INNOVATION AND CHANGE DEPARTMENT
Interim Director – Louise Round

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

Direct Line: **0208 545 3356**
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Date: **10 March 23**

Dear Councillor

Notification of a Decision taken by the Cabinet Member for Transport

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

- **The Wimbledon Championships Traffic Management**

and will be implemented at **noon** on **Wednesday 15 March 2023** 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 UNDER DELEGATED AUTHORITY
See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

Title of report: The Wimbledon Championships Traffic Management
Reason for exemption (if any) – N/A

Decision maker

Councillor Stephen Alambritis, Cabinet Member for Transport

Date of Decision

10/03/2023

Date report made available to decision maker

9th March 2023

Decision

To make the Traffic management Orders for the proposed Championship related traffic restrictions

Reason for decision

I have reviewed the consultation response in conjunction with the officer's recommendations. In addition, I met with Village ward councillors on 9th March 2023 to hear their views and I am grateful for their time and feedback. The safety and security implications of this scheme as well as the new Protect Duty placed on the AELTC and Local Authority were well understood and accepted by all parties.

I also agree with ward councillors that the AELTC permit process for residents in the area should be made clearer and encourage AELTC to undertake greater resident engagement and communications on the operational aspects of the permit process.

I agree with the recommendations in this report which will formalise, the traffic management arrangements which have been in place for the Championships since 2021. This will allow the implementation of the necessary restrictions to manage level of security risk, traffic and safety during the annual Championships in future years.

Alternative options considered and why rejected

Not to proceed. This however would not facilitate the traffic management that is considered essential during the Championships and would have serious safety risk implications.
I have also considered other alternative options as set out in section 5 of the report and agree with officer's reasonings regarding the unsuitability of the alternatives.

Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A

Signature

Signature  Date 10/03/2023

Publication of this decision and call in provision

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

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

Committee: Cabinet Member Report

Date: 8th March 2023

Agenda item: N/A

Wards: Village

Subject: The Wimbledon Championships Traffic Management – Statutory consultation results

Lead officer: Adrian Ash, Interim Director of Environment & Regeneration.

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet mitra.dubet@merton.gov.uk

Recommendations:

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

A) Notes the outcome of the statutory consultation that was undertaken between 2nd – 24th February 2023 to implement the following traffic management restrictions as set out in table 1 to facilitate future Wimbledon Championship events.

Table 1

Motorised Access Restrictions *The following motorised vehicle access restrictions were in place during 2021 and 2022 Championships under the ETMO. It is proposed to retain these restrictions for future Championships*	**Permitted access categories** *Including Emergency Services, the following users will have motorised access during the restricted periods*
Church Road - between AELTC Gate 1 and Gate 5	Essential Championships event related vehicles.
Church Road - between Bathgate Road and AELTC Gate 1	No 281 Church Rd; pedal cycles, resident permit holder vehicles, accessibility / shuttle buses, essential Championships event vehicles, care worker vehicles, delivery vehicles, event coaches; taxis; designated Championships car park permit holder vehicles
Church Road - between Burghley Road and Somerset Road – (Rectory Orchard, Steeple Close and Welford Place to be included)	Essential Championships event vehicles, care worker vehicles, delivery vehicles, pedal cycles, resident permit holder vehicles, designated Championships car park permit holder vehicles, taxis, Wimbledon Club permit holder vehicles
Church Road - between Somerset Road and AELTC Gate 5	Essential Championships event vehicles, taxis, designated Championships car park permit holder vehicles, pedal cycles, Wimbledon Club permit holder vehicles
Somerset Road - between Newstead Way and Marryat Road	Essential Championships event vehicles, coaches, accessibility / shuttle buses, courtesy cars, pedal cycles, Indoor Tennis Centre Car Park permit holders vehicles, press/media permit holder vehicles, VIP vehicles & taxis
Somerset Road -between Burghley Road and Newstead Way – (Cedar Court and Newstead Way to be included)	Essential Championships event vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal cycles, press/media permit holder vehicles, taxis resident permit holder vehicles, Indoor Tennis Centre and Designated car permit holders vehicles, VIP vehicles
Somerset Road - between Church Road and Marryat Road	Accessibility or shuttle buses, essential Championships event vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal cycles, designated Car Park and Indoor Tennis Centre permit holders, resident permit holder vehicles and taxis.
Marryat Road - between Burghley Road and Somerset Road – (Marryat Place to be included)	Accessibility or shuttle buses, essential Championships vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal

	cycles, private hire vehicles, designated Car Park and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles & taxis.
Bathgate Road - between Queensmere Road and Seymour Road – (Oakfield Road to be included)	Essential Championships vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, press/media vehicles, designated Car Park and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles and taxis.
Proposed restrictions not previously subject to the Experimental Order	**Permitted access categories** ***Apart from Emergency Services, the following users will have motorised access during the restricted periods***
Bathgate Road- between Somerset Road and Seymour Road	Essential Championships vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, taxis; press/media vehicles, designated Car Park 1 and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles
Lincoln Avenue	Resident delivery vehicles, pedal cycles, , resident permit holder vehicles and taxis.
Seymour Road - (Castle Way and Beltrane Drive to be included)	Essential Championships vehicles, care worker vehicles, delivery vehicles, pedal cycles, resident permit holder vehicles and taxis.
Church Road - between Burghley Road and the periphery of the mini-roundabout at the junction of Church Road with St Mary's Road	Essential Championships event vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, resident permit holder vehicles, designated Car Park permit holder vehicles, taxis, The Wimbledon Club vehicles
No Entry from Parkside / High Street, Wimbledon into Marryat Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Somerset Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Calonne Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Parkside Avenue	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles

B) To consider all the representations received in response to this statutory consultation which are set out in Appendix 2 and agrees to proceed with making the Traffic Management Orde. The restrictions will only be implemented during the Championships.

C) 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 details the result of the statutory consultation that was undertaken between 2nd and 24th February 2023 to introduce the necessary traffic management restrictions during the annual Championship event.

1.2 It seeks approval to proceed with the making of the Traffic Management Order which will allow the management of motorised traffic during all future championship events.

2.0 DETAILS

2.1 The Championship is an annual high-profile event that attracts a great deal visitors as well as a worldwide media audience. It has always been necessary to have the appropriate traffic and parking management measures in place to facilitate the event and the various activities on the public highway within the vicinity of the All England Lawn Tennis Club. The mitigating measures are reviewed on an annual basis amongst various partners including the Council, TfL buses and the Police. In terms of security, this is essentially reviewed and managed by the Police. In 2021, a letter from the Assistant Commissioner of New Scotland Yard to the Council made a number of counter-terrorism recommendations which included the various road.

2.2 To facilitate the 2021 event and in response to security issues, in partnership with the Police and AELTC, the Council introduced a number of motorised vehicular access restrictions under an experimental traffic management Order which was also used during the 2022 events.

2.3 All the feedback received were reported to the Cabinet Member for Transport. After carefully consideration, on 12th December 2022, the Cabinet Member for Transport approved for the Experimental Order to be made permanent; however, the decision was subject to a Call-In which meant that the Order could not been made before the Experimental Order expired. On 19th January 2023, Sustainable Communities Overview and Scrutiny Panel discussed the decision, the proposals and the intention to undertake a new statutory consultation with a view of making the permanent Traffic Management Order that can be used during the Championships.

2.4 In response to some of the feedback received during the experimental Order, some modifications and additional restrictions are now being proposed. These have been included within this statutory consultation.

3. CONSULTATION

3.1 The statutory consultation was carried out between 2nd and 24th February 2023. A newsletter (attached in appendix 1) was posted to all affected frontages. Residents and road users were encouraged to submit their feedback on the Council's website using specific on-line feedback link. A Notice of the Council's intention to introduce the proposed measures were published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette and posted on lamp columns within the area. A copy of the proposed Traffic Management Orders (TMOs), a plan and the Council's Statement of Reasons were also made available at Merton Link and at Wimbledon library.

3.2 All statutory bodies including Wandsworth Council were informed of the statutory consultation.

3.3 All Ward Councilors were informed of the statutory consultation. Comments received from Ward Councillors are detailed within Appendix 2 of this report.

