lorry was able to park in the yellow line spaces at 45/47/49 to conduct tidying up / security checks before definitively leaving Compton Road.

Again, I have in my possession several photographs of the various stages of this operation, and these are available to you.

2.10 HOTEL Project – Future CONSTRUCTION traffic.

2.10.1 Whereas all of the foregoing difficulties listed above already apply currently, this present sub-paragraph 2.10 relates to a very significant future problem which will come into play as soon as the recently approved Hotel project starts to be executed.

2.10.2 In itself this will place a very significant burden on both Compton Road and Alwyne Road / Worcester Road when construction traffic starts to flow.

Not only will this be a major problem in itself but also all of the current actual and potential difficulties (identified in sub-paragraphs 2.1 to 2.9 inclusive above) will be complicated and compounded many times over by the addition of heavy construction traffic.

2.10.3 Moreover, this construction traffic will inevitably be coming and going from and to Wimbledon Hill Road via both the Compton Road and Alwyne Road / Worcester Road directions (given that the site of the proposed hotel takes up almost the whole of that part of Wimbledon Hill Road lying between Compton Road and Alwyne Road).

2.11 OPERATION of Hotel. Needless to say, once the construction phase of the hotel is over and the hotel commences its operations then there will be a significantly increased volume of traffic along both Compton Road and Alwyne Road / Worcester Road as an inevitable consequence of the hotel's activities and ancillary functions.

2.12 CROSSOVERS – present and future policies? Although I am not familiar with the reasons, I understand that there is presently a Council policy against new crossovers. However, in the event that this policy were ever to change in future, the elimination of the yellow lines at 45/47/49 Compton Road would definitively remove this possibility at a point where there are already existing hardstanding spaces available.

3. Difficulties — INDIVIDUAL and CUMULATIVE

As already mentioned, the difficulties which would be caused by the removal of the yellow line spaces at 45/47/49 (identified in paragraphs 2.1 to to 2.11 inclusive) exist not only INDIVIDUALLY but also — and, more importantly, COLLECTIVELY — being a combination which considerably augments the practical problems which would be presented by the removal of available yellow line spaces at 45/47/49 and which would produce very significant (and negative) results for the whole street.

4. Consideration by the Council

Although the foregoing information seems self-evident to me as a resident, it is information not necessarily apparent from random visits by Council personnel.

It is also something so self-evidently important for sound decision making that it would be reassuring to know that steps will be taken to scrutinise and verify my conclusions referred to above. Can I be reassured that a council representative will automatically return to the site before any report is prepared?

5. "Your reasons are, therefore, important to us"

5.1 Presumably, the observations in this e-mail (which I consider to be substantial and serious) will be treated seriously? Will a site visit be made as part of your deliberations? Will a Council representative take the opportunity of questioning me on the validity of what I have stated above and/or to take the opportunity of consulting the very recent photographs which I have taken to illustrate some of the examples which I have given)?

5.2 In the communication issued by Merton for the CPZ, a troubling aspect of the whole consultation procedure is that "*responses to any representations received will not be made until a final decision is made*

by the Cabinet Member".

That, if I may say so, is somewhat akin to 'bolting the stable door after the horse has bolted'. It also gives a most uneasy feeling that representations by residents will **not** be accorded much weight despite what are clearly the self-evident and very practical nature of the matters raised in my observations.

5.3 that uneasy feeling is made all the more uneasy as no account appears to have been taken of such matters in the Council's decision sheet report and officer's recommendation on your website.

5.4 Is there anything which you can offer to go some way to assuaging my (undoubtedly unjustified) fears that insufficient weight will be given to what I consider to be extremely important and pressingly practical matters for traffic flow and the avoidance of potential bottlenecks?

And those difficulties will be all the more far-reaching during the carrying out of the HOTEL proposals referred to at sub-paragraphs 2.10 and 2.11 above.

6. PHOTOGRAPHS – "a picture is worth 1000 words"

As chance would have it, I have recently taken photographs to illustrate certain matters referred to above (in sub-paragraphs 2.1 to 2.9 inclusive). Currently those photographs are split between a mobile phone (which appears to be on its last legs) and a new camera and computer (both of which are not yet fully functional). Hopefully, I will be able to 'do the necessary' and send the photographs electronically before midnight today (14 February being the closing date for representations).

If that should not prove possible, am I correct in assuming, I wonder, if your procedures and regulations are sufficiently flexible to permit the subsequent electronic transmission (of the photographs mentioned in this present e-mail) after today's date?