3.3.1 Pre-decision Scrutiny.

A report was presented to the Council's Sustainable Communities Overview and Scrutiny Panel on 19th January 2023 setting out the rationale for the proposed traffic restrictions and further consideration of alternative options as covered in section 5 of this report. The report of 19th January 2023 also provided members of the panel and Village ward councillors an opportunity to debate and scrutinise the proposals prior to the latest statutory consultation commencing on 2nd February 2023. The report and notes of the pre-decision scrutiny item are available on the Council's website https://democracy.merton.gov.uk/ieListDocuments.aspx?CId=157&MId=4213&Ver=4

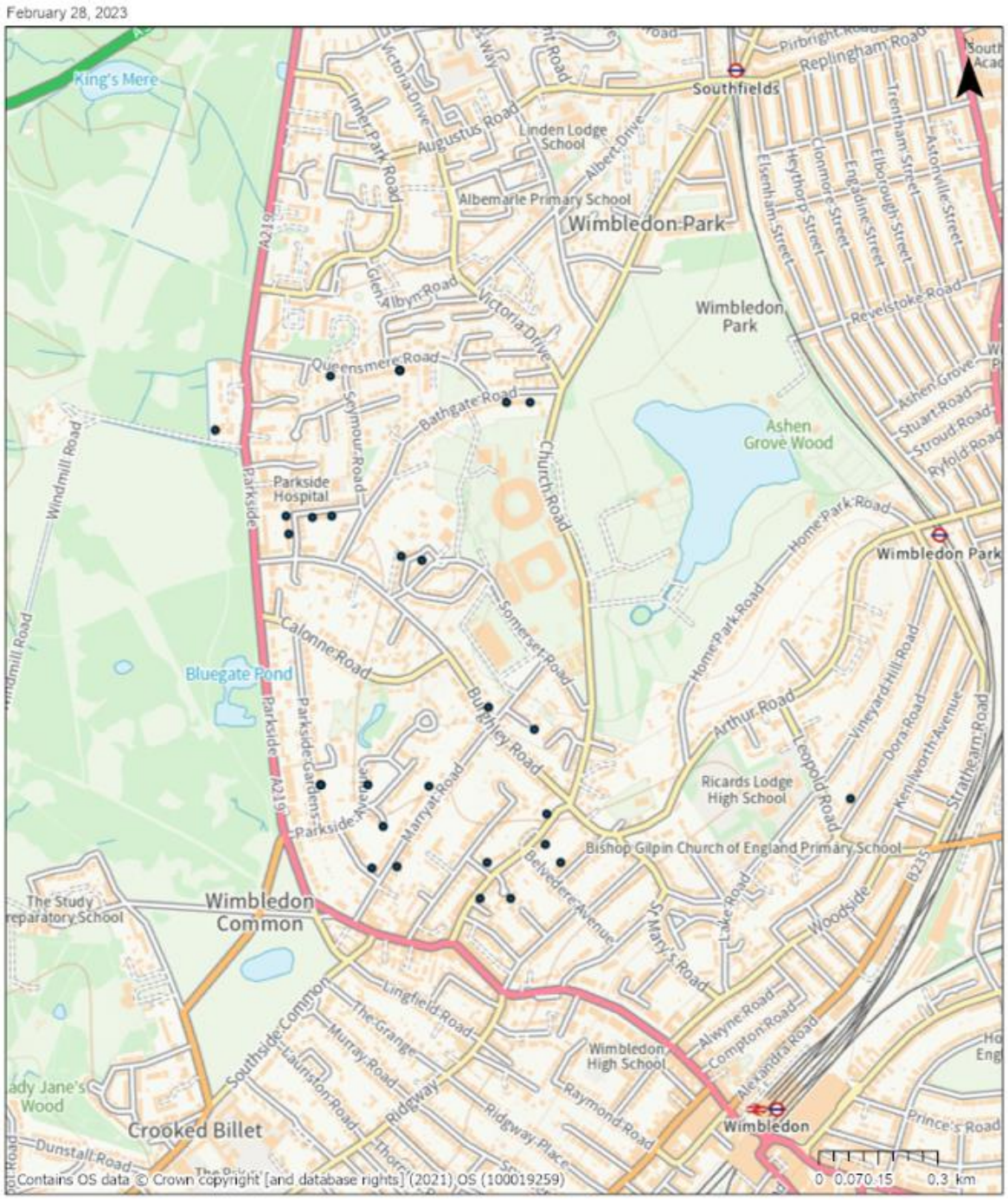
It should be noted that there were no fundamental objections raised at the pre-decision Scrutiny, (notes of the meeting are available online at the link above). A recommendation was made that the Cabinet Member would offer to meet the local ward members on the latest proposals and a meeting has been offered to Village Ward Councillors.

3.4 The statutory consultation resulted in a total of 31 representations with 28 submitted online; four via email one of which was in addition to their online submission and no postal address were provided for two of the emails. Of those who responded, 23 object to the proposed measures and 8 have commented or making enquiries. All the representations are detailed in appendix 2.

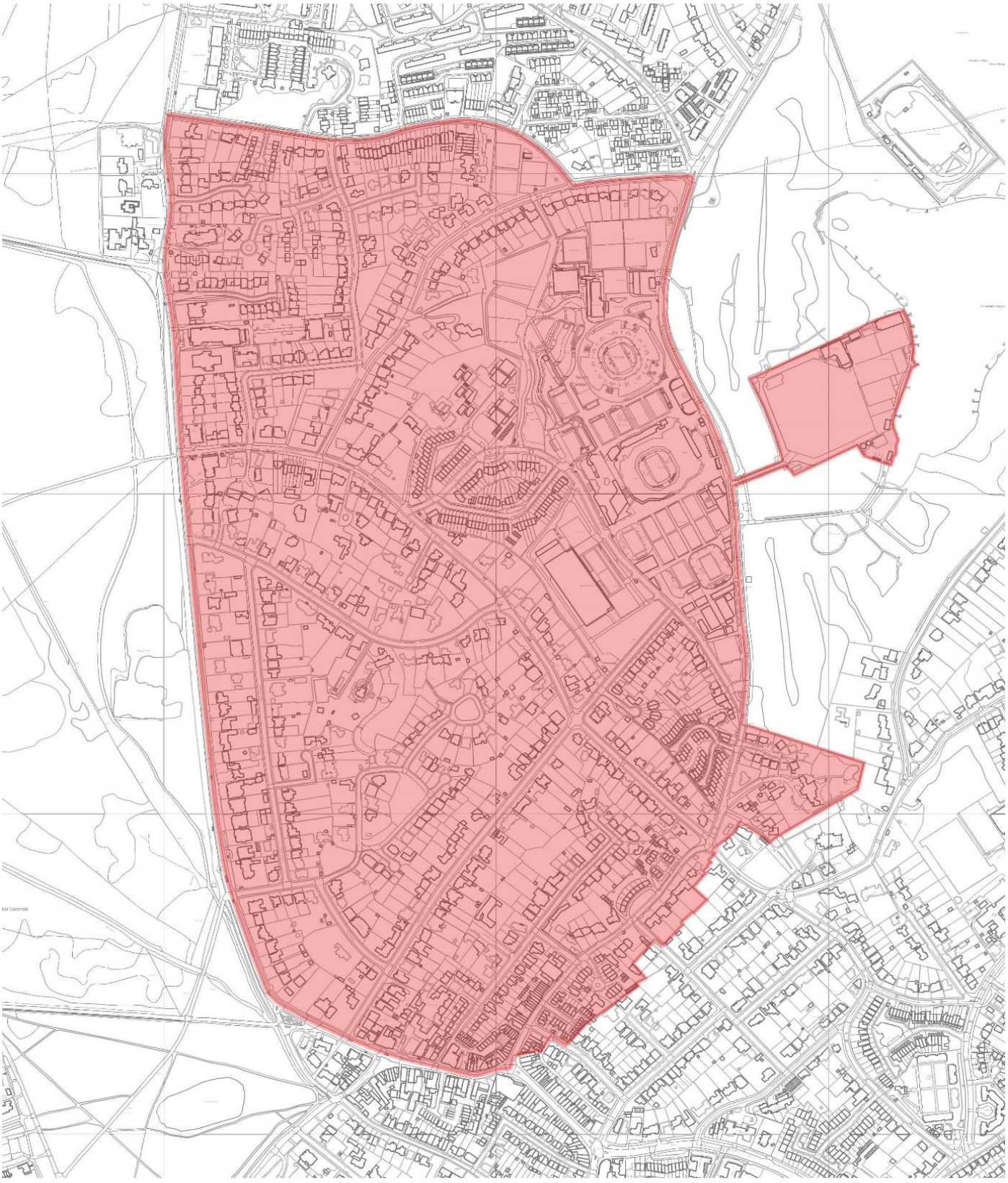
3.5. Location Analysis

The location of the respondents and their proximity to the AELTC site has been analysed. All responses come from within L.B Merton. However, this is to be expected as the accompanying newsletter was distributed only to Merton residents except for Queensmere Rd where the road is shared with L.B Wandsworth. Wandsworth Council was provided a copy of the newsletter and given the opportunity to share it with their residents. The spread of responses is shown in the map below and the second map shows the boundary of the newsletter distribution area.

Map 1. Geographical Distribution of Respondents



Map 2. Distribution Area of Newsletters



3.6 Analysis of comments

3.6.1 Those objecting to the proposals, believe that the proposed measures are unnecessary and are concerned with congestion, bus journey, inconvenience and believe the proposals are in preparation for the planning application. The initial proposed measures were in response to a letter received in 2021 from the Metropolitan Police; due to an increasing number of vehicle-borne terrorist attacks on crowds, counter-terrorism measures for crowded places would need to feature in the traffic management surrounding the Championships, principally the closure of Church Road (part) to motorised traffic during the tennis events. Both the Council and AELTC as event organisers, have a duty to respond to the Police recommendations and to ensure the safety of pedestrians. The current proposed restrictions are in line with the terrorism risk as well as road safety with some mitigating measures in response to some feedback received during the Experimental Order (2021 and 2022 championships).

3.6.2 The background and the reasons for Church Road (section) closure and other measures were detailed in the previous reports:

- Cabinet Member report dated 7th June 2021, titled The Wimbledon Championships Event - Church Road and Somerset Road Closure
- Sustainable Communities Overview & Scrutiny report dated 19th January 2023, titled Wimbledon Championships Traffic Management

3.7 In response to some other points raised during this consultation:

- Access to EV charge points – some residents are unhappy that they could not access the EV charge points during the championship restrictions. Those using the infrastructure on Calonne Rd would not need a pass; those using Castle Way will be permitted access after they speak to the traffic marshals. Marshals will be briefed on this matter.

- AELTC deliver a letter (previous letter attached in appendix 3) to all affected residents several weeks in advance of The Championships. It sets out how the scheme works and has a supporting 'Frequently Asked Questions'. It provides contact details for anyone who may require further assistance. The information is also shared within their Community Newsletter.

- With regards to permits, this refers to access permits and not CPZ parking permits and the use of the word *permit* appears to have caused some confusion. Along with the letter, 3 permits per household are enclosed. The letter informs residents how to apply for more permits should they be required for any reason. In addition, they run a '*word of the day'* for short notice requests where the issuing of passes in advance is not possible.
  Residents within the restricted roads can have as many passes as they need for friends, family, workers. If they are within the area between Parkside and Somerset Road, their visitors would fall into the exemptions and would not need any passes.
  Access Provisions
  As agreed by the Council, AELTC manage the permit provisions that ensures access to individual properties are maintained during the restricted periods. Provisions are also made for residents' visitors through permits. Deliveries are managed by marshals controlling the closures. It should be noted that residential vehicular access cannot be permitted at Church Road (between AELTC Gate 1 and Gate 5) and Somerset Road (between Newstead Way and Marryat Road) closures.

- Private hire vehicles for residents will always have access and all the Marshals will be debriefed accordingly. In the event of any access issues, residents are encouraged to contact AELTC immediately so that they can ensure Marshals adhere to the guidance provided.

- With regards to comments from residents of Lincoln Ave, if the proposed restrictions are agreed, Lincoln Avenue will be part of the TMO, and they will be able to obtain as many permits for their visitors as they require. Adding Lincoln Ave to the scheme will also help eliminate some of the anti-social behaviour attributed to private hire vehicles, as they will not be admitted unless picking up or dropping off within the closure area.

- In response to vehicles idling, AELTC do erect no idling signs where there are reports of this problem. The Council has an anti-idling policy and Parking Services who patrol the area will be on alert; however, it is important that such behaviour is reported whilst it is taking place which then allow the Council to take action.

- With regards to the bus service during the Championships, as stated within the previous report in response to the Experimental Order, TfL Bus Operations Service Delivery were satisfied with the arrangements and felt that it was operationally positive.

- With regards to the Marshals who manage the access restrictions, all CSP CSAS Staff who work at the Championship are MET CSAS Qualified and have passed the applicable level of police vetting to undertake their roles/duties. All staff members will have their CSAS Photo ID on display when conducting their duties, which also lists the Police powers that they have been granted by the Police Commissioner.

- There appears to be some confusion amongst some of those who responded to the consultation regarding the use of the word *permanent.* The Council is seeking to make a permanent Traffic management Order that can be used to facilitate the restrictions only during the Championships. The restrictions will not be in place throughout the year.

- Some residents have commented that these measures are to facilitate the current All England Lawn tennis Club (AELTC) planning application for the Wimbledon Park Project. The measures in this report are not related to the planning application and should not be confused with the planning application's proposals which are still under consideration and would be subject to traffic management decisions in future years.

3.8 In response to previous and current feedback received, the following provisions will be actioned during the Championships:

- It is intended to improve signage around all key diversion routes that underpin the proposed Church Road closure in the Championships TMO. This would concentrate on:
  - Improving the placement and visibility of the package of static event signage deployed by the AA, taking in locations, height and highlighting any redundant signage with a view to potential de-cluttering
  - Use of up to six electronic Variable Message Signs (VMS) at targeted locations both to highlight the impending closure in the week prior to The Championships and then to dynamically sign the closure on Championships days. Locations would include Church Road/St Mary's Road junction, Wimbledon Hill, High Street (Village)/Parkside and Tibbets Corner which would be subject to identifying suitable space to locate the units. Where space does not permit VMS, changeable static signage will be used.

- More proactive marshalling of any queues that build towards the St Mary's Road/Church Road junction to prevent delays occurring at the mini-roundabout as vehicles arrive at the soft closure point and a temporary signpost at this location to supplement other measures.

- In terms of supporting active travel there will be an increase in existing provision of cycle parking, to ensure space for 300 bikes at the southern enclosure within Car Park 6 and a further 300 spaces to the north in Car Park 10. Cycle hire scheme will also be encouraged whilst ensuring that users leave bikes at either of these locations and not more sporadically around local and residential roads. AELTEC will also be looking at finding a partner to provide technical/mechanical support to cyclists who may experience problems with their bikes on the day.

- The Park & Ride service will operate from Morden Park once again with the option of being able to pre-book.

3.9 It is acknowledged that :-

- the restrictions may cause inconvenience to some residents and every attempt has been and will be made to accommodate the residents and their visitors' vehicular access needs by means of access permits. These measures are to address safety risks to the area and it is only for the duration of the championship.

- the restrictions may cause congestion in the surrounding area, during the Championships, however, although inconvenient, it is considered that dispersed congestion is preferable to a localised concentrated congestion involving through-traffic, event traffic, spectators, taxis and buses which have previously resulted in congestion and conflicts along the route, leading to delayed journeys, road safety concerns, as well as a security risk with traffic being close to a highly populated venue.

- The closure of Church Road during the 2021 and 2022 Championships resulted in increased traffic on nearby roads, compared to non-Championship days and some are being addressed with the additional restrictions. However, the Championships has always produced disruption and congestion as people were either delayed by event traffic on Church Road or using alternative routes to avoid it. The restrictions resulted in better management of local traffic with clearly signed diversion routes, which are monitored and reviewed annually. Comments for better signs and communications have been noted and as per annual review, any further improvements will be put in place.

4. OFFICER'S RECOMMENDATION

4.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the objectives of the proposed restrictions. Whilst it is recognized that there may be some inconvenience to motorists and residents, on balance, between meeting the security needs of a major event and the desires of local residents, the Council must prioritise public safety, particularly following the recommendations of the Metropolitan Police and the new Protect Duty placed on the local authority and AELTC as the event organisers.

4.2 It is recommended that the Traffic Management Order is made which will allow the implementation of the restrictions during annual Championship event.

4.3 As already mentioned, the restrictions are primarily in response to safety and terrorism risks particularly along the section of Church Road where there is a concentration of crowd. The

package of proposed measures are considered necessary to manage event traffic flow during tennis event days at the All England Lawn Tennis Club without unduly impacting on access requirements for local residents, their visitors, and emergency services. It is believed that the measures enhance and increase the safety of visitors to the Championships and pedestrians in the area during the event by:

- Reducing crowding and increasing the standoff distance on each side of the Grounds effectively away from the main gates at peak times.
- Restricting vehicle access to these crowded areas during the Championships.
- Creating a safer environment which mitigates vehicle-bourn threats within crowded spaces and is in support of prevailing guidance such as the National Counter Terrorism Security Office (NaCTSO) “Crowded Places Guidance”.
- Diverting unnecessary through traffic from the area during the Championships.
- Safeguarding the neighbouring residential roads.

4.4 It is essential to note that the measures will only be implemented during the event. The hours of the restrictions reflect the times at which safety and security concerns are at their highest. As per adopted practice, the measures including the restricted periods will be subject to an annual review in partnership with AELTC and the Police.

4.5 The Council understands that traffic diversions are inconvenient to some and to some extent the presence of the Championships has always been both a positive and a negative for the immediate local community. It is, however, considered that the Championships are a positive contribution to the borough, its economy and its character.

5. ALTERNATIVE OPTIONS

5.1 Not to implement what is a critical and necessary safety and risk-mitigating scheme. This would be irresponsible and contrary to the request and advice received from the Police and would have serious high risk implications on both the local traffic authority and AELTC.

5.2 There are no real viable alternatives to the temporary closure of Church Road. The key public safety risk is that of hostile vehicle attacks on pedestrians. This inherently means not having motorised vehicles in the vicinity of the crowded pedestrian areas surrounding the AELTC.

5.3 Elsewhere, measures such as counter-terrorism bollards have been installed; this, however, tends to be a permanent structure used at locations such as football grounds or arenas. For Church Road, this would mean bollards installed permanently which for the location will seem over-engineered and detrimental to the street scape and setting of the conservation area given that the Championships is a two-week event. When considering the footway width, such permanent bollards would also severely hinder pedestrian access.

5.3.1 Since during the Championships, Church Road remains crowded with pedestrians and cyclist within the area and with people crossing between the park, car parks and Wimbledon Club to the AELTC site, the counter terrorism bollards alone would not mitigate the potential risk.

6. TIMETABLE

6.1 The permanent Traffic Management Order will be made soon after Cabinet Member decision is published and cleared Call-In.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 All associated costs are covered by All England Lawn Tennis Club.

8. LEGAL AND STATUTORY IMPLICATIONS

8.1 The Traffic Management Orders would be made under Section 6 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 experimental 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. 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 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 scheme includes special consideration for the needs of people with blue badges, local residents, and businesses without prejudice toward charitable and religious facilities.

9.2 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 The overarching rationale for the traffic management measures and specifically the temporary closure of Church Road during the Championships is to counter terrorism and mitigate against the potential for hostile vehicle attacks in crowded places.

10.2 The Wimbledon Championships is not only the largest event in Merton; but one of the few truly global sporting events held in the UK every year.

10.3 The safety and security of both residents and those attending the Championships is always the upmost priority for both the AELTC and Merton Council. However, we are also mindful of mitigating the traffic impact of the Championships the local community, and so the Council works closely each year with the AELTC and Metropolitan Police to ensure plans are both comprehensive and proportionate for the major event and our community.