8. CONFIRMATION of safe receipt

In view of what appears to me to be extremely important (and conclusive) facts and deductions referred to in this long e-mail, it would be very reassuring to receive (i) confirmation of safe receipt of this e-mail, AND ALSO (ii) replies to those of my specific questions which are set out in **BOLD** in the following paragraphs:-

- (1) Paragraph **4**
- (2) Paragraph **5.1**
- (3) Paragraph **5.4**
- (4) Paragraph **6**

Again, I apologise for the length and density of the text of this e-mail but it seems to me that the circumstances make this both necessary and desirable given (i) the importance of the subject matter, and (ii) the probable insufficiency of the factual information presently in your hands.

This additional information is information which (i) derives from the regular and routine observations of a resident (and so comes 'straight from the horse's mouth'), and information which (ii) is unlikely to have arisen during any of the random visits by Council officials to Compton Road and the other streets concerned.

038

I am writing to express my opposition to the proposed parking bays on both sides of Alwyne Road, Wimbledon.

As a parent and employee of Willington School, I believe the proposals will be highly detrimental, both to the residents of the road and to the staff and pupils at the school.

The road is currently used (multiple times) on a daily basis by large 49 seater coaches to take pupils to/from the playing fields and the local swimming pool as well as for additional excursions. Coaches are currently able to proceed without problem as the road is wide enough for them to drive down without obstruction on one side. By introducing parking on both sides of the road, traffic flow will be much slower and congestion and delays will be inevitable. This will mean blocked roads, frustrated road users and increased pollution. Air quality will be negatively impacted in the area where 100's of schoolchildren are located. Visibility will also be reduced, increasing the chance of road accidents.

I strongly object to the proposal which is short-sighted and ill-thought-out. I would urge you to reconsider these plans.

I have copied in my local MP so that he is also aware of these concerns.

039 Alwyne Road

We live in Alwyne Road and would like to add our names to the list of objectors to the proposed CPZ here.

Please confirm that our objection has been received and recorded.

040 Alwyne Road

I am writing to object about the additional parking proposed on Alwyne Road.

My objections are based on the following points:-

- Alwyne Road and Compton Road are the only access to and from Willington School. Every morning and evening there is much traffic including delivery vans for the school, going up and down and more so down Alwyne Road as it is easier to drive down currently without double parking. If cars are to be parked either side, this will make Alwyne Road hazardous with cars and vans having to weave in and out between parking bays to let each other pass.
- In addition we have many school children and their parents walk up and down the road. Currently many cars do 3 point turns in the road as it is a no through road or simply because they go up and down looking for parking. They sometimes mount the pavement whilst doing so as the road isn't very wide and therefore having parallel parking will make this more hazardous as children and parents plus others will not be seen easily with their view blocked by parked cars.
- As it is, currently on Friday and Saturday evenings, plus Sundays, people already park over the yellow lines opposite the current parking bays. Our access to our drive is narrowed to the point of it being very unsafe to drive in and drive out as often cars will be driving speedily down the road and will not slow down when we are trying to turn out of our drive as they cannot see our car coming out due to the parked cars blocking their view. I have already had a couple of near misses! If we have permanent bays outside our houses, this will make it hazardous 7 days a week.
- Aside from the hazards outlined above, cars parked either side of our driveway makes it hard to turn into and out of our drive, particularly as our car have to be parked perpendicular to the road. The road itself is not very wide and hence repeated forward and reverse manoeuvres are required to try and get the car into and out of the driveway at times of double sided parking.
- Alwyne Road currently looks very open and un-congested. We have lived on this road for many years ourselves and have taken pride in how nice it looks. There is a marked difference compared with Compton Road which already has double sided parking and we want to maintain the aesthetic appeal of Alwyne Road and maintain not have our houses devalued.

We would implore the council that additional bays are not introduced on Alwyne Road.

041

Firstly, I understood Merton council was discouraging people from parking in the town centre, so why create more bays when they're not needed or wanted by anyone but the council?

Secondly, a reason people choose to live in Alwyne road is because of the road layout. If the bays are put in, the road will be transformed into a similar nightmare to Compton road with nose-to-tail parked cars and few passing places. Ugly and inconvenient.

These roads experience traffic in the morning and afternoon with the busy primary school in Worcester Road. Many children come by train, on foot or bike, but a lot need to use a car, especially those with disabilities or parents taking several children or travelling some distance. Bays will reduce the ability of parents to pull up to collect children and accessibility of the school. It will create a traffic problem for parents and residents.

Park Community Primary school on Dorset road is currently campaigning for road safety and one big problem is parked cars reducing the ability of kids and parents to see oncoming traffic. From a safety perspective, why on earth would you create a potential safety issue by encouraging cars to be parked on the roadside near a school?