10.4 The measures have and will provide significant benefit in relation to the separation of pedestrians and non-approved vehicle traffic specifically on Church Road and reduces volume of traffic on the approaches within the zone and as in 2021 and 2022 will reduce the turnarounds at the HVM (Hostile Vehicle Mitigation).

11. RISK MANAGEMENT IMPLICATIONS

11.1 In December 2022, the Government announced details for the Protect Duty, now to be known as 'Martyn's Law'. The legislation is set to become law in 2023. This legislation, and the changes it brings, will enhance the protection of the United Kingdom's publicly accessible places from terrorist attacks and ensure that businesses and organisations are prepared to deal with incidents. This will place greater emphasis on local authorities, venues and event

organisers to plan for mitigation and increase preparedness for responding to major attacks. This brings into sharper focus, the rationale for why hostile vehicle mitigation measures and the temporary closure of Church Road to support the safety of the Championships is not only proposed, but deemed necessary by the Metropolitan Police.

11.2 There may be some dissatisfaction amongst the objectors but the necessity and benefits of the restrictions that are only in place during the championship events outweigh the comments made against the proposed restrictions.

12. ENVIRONMENTAL IMPICATIONS

12.1 When determining the type of schemes 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 improved movement of traffic, (b) the need for maintaining reasonable access to premises, (c) the need to reduce road collisions and most importantly to safeguard members of public against risk of terrorism.

12.2 The restrictions remove general traffic from key roads or sections of roads whilst facilitating the vehicular access needs of residents and their visitors to their properties.

13. APPENDICES

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

Appendix 1 - Newsletter
Appendix 2 - Representations to statutory consultation
Appendix 3 – AELTC 2022 newsletter to residents

Background documents

Cabinet Member report dated 7th June 2021, titled The Wimbledon Championships Event - Church Road and Somerset Road Closure
Road access restrictions during Wimbledon Championships | Merton Council

Sustainable Communities Overview & Scrutiny report dated 19th January 2023, titled Wimbledon Championships Traffic Management
https://democracy.merton.gov.uk/ieListDocuments.aspx?CId=157&MId=4213&Ver=4

Newsletter **Appendix 1**

MERTON COUNCIL

Traffic Management Proposals

Statutory consultation
February 2023

Cllr Stephen Alambritis MBE
Cabinet Member for Transport

As you may be aware, during 2021 and 2022 Championships, some traffic measures were implemented using an Experimental Traffic Order (ETMO). The outcome of the consultation was reported to the Cabinet Member for Transport who agreed to making the measures permanent. This decision was called-in and the proposals were discussed at the 19th January 2023 Scrutiny meeting. The reports are available on the Council's website https://democracy.merton.gov.uk/ieListDocuments.aspx?CId=157&MId=4213&Ver=4

The ETMO has now expired and since it was not possible to make the original Order permanent, the Council is now undertaking a statutory consultation to introduce a number of temporary traffic management measures that are considered necessary during the annual Championships, including updated measures as a result of feedback from the previous consultation on the scheme. Restrictions only apply to motorised vehicles; cycle and pedestrian access will not be affected. Unlike the ETMO, the statutory consultation will be for 21 days only, which is in line with legislation.

The statutory consultation will start on 2nd February and conclude on 24th February 2023.

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette and posted on lamp columns within the vicinity.

All representations must be made directly to the Council using the https://consult.merton.gov.uk/survey/925 which is posted on the Council's website. If you do not have access to a computer, please submit your representation in writing to Future Merton, Merton Civic Centre, London Road, Morden, SM4 5DX and use ref: **ES/WIMBLEDONTENNIS/2023**
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 and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. The documents can also be inspected at Wimbledon library.

All representations along with officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. **Please note that responses to any representations 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.

Except for Church Road (part) that will be closed to all motorised vehicles except event related traffic and emergency services as per previous 2 years, other restrictions will facilitate the same vehicular access provisions for residents, visitors, carers, domestic help and deliveries.

The restrictions will be applied in a flexible way such as after the local school traffic. The restrictions in general are likely to be applied between 9.15am and 45 minutes after the last daily match of the Championships.

Please note that there is an existing permanent Traffic Management Order (2004) which will facilitate the closure of Burghley Road between Church Road and Marryat Road. This, therefore, is not subject to a consultation. All the proposed restrictions only apply to motorised vehicles.

All the information including Cabinet Member report, access permit provisions, consultation and updates are available on the Council's website Wimbledon Tennis Championships | Merton Council

Your Village Ward Councillors

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

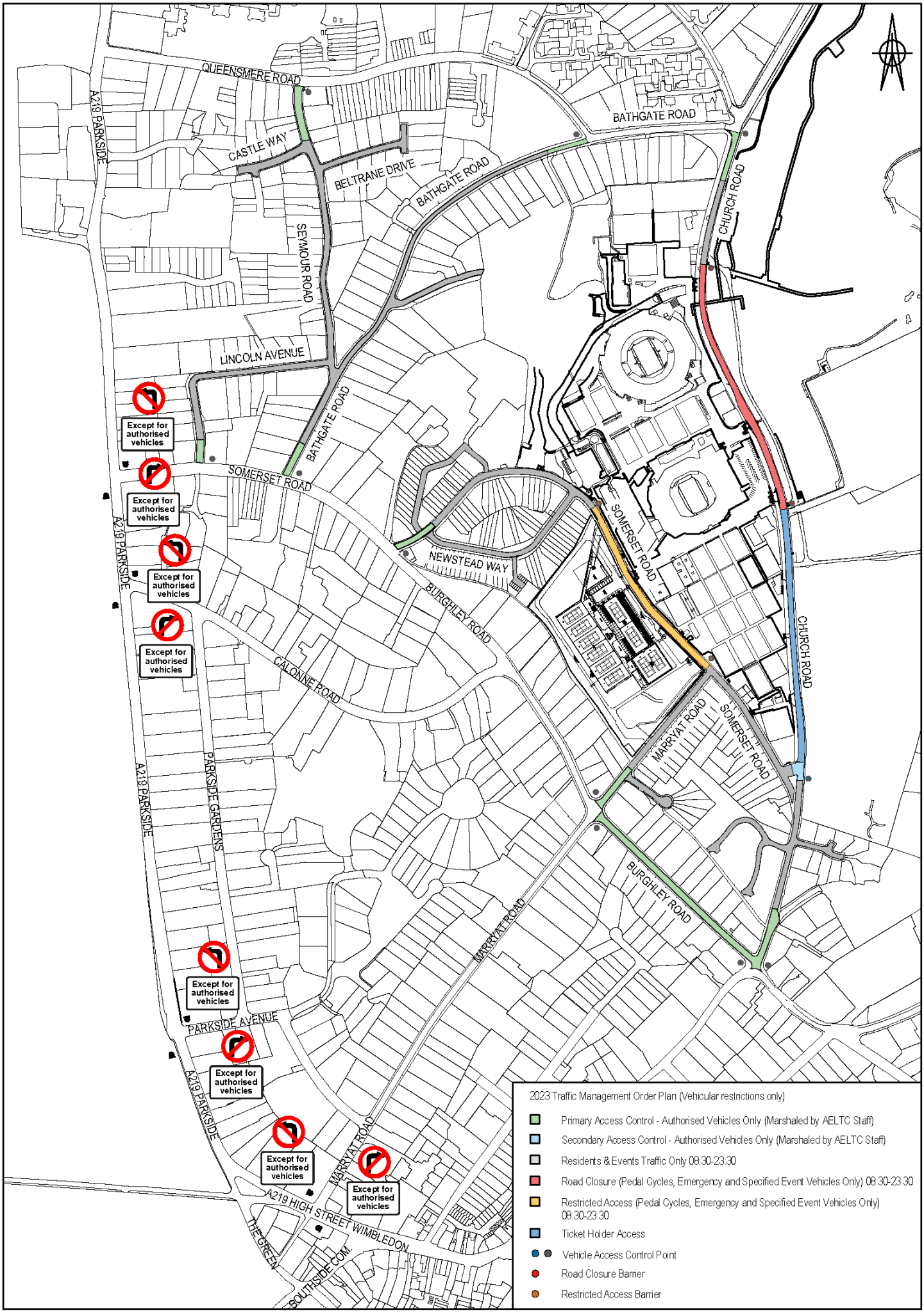
Cllr Max Austin max.austin@merton.gov.uk
Cllr Thomas Barlow thomas.barlow@merton.gov.uk
Cllr Andrew Howard andrew.howard@merton.gov.uk

Cllr Stephen Alambritis MBE, Cabinet Member for Transport stephen.alambritis@merton.gov.uk

merton

Motorised Access Restrictions *The following motorised vehicle access restrictions were in place during 2021 and 2022 Championships under the ETMO. It is proposed to retain these restrictions for future Championships*	**Permitted access categories** *Including Emergency Services, the following users will have motorised access during the restricted periods*
Church Road - between AELTC Gate 1 and Gate 5	Essential Championships event related vehicles.
Church Road - between Bathgate Road and AELTC Gate 1	No 281 Church Rd; pedal cycles, resident permit holder vehicles, accessibility / shuttle buses, essential Championships event vehicles, care worker vehicles, delivery vehicles, event coaches; taxis; designated Championships car park permit holder vehicles
Church Road - between Burghley Road and Somerset Road – (Rectory Orchard, Steeple Close and Welford Place to be included)	Essential Championships event vehicles, care worker vehicles, delivery vehicles, pedal cycles, resident permit holder vehicles, designated Championships car park permit holder vehicles, taxis, Wimbledon Club permit holder vehicles
Church Road - between Somerset Road and AELTC Gate 5	Essential Championships event vehicles, taxis, designated Championships car park permit holder vehicles, pedal cycles, Wimbledon Club permit holder vehicles
Somerset Road - between Newstead Way and Marryat Road	Essential Championships event vehicles, coaches, accessibility / shuttle buses, courtesy cars, pedal cycles, Indoor Tennis Centre Car Park permit holders vehicles, press/media permit holder vehicles, VIP vehicles & taxis
Somerset Road -between Burghley Road and Newstead Way – (Cedar Court and Newstead Way to be included)	Essential Championships event vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal cycles, press/media permit holder vehicles, taxis resident permit holder vehicles, Indoor Tennis Centre and Designated car permit holders vehicles, VIP vehicles
Somerset Road - between Church Road and Marryat Road	Accessibility or shuttle buses, essential Championships event vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal cycles, designated Car Park and Indoor Tennis Centre permit holders, resident permit holder vehicles and taxis.
Marryat Road - between Burghley Road and Somerset Road – (Marryat Place to be included)	Accessibility or shuttle buses, essential Championships vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, pedal cycles, private hire vehicles, designated Car Park and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles & taxis.
Bathgate Road - between Queensmere Road and Seymour Road – (Oakfield Road to be included)	Essential Championships vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, press/media vehicles, designated Car Park and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles and taxis.
Proposed restrictions not previously subject to the Experimental Order	**Permitted access categories** ***Apart from Emergency Services, the following users will have motorised access during the restricted periods***
Bathgate Road- between Somerset Road and Seymour Road	Essential Championships vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, taxis; press/media vehicles, designated Car Park 1 and Indoor Tennis Centre Car Park permit holders, resident permit holder vehicles
Lincoln Avenue	Resident delivery vehicles, pedal cycles, , resident permit holder vehicles and taxis.
Seymour Road - (Castle Way and Beltrane Drive to be included)	Essential Championships vehicles, care worker vehicles, delivery vehicles, pedal cycles, resident permit holder vehicles and taxis.

Church Road - between Burghley Road and the periphery of the mini-roundabout at the junction of Church Road with St Mary's Road	Essential Championships event vehicles, care worker vehicles, courtesy cars, delivery vehicles, pedal cycles, resident permit holder vehicles, designated Car Park permit holder vehicles, taxis, The Wimbledon Club vehicles
No Entry from Parkside / High Street, Wimbledon into Marryat Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Somerset Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Calonne Road	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles
No Entry from Parkside into Parkside Avenue	Accessibility / shuttle bus, care worker vehicles, coaches, courtesy cars, coaches, delivery vehicles, essential Championships event vehicles, pedal cycles, public hire vehicles, press/media vehicles, local resident / business vehicles, school access, ticket holder vehicles, taxis, designated Car Park and Indoor Tennis Centre Car Park permit holders, VIP vehicles


QUEENSMERE ROAD
A219 PARKSIDE
CASTLE WAY
BELTRANE DRIVE
BATHGATE ROAD
BATHGATE ROAD
CHURCH ROAD
SEYMOUR ROAD
LINCOLN AVENUE
BATHGATE ROAD
Except for authorised vehicles
Except for authorised vehicles
SOMERSET ROAD
A219 PARKSIDE
Except for authorised vehicles
Except for authorised vehicles
NEWSTEAD WAY
SOMERSET ROAD
BURGHLEY ROAD
CHURCH ROAD
CALONNE ROAD
MARRYAT ROAD
SOMERSET ROAD
A219 PARKSIDE
PARKSIDE GARDENS
BURGHLEY ROAD
MARRYAT ROAD
Except for authorised vehicles
PARKSIDE AVENUE
Except for authorised vehicles
A219 PARKSIDE
Except for authorised vehicles
MARRYAT ROAD
Except for authorised vehicles
A219 HIGH STREET WIMBLEDON
THE GREEN
SOUTHSIDE COM.
2023 Traffic Management Order Plan (Vehicular restrictions only)
Primary Access Control - Authorised Vehicles Only (Marshaled by AELTC Staff)
Secondary Access Control - Authorised Vehicles Only (Marshaled by AELTC Staff)
Residents & Events Traffic Only 08:30-23:30
Road Closure (Pedal Cycles, Emergency and Specified Event Vehicles Only) 08:30-23:30
Restricted Access (Pedal Cycles, Emergency and Specified Event Vehicles Only) 08:30-23:30
Ticket Holder Access
Vehicle Access Control Point
Road Closure Barrier
Restricted Access Barrier

Comment submitted on behalf of the Village Ward Councillors. It remains our view that the Council has comprehensively failed to consider the significant impact and possible alternatives to this proposal. Whilst residents support The Championships, the balance has swung too far away from the local community to benefit the All England Lawn Tennis Club (AELTC). Road closures in recent years have caused significant disruption for local residents and businesses during the Wimbledon fortnight. With the possibility of the Championship Qualifiers moving to Wimbledon, the length and extent of the disruption is likely to increase further in future years. The consultation has not provided sufficient opportunity to consider the plans and, more importantly, the possible alternatives. The Cabinet Member and officers should meet with the local community before making such a potentially damaging decision.
Old House Close SW19 I would like to object to the road closures and the restrictions on turnings which are even worse than last year. I am aged 76 and live near the tennis ground and all this interference with a quiet residential area is completely unacceptable. I am very lame and getting round is extremely difficult.
Somerset Rd SW19 My family and I have lived in Somerset Road since 2011. Up until the changes introduced at the 2021 championships our experience was a pleasant one. We have found our experience since then to be unacceptable, particularly as Somerset Road (where we live) is a private road and not owned by Merton Council or the AELTC. We feel like prisoners in our own home, with checkpoints (Which we ignore) and people congregating in high visibility clothing to be unnerving and unnecessary. What exactly are the measures designed to prevent? What incidents occurred prior to 2021 that necessitated the introduction of such measures?
Somerset Rd SW19 Somerset Rd- between Burghley Rd and Newstead Way. The permitted access categories omits private hire vehicles servicing residents. During the 2021 Championships, a minicab I had ordered was initially denied access to my home at 11 Cedar Court. This delayed my planned travel to Heathrow. Upon return from my trip, with me inside the minicab and displaying my driver's license with my current address printed as 11 Cedar Court, the security staff posted at Somerset Rd denied the minicab access to Cedar Court. I exited the vehicle and a verbal altercation ensued with the security staff. Security staff should be trained and advised they do not have police powers and that residents have the right to access their homes in private hire vehicles. But it would be helpful if the Council's list of permitted access categories included private hire vehicles retained by residents. Thank you for considering these comments.
Church Rd, Sw19 I object. Closing Church Road for 14 days causes more harm than good in the community. Village shops lose out in what should be a big trading time. Users of the 493, the hospital bus, lose out too. It's a hassle for Wimbledon Club members. Every effort should be made to support the Village high street during the Fortnight. It needs it. Rents are high. The AELTC should make more effort to help not hinder by closing Church Road. A reason for closure I believe is vehicles ramming the queues on public pavements. If so put ticket holders inside the grounds to have tickets and baggage checked.
Church Rd, SW19 I strongly oppose the closure of Church Road for the duration of the qualifiers and the championships. The AELTC should continue providing a bridge over the sites and allowing the use of that public road for ALL Londoners. It is unfair on anyone using public transport as the bus routes are severely impacted, redirected a long way away without proper stops, particularly bus routes that take people to our main hospital St Georges. For decades it has not been necessary to close the road, this appears to be simply for the CONVENIENCE of a private organisation's event.

Church Road, SW19
I live on Church Road. For the past 2 years, the extra traffic/noise/pollution caused by the closures has been intolerable. I wrote (as did my neighbours) to complain about the amount of horn blowing and noise disturbance last year. It is incessant. It negatively impacts our enjoyment of our home and my overall mental health. The traffic management scheme hasn't been well thought out, it's badly managed and drivers aren't given enough guidance regarding the closures. There is daily road rage and it is completely unacceptable that this is due to the measures you are taking. The residents on Somerset Road, where the courts are, are being protected whilst you have simply moved the problem up to the mini roundabout on Church Road. WE DIDN'T SIGN UP FOR THIS DISRUPTION!

Church Road, SW19
I object to the road closures, particularly the closure of Church Road. I live on Church Road and regularly make the trip from the Village to Southfields to reach my doctor and the shops there, either by car or the 493 bus. I do not understand why the closure is necessary when for many years the AELTC erected a bridge over the road so that spectators could cross the road safely. To send local residents all around the houses to get to their destinations is unacceptable. Most of the traffic heading to the Championships will have arrived by late morning and will not leave until the end of play so there should be no reason to prevent through traffic from early morning until late at night. I am a tennis fan and attend the Championships whenever possible but I am getting fed up with the AELTC's domineering attitude and Merton Council's acceptance of it. If the AELTC get planning permission to develop the adjacent heritage land they will look to close Church Road for an even longer period and I can see there will be a time when the road will be closed permanently to facilitate their operations. The AELTC clearly have no respect for local residents and I am beginning to think that Merton Council doesn't either.

Queensmere Rd, SW19
The proposed traffic management results in excessive traffic in Queensmere Road. The road is narrow and not suited to high traffic volumes. Further there are no systems to restrict traffic speed. Last year the volume of traffic including redirected buses was impracticable. The buses and other vehicles were speeding and the situation was unsafe. Further the road condition is more leading to excessive noise and vibration. How is it decided that some roads be protected from traffic at the expense of others? An alternative scheme is needed and it general the area cannot manage the traffic caused by the championships.