Also since the school uses buses to take children to Wimbledon leisure centre for swimming and to the playing fields in Raynes Park, it will make it extremely hard for the buses to go up the road and to safely pull in to get kids in and out.

Please consider these points in your deliberations and please do not railroad this decision with no regard for current users of Alwyne road.

042 Alwyne Road

To decrease the number of business parking permits in favour of residents would a fairer and proper allocation of the available spaces. The local businesses who currently use the spaces are predominantly estate agents who have several vehicles. They are racing in and out all day to do viewings. Not only is this constant movement noisy, annoying and very polluting it also creates a stressful and dangerous dynamic for the residents and local school children. All roads are dangerous of course but this type of heavy usage is not what residential roads are for. Residents of the area are entitled to peaceful safe enjoyment of their environment and allowing businesses to occupy and 'hot-bed' parking spaces all day long in residential

zones precludes that fundamental right.

The proposal of parking bays on both sides of Alwyne Rd is not a viable solution to the problem caused by too much traffic. Indeed for the reasons outlined above it will only worsen the situation. One of the great things about living in Alwyne Road is that there is enough visibility for children to play outside. Sadly almost every other road is so chock a block with cars that it is with envy that people look at the single row of bays on Alwyne Rd as if it's some kind of anachronism. In reality it's a credit to the council planners that this lovely space has been protected as it is. This is how it should stay as an example for other areas and for the local families to enjoy in the future.

044 Alwyne Road

I am writing to express my strong disagreement with this proposal for the following reasons:

- 1) it is not compatible with the climate emergency to encourage more parking and hence more car use.
- 2) Residents will not be able to manoeuvre their own car onto their own off-street parking space on their own land if the available width of the road is so reduced by the parking of cars on both sides of the road. Have the Council possibly considered this potentially ludicrous outcome?

046 Alwyne Road

I am a resident in Alwyne Road.

I wish to voice my opposition to the introduction of parking bays on both sides of Alwyne Road.

048 Alwyne Road

We are writing to you in response to the 'Proposed Zone W2 Review Compton Road Area' consultation leaflet of 22 January 2020.

As residents of Alwyne Road, we would like to register our strongest possible objection to the proposed introduction of additional parking bays in Alwyne Road.

We agree, however, with the proposals to convert some permit holder bays in Alwyne, Compton and Worcester Road to Resident permit holder-only bays, and the implementation of the proposed 'At Any Time' waiting restrictions at all the junctions within W2 CPZ.

We understand that the Statutory Consultation is being sought by Merton Council in response to the perceived lack of parking in the W2 CPZ, from a petition led by representatives of the Wimbledon East Hillside Residents Association (WEHRA). However, we understand that this petition was largely driven by a small number of vocal residents who aggressively sought backing for changes, without householders who signed up necessarily understanding the petition they were signing. We therefore question whether the proposed changes are wanted or desired by residents in the area.

We noted that there was a significant response rate (c.15%) to the Council's recent Informal Consultation in May 2019 which gave a majority across all areas for no changes to be made. We do not, therefore, understand why the Council has decided to proceed with the Statutory Consultation on introducing additional parking bays in Alwyne, Compton & Worcester Roads. We believe that introducing these bays is not necessary and would have many negative consequences.

Firstly, there already appears to be spare capacity across in W2 CPZ, in particular on St Mary's and Lake Roads.

Secondly, we have 3 young children aged 5 and below. We are very concerned about the impact of extra cars parked on the street on traffic flow on Alwyne Road and how this would affect our children and the pupils and parents of Willington School. The difference between Alwyne road and, for example, Compton road which is a similar width street but has parking on both sides, is very noticeable in respect of safety for children and the ease of passing along the road for cars and cyclists. We'd therefore question the proposed changes impact on

- The local environment – additional parking bays will presumably increase the volume of cars, as well as making it harder to get along the road, resulting in increased pollution and congestion. Is the aim of the Council not to reduce this, especially in residential streets and in particular one with a school on it?

- It will make it much harder for parents of children at Willington who use cars to get in and out of the local area for pick ups and drop offs. This will make it more dangerous for everyone and increase the amount of car fumes as motorists jostle to get in and out at peak times. It's already hard to get in and out along Compton road, so parents appear to favour Alwyne road as you can pass cars as there's only parking on one side.