Queensmere Rd, SW19
I object to the proposal due to safety concerns which will force more traffic down the normally quiet residential street of Queensmere Road which is already made extremely dangerous during the championships with current measures whereby the combination of removing parked cars that normally provide traffic calming and diverting traffic from the closure of Church Road results in excessive speeds and dangerous overtaking from reckless drivers of cars, buses, taxis and motorcycles during the championships. As the organisers will be aware it has been confirmed by the Department of Transport data released in 2018 that 86% of journeys through a 20 mph zone break the speed limit. It is astonishingly irresponsible that the architects of this scheme knowingly create such a dangerous environment on Queensmere Road and aim to make it even more dangerous by adding additional traffic without measures to ensure the 20 mph speed limit is adhered to 24/7. In addition to the safety issue there is no provision for residents of Queensmere Road to be able to use the rapid electric car chargers located in Castle Way. It is not stated that residents of Queensmere Road will be issued resident permits that would allow them to use adjacent roads during the proposals operation forcing them into the substantial traffic jams in particular on Parkside during the championships. It is not stated what problem the scheme is trying to solve there are no issues during the championships on nearby roads such as Seymour Road, Castle Way, Heath Mead, Haven Close, Beltane Drive and Lincoln Avenue. The scheme will result in maximum inconvenience to the local community for no benefit.

Queensmere Rd, SW19
AS A RESIDENT OF QUEENSMERE ROAD WE SHOULD BE ISSUED WITH THE 'R' RESIDENT PASS SO THAT WE ARE ABLE TO ACCESS OUR ROAD VIA THE VARIOUS PRIMARY ACCESS CONTROL POINTS THAT CUT US OFF FROM SOMERSET ROAD / SEYMOUR ROAD / LINCOLN AVENUE / BURGHLEY ROAD. THESE HAVE BEEN ISSUED TO RESIDENTS IN SURROUNDING ROADS IN PREVIOUS YEARS, BUT NOT US - MEANING WE LOST BOTH OUR ON-STREET PARKING AND DIRECT ACCESS DURING THE CHAMPIONSHIPS.

Parkside Ave, SW19 I object to the proposed No Entry from Parkside into Parkside Avenue and Calonne Road. We have lived here through many Championships and there has not been any problem with congestion or traffic down either road. We have ageing parents who visit us in Parkside Avenue by car and I see no reason why they should be prevented from doing so. The proposed list of exclusions does not include visitors to residents. Further, checking cars at all these junctions with Parkside is likely to cause significant congestion on a major through route.
Parkside Gardens, SW19 Since the AELTC's current planning application anticipates that Temporary Traffic Orders will operate each year to close Church Road and envisage their using the closed area to create a "seamless event space" for spectators. Such a drastic outcome (making it permanent) cannot be approved until the planning outcome is known and the 2 are clearly linked. Further No Entry restrictions off Parkside into Parkside Avenue and local roads but access for residents and authorised vehicles must include full access for businesses delivering and performing services to local residents as this is a key time for property maintenance. ---------- *Second comment from same household* I am opposed to the proposals to shut Church Road in particular and the encroachments by the AELTC on local residents during the tennis tournament. Any traffic measures must maximise access by residents to their roads and the area in general and must not restrict tradesmen who find it very difficult to work during the Championships.
Alan Rd, SW19 It is a slippery slope to make any such traffic restriction permanent. We know full well that the AELTC has only its own interests rather than those of the local and wider community in mind and has already tried to petition to have future restrictions on pedestrians, which is absolutely outrageous. I live here. I pay council tax here. I resent not being able to move freely about my own neighbourhood and be able to safely transport my children to their schools and activities without having to add a significant amount of time to our journey b/c we have to go all the way around Wimbledon Park. We all love the tennis Championships and are proud of our neighbourhood. It is a shame that the AELTC try to white-wash their motivation and intentions in order to bribe government officials to do their bidding, at the expense of the public.
Lincoln Ave, SW19 This is absolutely not necessary and will cause a lot of inconvenience to our visitors and friends. The AELTC has no reason or need for this and they have already caused a lot of disruption with endless construction work benefitting a small elite of members. The neighbours who live around it has no benefit whatsoever
Bathgate Rd, SW19 I object to the proposal because I object to the closure of Church Road between Bathgate Road (and AELTC Gate 1 and Gate 5 and Somerset Road) and Burghley Road. This is a public road and main highway between Southfields and Wimbledon and its closure is unacceptable. No residential homes are located on this route so does not pose a problem for local residents. It is inconvenient to use alternative routes to go from Southfields to Wimbledon. 493 bus route uses this route and should continue to do so during the Championships. It should not use residential routes through Bathgate and Queensmere Roads and contribute to pollution, noise and inconvenience. Security at AELTC will not be compromised as they already allow car park users to access Church Road. Church Road is a major route for which all users pay road tax so should not be closed for AELTC's sole benefit.
Bathgate Rd, SW19 As a resident of Bathgate Road I am strongly opposed to the traffic diversions put in place during the 2022 AELTC Championship tournament being instigated again. Having lived so close to the venue for forty five years I expect my travel plans and social life to be severely affected in those two weeks and, to a lesser degree in the preceding and proceeding weeks, and adjust my life accordingly. However, last year's route resulted in 493 buses and heavy lorries using lower Bathgate Road throughout the fortnight. This traffic was particularly heavy during the middle of the day when temperatures were at their highest. On occasions buses stopped to allow passengers

to alight even though there was no designated bus stop. These factors generated noise and high levels of fumes which permeated homes and gardens. Exiting driveways became difficult and potentially dangerous when traffic was busiest. Furthermore, visitors were frustrated by longer than usual detours and the 'check points' put in place. I sincerely trust that Bathgate will not be used as a bus route and lorry by-pass again this year. I hope, please, that you will endeavor to plan a more neighbour friendly re-routing.

Peek Crescent, SW19
The proposal will disadvantage local residents and force them to take alternative traffic routes which will have much heavier traffic density than usual causing much heavier delays than the situation prior to Church Road closure. In addition neither the Metropolitan Police nor the AELTC have provided any evidence that security is enhanced through the closure of Church Road. Also no provision has been made for disabled drivers in this proposal.

St Mary's Road
I write to lodge my objection to the proposal, specifically to the permanent nature and lack of accompanying conditions or standards of service which AELTC must be held account to continue to enjoy such an unusual privilege indefinitely. This is a change in position from Nov 2022 representation of comments only, after disappointingly reading recommendation to approve without satisfactory conditions.
I implore decision makers to focus on the legacy of this long-term decision and to consider adjustments to the way forward on the approval (suggested easy to implement solutions below).

Objection due to:
1. Permanent nature of the proposal is unacceptable without review periods over time. − Gives private organisation AELTC too much freedom and influence on the local community and excludes recourse if certain standard aren't met.
− Doesn't account for potential other changes in community, infrastructure or even AELTC over long term time horizons.

Simple solution: Reduce term of approval or include review consultation period every e.g. 5 or 7 years.
2. Lack of any specified tangible standards that AELTC must comply with and lack of monitoring provisions exposes local community to risk. − No incentive for AELTC to monitor, maintain or improve the service level around the road closure (see comments in no 4 on traffic management).
− The fact AELTC has not even contacted **all** residents whilst in the trial and application phase, provides little evidence that AELTC will voluntarily engage with residents about any issues or suggestions are this road closure is put into place.

Simple solution: Include standards AELTC must comply with, as well as independent monitoring process and community feedback forum requirements.
3. Inadequate Enforcement of Traffic Management Measures during trial, and no improvement plan outlined in proposal, nor minimum standards to be upheld by AELTC.
− Closure has high impact to surrounding area residents due to traffic, high number of parked cars, cars turning in the road, cars coming down driveways onto private property. Despite the temporary "no stopping" road signs put up during this period, cars were waiting lined up on road/pavement all way along to the checkpoint at certain times of day.
− This is not a need for better signage – people knew they were breaking the role. People were propping up their car bonnets pretending they had broken down but then when passenger arrived back from tennis they would drive off. I saw this one daily!

− No evidence of "reasonable level of enforcement in the surrounding roads" just 2/3 houses away from the checkpoint in the evening.
− Previously these issues were in front of the tennis grounds where police/traffic management/security people were nearby to enforce rules. Now that the issue is further away from the tennis, there appear to be less people to enforce rules and manage traffic. Checkpoint staff focussed on checking entry passes and not traffic management specialists (I wouldn't expect them to be both).
− Checkpoint location too close to roundabout at Church / Burghley / St Marys Road, which caused unnecessary traffic when the car being stopped blocking all other traffic, instead of being able to pull into a space to enable continued throughflow of other vehicles.

Required solution:
• AELTC should arrange and fund experienced traffic management professionals not just for checkpoints but along affected roads in surrounding areas.
• Minor change in location (by a few metres/cars length) of checkpoints to create waiting area to improve continued flow of non-tennis traffic.

4. Unsatisfactory "alternatives" outlined in the Cabinet Member Report upon which this decision may be based.
− The only "alternative" provided is a doomsday scenario of the decline of Wimbledon tennis without this approval, but no direct evidence to support this impact linkage is given.
− Failure to meaningfully describe alternatives demands scrutiny as it could be misleading.

Solution: Present a realistic range of alternatives. E.g. the precedent scenario prior to 2021 of road management; or to the similar proposal but shorter duration, with conditions and incorporating feedback from impacted residents who know the roads and community needs best.
5. Poor communication of consultation process creates bias around this decision, which is unacceptable for such a high impact permanent measure. − Despite my address being just two houses along from a checkpoint I did not receive advance warning of 2022 road closures from Merton Council or AELTC, nor did not receive direct notification about this consultation process (I found by actively searching.)
− Point 3.7 of the Cabinet Member Report even acknowledges the inconsistent nature communication with local residents, stating that only residents within the closure zone boundary were contacted and not the wider area. It also notes that an AELTC newsletter was sent to the AETLC mailing list, but doesn't explicitly acknowledge potential bias given this is a group predisposed to support tennis.
− Consultation process design has excluded opinions due to the limited outreach, which may have led to bias. Only residents within closure zones were actively consulted, may create positive feedback bias since these residents likely experienced improved traffic in the vicinity of their house. Bias effect is compounded by not contacting those just outside of the closure zone who are more likely to have negative impact.

Simple solution: Invite opinion from all impacted residents in the area before making this permanent decision by mailing to all within borough or a wider radius.
Simple solution: Condition of approval should be the AELTC notify all residences within e.g. 100metre radius of the closed zone on dates, timings, and routes impacted. This should be every year given dates change, general public should not be expected to be aware of what AELTC is doing in its private event arrangements, and also people move into the area and won't know.

Windmill Rd, SW19
I object on the basis that residents of flats such as The Clockhouse on Windmill Road and Oxford House on Parkside that do not have charging facilities will be blocked from using all the nearby electric rapid chargers located on Calonne Road and Castle Way. Also visitors to Wimbledon will also be blocked from using these chargers at a time when electrical vehicle ownership is encouraged before it is mandated in 2030.

Dora Rd, SW19
Happy to put in temporary crossings etc where needed but closing these roads only benefits the organisers and not the locals and certainly not the residents on the roads that all the traffic gets pushed on to.

Email – no address provided
I would like to express my disappointment at Merton Council and the LTA with regards to road closures during The Championship 2023 which I know is only 2 weeks. I fully realise that these closures are to assist traffic flow during Wimbledon and that Merton Council will do anything to ensure that this "cash cow" is not disrupted. I do have an issue with logic thought! Can anyone explain to me why **BURLEIGH ROAD** is blocked off from Church Road to Marryat Road and for what purpose? This blockage directs traffic up to the village which at that time of year is already crowded and disruptive. This section of Burleigh Road does not have ANY DIRECT TRAFFIC CONNECTION with other roads such as Church Road and Somerset Road which DO have direct access to the stadium! As a resident going to and from work this is very inconvenient if one wants to get to past the church for example. I have thought very hard as to what the reason may be and can only think that it is for a Councillors or Merton staff benefit. Knowing the attitude of councils in general, I do not expect a reply but at least I hope someone actually reads this which I doubt will be a person of authority.

Email – no address provided I don't think it is a good idea. You will close road after road. Wimbledon tennis club has got money and the power to do this
Comment / Query
Windy Ridge Close, SW19 we live inside the affected area so assume we will be given a pass for our cars. We also babysit, school runs etc. as grandparents, for 6 grandsons, oldest 6 yrs. 3 of whom live in Hampton Ct area and other 3 on West Side Common. Their parents leave various children with us almost daily so will need to enter the area off Parkiside via Parkside Avenue. Passes will be required for them too. I assume that would be automatic
Lincoln Ave, SW19 I live on Lincoln Ave which has not been subject to Wimbledon Tennis restrictions in the past. Whilst I am aware that there are a certain amount of restrictions that need to be made around the roads during the tennis fortnight, I object to not being able to have any visitors visit and park their vehicles at my address over this time (It is the start of the summer holidays & we have many visitors) and anyone that brings my children home will be subject to questions from the wardens etc... and not being let through to Lincoln Avenue. This is not acceptable and will disrupt our lives considerably over this time.
Lincoln Ave, SW19 1. Re Lincoln Avenue proposed restrictions - page 1 of the statutory consultation document explains vehicular access provisions intended for a number of specified categories including 'visitors'. However, the listed permitted categories for Lincoln Avenue do not specify 'visitors' or perhaps more correctly 'household/ residents' visitors' and this needs to be added to clarify the intent and save arguments with the traffic management staff. 2 We hope that the new proposals will prevent Lincoln Avenue used as a car park for private hire vehicles during the day as they await pick ups from the tennis goers. These drivers without fail leave the kerb side littered with food waste and drinks bottles used to collect pee and dumped in the road. To be deterred please.
Lincoln Avenue, SW19 I live in Lincoln Avenue. We park our car in our garage and so don’t have a permit. We also have family and friends who visit, and are able to park on our driveway. We would hope that the arrangements will allow access for these two purposes without cost.
Lincoln Ave, SW19 We have family and friends visiting us regularly and in all these years it has always been possible during the championship. The visits are for checking on us, finding out our needs, shopping for groceries etc. and we do not see any reason or rhyme for the Council to now consider what is being proposed. To impose penalties on our visiting family and friends would be totally unacceptable.
Marryat Place, SW19 As I read the exact wording of the proposal - despite being a resident at x Marryat Place, I will be unable to lawfully access my property by my car. As I read it, I will only be able to do so if I am a 'Resident Permit Holder'. I do not have a 'Resident Permit' for my car as I don't need one - my wife and I have only one car and we park it on our private driveway. Am I reading this right? If so, will I be provided with a free 'Resident Parking Permit' in order to legally access my property and park my car on my private driveway? If not, I cannot support this scheme (which otherwise I would see as sensible and fully support). The reason for this is not simply inconvenience; I am a 'Key Worker' and require 24/7 ability to leave and return to my home if required to do so either during normal working hours, or at other times if called out. If I am prevented from doing so then I am potentially prevented from doing my job. I would be grateful if someone could contact me (by email is fine) to assure me that my ability to legally access my property in Marryat Place by foot or by my private vehicle will be provided for and assured without any cost to me under these regulations. Thank you
Marryat Road, SW19 Entry to Marryat Road from High St/Parkside. As it stands the proposal does NOT permit visitors to enter Marryat Road - and there is no other way for them to do so. We get a lot of visitors during the 2 weeks. This must be

permitted - and easily. I have sent a message via the link but thought that I needed to reiterate my point at further length. One of the proposals is to prevent access into Marryat Road from the High St or Parkside. Another is to do the same from Parkside into Calonne Road; and a third to restrict such into Parkside Ave. This effective cuts off Marryat Road (and others). Although it does say that residents would be allowed access, nowhere does it say that residents' visitors will be granted access. This is unacceptable. We always have a lot of visitors during the Championships and therefore require them to be able to access our road to get to us. The above proposals mean that Marryat Road is completely shut off to them. Please therefore reconsider or reclarify. If this was not the intention then please make this clear AND ensure that the mechanism for a resident to obtain this permission is EASY and seamless and not of the type that effectively means it is impossible to obtain.
Burghley Rd, SW19 I support any measures to reduce the volume of private car traffic during the event and welcome the 'No Entry from Parkside to Somerset, Calonne and Parkside Gds' - however, the proposal allows essentially all vehicles access, so I do not see the point. Key health & safety issues: Buses and coaches travel down Marryat at speeds well above the 20 MPH limit during the event. Our roads are filled with executive/VIP vehicles idling their engines for hours on end to keep the A/C going. Please address speeding and idling as part of this Traffic Management Proposal.

The All England Lawn Tennis
Club (Championships) Limited
Church Road
Wimbledon
London SW19 5AE
+44 (0)20 8944 1066
wimbledon.com

The Championships 2022 – Prioritising Access for Residents

Dear Neighbour,

I am pleased to enclose your initial allocation of vehicle passes for this year's Championships.

Following last year's strong recommendation from the Metropolitan Police Counter Terrorism Unit, we will again be operating temporary restrictions to parts of Church Road, Somerset Road, Bathgate & Burghley Roads from 27 June – 10 July.

The restrictions, which are the same as 2021 will be as follows (see enclosed map):

- **Church Road**: between the junction with Bathgate Road and the double roundabout at the junction with St Mary's Road.
- **Somerset Road**: between the lower junction of Newstead Way and the junction with Marryat Road.
- **Bathgate Road**: between Seymour Road and Queensmere Road.
- **Burghley Road**: Between Church Road and Marryat Road.

The feedback we received last year was almost entirely positive, as was our own experience. We believe that the closures enhance the safety and security of visitors to The Championships, as well as making it better for pedestrians, and cyclists. As a reminder the main benefits are:

- Reducing crowding and creating distance on either side of the Grounds so there is less pedestrian congestion around the main gates
- Restricting vehicle access to busy pedestrian areas, mitigating any possible threat from vehicles.
- Creating a safer, cleaner, vehicle free environment for visitors and residents.
- Diverting unnecessary through traffic to reduce the impact on local residents.
- Preventing anyone other than local people from accessing or parking on quiet residential roads close to the grounds.

As with 2021, a key element throughout the planning process has been to protect and prioritise our closest neighbours so that normal life can continue as far as possible. We want to ensure that residents, visitors, carers, domestic help and deliveries all have easy access when they need it. We are aware that some residents choose to facilitate visitor parking on their private driveways which is often to benefit charities. We will of course continue to support this by providing additional permits and allowing them access.