- The school bus will have extra difficulty getting in and out along the roads with greater potential for damage to parked cars
- Using Woodside as an alternative drop off point would be likely to increase the risk of accidents or fatalities for Willington pupils and parents as it's a much busier road
- A big part of moving onto Alwyne road was the calm and peaceful environment that the road has, introducing parking bays on both sides of the street would destroy this
- Teaching our eldest son to cycle on Alwyne road worked well as we could see along the road with plenty of time to avoid approaching vehicles. With cars parked on both sides this would be too dangerous and effectively prevented for our younger children and other parents children.
- If there were parking on both sides of Alwyne road would Emergency Vehicles have the statutory Minimum Width Access between parked vehicles required for manoeuvring Fire Tenders or reaching properties in an emergency?
- Reversing cars onto the road from driveways would become much more difficult with parking bays situated on both sides of the street and would increase the risks of an accident, in particular involving young children.

Thirdly, we'd question the real impact extra parking bays would have on parking capacity. One of the effects that would appear inevitable, would be that some residents who currently park their car(s) off the road in front of their house, would instead have to park on the street, taking up a substantial amount of the additional capacity. This would clearly also be in addition to the inconvenience to these residents and the other impacts above of making the street more dangerous, congested and difficult to navigate.

Residents in Alwyne Road currently enjoy a safe and beautiful street in which to live and a current parking system that helps residents, businesses and school users to live and work alongside each other and have balanced access to parking facilities during the working day. It enables visitors as well as friends and families to enjoy local restaurants and shops in the evenings and Sundays, whilst allowing residents to live and park in the Town area itself. Having parking bays on just one side of the street creates a balance of practicality and safety for everyone, in particular for the school run in the mornings and afternoons, whilst allowing access for the Emergency Services such as the Fire Brigade, Council refuse lorries, school coaches and resident's vehicles.

We therefore ask that we retain the status quo, and drop the proposal to put in additional parking bays. We look forward to hearing the decision on this subject.

049 Alwyne Road

I am a resident of Alwyne Road SW19 7AB.

I wish to voice my opposition to the introduction of parking bays on both sides of Alwyne Road.

Officers general Comment to the points raised by objectors

The following comments are in addition to the officer's comments and recommendations within the body of the report:

- With regards to the proposed double yellow lines, loading/unloading would be allowed on double yellow lines for up to 20 minutes, as long as the activity can be observed. Delivery vehicles will be able to deliver goods to residents on double yellow lines as long they do not cause obstruction to other road users.
- By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians therefore, access for all road users take priority over parking.

Controlled Parking Zone (CPZ)

Proposed Zone W2 review- Compton Road area



ISSUE DATE : 22 JANUARY 2020

Dear Resident/Business

The purpose of this leaflet is to update you the outcome of the informal consultation carried out 16 May and 14 June 2019 on the proposed extension of the existing W2 CPZ operational hours and a general zone review.

CPZ REVIEW CONSULTATION RESULTS

The consultation resulted in a total of 108 online responses. After removing duplicate/multiple returns and those who do not live within the existing W2 CPZ, the overall response rate is 15%. Of the 33 who responded 65 (60%) did not support change in days, While 43 (40%) supported extending the operational hours, a majority of (58%) of respondents do not support a change in the hours of operation.

Further analysis of the results on a road-by-road basis indicated that there is some support for change, mainly from Compton Road (the closest road to the town centre where the petition originated). However, given its geographical position within the CPZ, it is not possible to apply the extended hours of operation in this road alone nor would it be possible to change the zone boundary.

The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Regeneration, Housing and Transport on the 11 October 2019. The report and decision sheet can be viewed on our website.

[www.merton.gov.uk/cpzw2 review](http://www.merton.gov.uk/cpzw2_review) The following recommendations which were made to the Cabinet Member have now been agreed:

- not to proceed with making any change to the existing CPZ operational days and hours.
- to proceed with a statutory consultation on proposals to introduce additional Parking bays in Alwyne Road, Woodside and Compton Road (outside Nos 45,47,49 and 30 Compton Road) operational Monday to Saturday between 8.30am and 6.30pm.
- to proceed with statutory consultation on proposals to convert some permit holder bays in Alwyne Road, Compton and Worcester Road to Resident permit holder only bays.
- to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions at all the junctions within W2 CPZ.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (Wimbledon Times), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email to trafficandhighways@merton.gov.uk by no later than **14 February 2020** quoting reference ES/W2 REVIEW. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic

www.merton.gov.uk

Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm or at Wimbledon Library. This information is also available on Merton Council's website www.merton.gov.uk/cpz2 review

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

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

HILLSIDE WARD COUNCILLORS

Cllr Daniel Holden

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Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton

Phone: 020 8545 3425

Email: martin.whelton@merton.gov.uk

(The contact details of Ward Councillors are provided for information purposes only)

Merton Council - call-in request form

1. Decision to be called in: (required)

--

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409