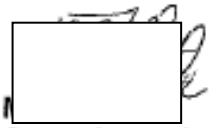
A wider campaign of strategic advance warnings and diversion signs on major arterial routes will again be implemented and improved on the basis of lessons learned from last year. We hope that these measures will see a reduction in overall traffic levels and we have also pledged to reduce event day parking by around four hundred cars per day.

How it works:

- Church Road and Bathgate Road will be closed to all but event traffic, emergency services or vehicles with permits
- An outer zone, controlled by a series of staffed checkpoints at each end and at strategic points, will ensure only residents or their guests, visitors etc are able to access the restricted zone.
- Hours of operation are scheduled to be: 09:00-23.30 daily. NB: The roads will be opened earlier if close of play permits.
- Each household receiving this letter has been allocated three clearly marked vehicle permits which will allow smooth passage through the checkpoints. Additional passes are available on request.
- The permits only allow access through the road closure points and do **NOT** facilitate parking. This will continue to be operated by both Merton and Wandsworth Councils respectively, therefore you should make contact directly with your local authority to make your own parking arrangements if necessary.
- The permits are for your own vehicles or those visiting your property.
- Motorcycles will be treated the same as cars although we appreciate that it is difficult to display passes. Bicycles are not affected.
- We will have a team specifically assigned to ensure the operation runs smoothly.
- If you find you need more passes, these can be requested by email from [redacted] or by calling [redacted] and select option 3.

The first few days of the Championships are extremely busy, so please could we ask that you contact us in good time with any additional pass requirements.

Thank you for your understanding and cooperation. Below are some questions and answers that you may find useful, but if you require any further information, please so not hesitate to contact us.



[redacted]
Operations Director

FAQs

Who gets passes?
Residents within the controlled zone will all receive passes. Some residents just outside the zone will also receive passes if the closures mean access to their property would be difficult. We will write beforehand to everyone who is allocated passes. If someone hasn't received a letter then they are almost certainly not on one of the affected roads.

I know someone who hasn't had a letter/passes and I think they should have done
If you or they think we have made a mistake please let us know. We will check and if they should have had passes we will get them to them as soon as possible. If it's urgent we may be able to hand deliver them or arrange collection from the AELTC.

How many passes will each house get?
The standard allocation will be three passes per household, but if more are needed we will be happy to provide them. The passes will be serial numbered. They are not vehicle specific and can be used in different vehicles.

I need extra passes
Please get in touch and let us know your name and address, why you need extra passes and how many you need. We will give extra passes to anyone who needs them for a legitimate reason. If it's urgent we may be able to hand deliver them or arrange for you to collect from the AELTC. Clearly the purpose of the scheme is to keep traffic in your road to a minimum and for this reason we would like to keep the number of passes issued as low as possible. This is why we are issuing three per household.

How do the passes work?
Your passes are included with this letter. They will either have been posted or hand delivered, depending on where you live. We ask you to display the pass (a small square) in the windscreen of your car so it can easily be seen by the road closure staff. You will then be waved through the closure point. You do not need to have your car registration on the pass.

How will visitors get to my house?
If you are expecting visitors they will still be able get to your house. If they are coming regularly you may want to ask for an extra pass. If they are one-off visitors then please let us know, preferably by email, and we will give you the 'word of the day', which they can give to the road closure team to ease their access through the closure point. If all else fails, they will still be able to get through, it may just mean we need to ask a few questions to make sure they are going to an address in the closure zone. We don't want to inconvenience anyone, but equally we don't want residential streets to be used as a cut through by people trying to avoid traffic congestion.

What about deliveries?
We will ensure that all deliveries are able to get through. So if you have on-line groceries, parcels, building materials or anything similar there won't be a problem with the driver accessing the controlled zone. They may be some checks to make sure they are genuinely delivering and not trying to rat-run but we will make sure your delivery gets to you without any delay. It is not acceptable for delivery companies to say they are unable to deliver. They can.

What about taxis?
As above, we will be allowing taxis to drop off and collect to addresses within the controlled zone as long as we are satisfied that they are not trying to rat-run.

I have builders working on my property
We will be happy to issue extra passes for builders who are coming regularly to your house.

I have gardeners/staff/carers who come regularly
We will give you extra passes for them. If you can't get a pass to them they will still be able to get through, we may just need to ask a few questions.

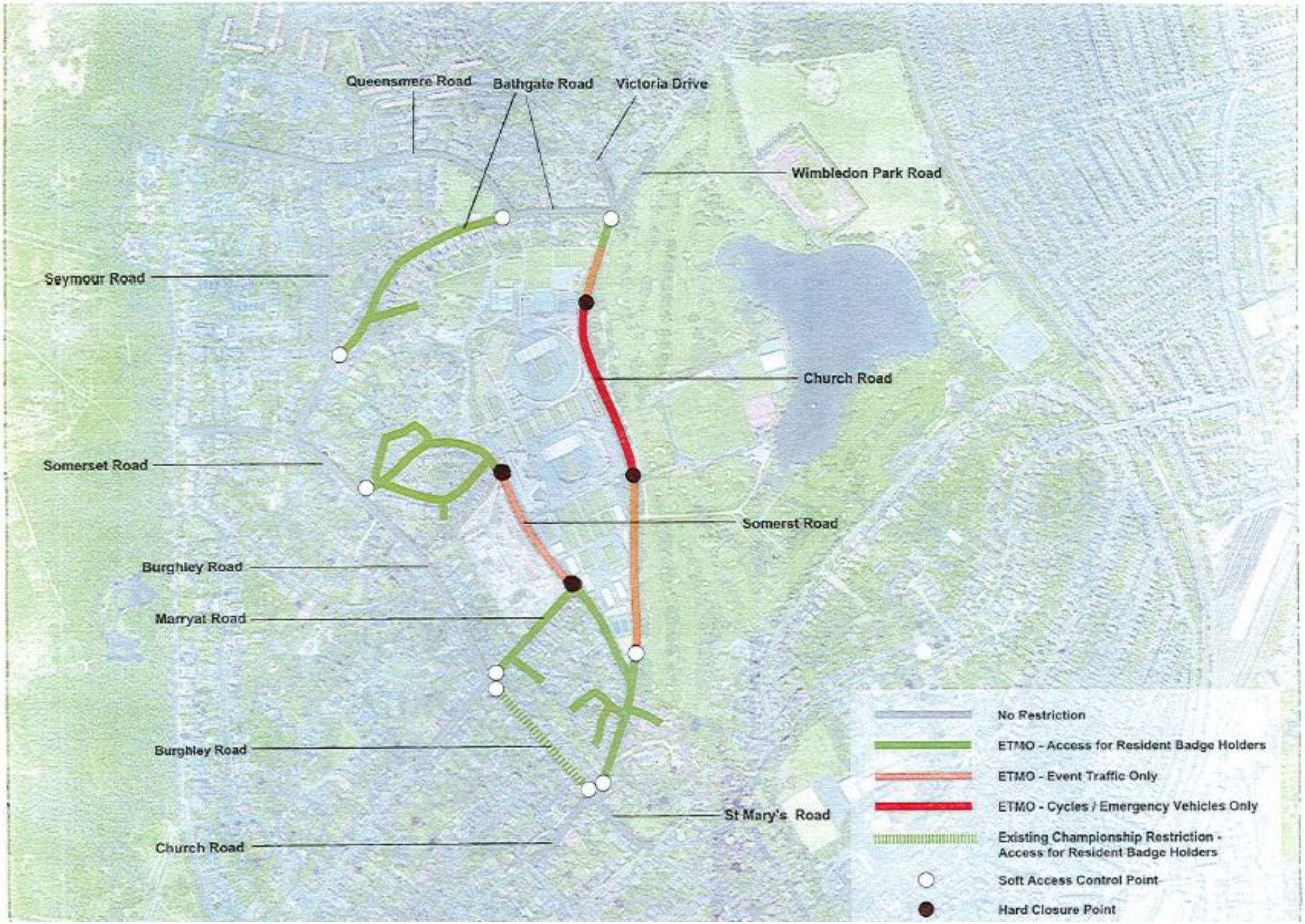
I rent my drive out for parking during the Championships
We will issue you with extra passes so that your guests can access your drive. With your permission we will keep a note of the fact that you are providing parking, and if you can't get a pass sent to them beforehand we will still let them through.

I have debenture tickets and I will have extra people coming to my house
As before, we are happy to provide you with extra passes so your guests are not delayed. We can also make a note of this so that if you can't get passes to them beforehand they will still be allowed through.

I have a garage or rental property within the zone
We will give you passes so you can access your property

I rent my house out for film crew/corporate hospitality etc
Just let us know and we will issue as many passes as you need.

What is happening with residents' car parking?
The AELTC does not have any involvement with issuing car parking permits during The Championships. All on-street car parking is the responsibility of Merton or Wandsworth Councils and any queries should be directed to them. The permits issued by the AELTC are for access through the road closure scheme only and do NOT give authority to park.


Queensmere Road
Bathgate Road
Victoria Drive
Wimbledon Park Road
Seymour Road
Church Road
Somerset Road
Somerst Road
Burghley Road
Marryat Road
Burghley Road
St Mary's Road
Church Road
No Restriction
ETMO - Access for Resident Badge Holders
ETMO - Event Traffic Only
ETMO - Cycles / Emergency Vehicles Only
Existing Championship Restriction - Access for Resident Badge Holders
Soft Access Control Point
Hard Closure Point

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