

Merton Council Sustainable Communities Overview and Scrutiny Panel



Date: 8 March 2022
Time: 7.15 pm
Venue: Merton Civic Centre

AGENDA

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1	Apologies for absence	
2	Declarations of pecuniary interest	
3	Minutes of the previous meeting	1 - 6
4	Actions log	7 - 8
5	Performance monitoring	9 - 16
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7	Planning enforcement - Presentation	
8	Housing enforcement update	121 - 132
9	Topic suggestion requests	

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The meeting room will be open to members of the public from 7.00 p.m.**

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Sustainable Communities Overview and Scrutiny Panel Membership

Councillors:

Aidan Mundy (Chair)
Daniel Holden (Vice-Chair)
Laxmi Attawar
David Dean
Nick Draper
Anthony Fairclough
Geraldine Stanford
Dave Ward

Substitute Members:

Ben Butler
Nigel Benbow
Eloise Bailey
Pauline Cowper
Edward Gretton

Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. For further advice please speak with the Managing Director, South London Legal Partnership.

What is Overview and Scrutiny?

Overview and Scrutiny describes the way Merton's scrutiny councillors hold the Council's Executive (the Cabinet) to account to make sure that they take the right decisions for the Borough. Scrutiny panels also carry out reviews of Council services or issues to identify ways the Council can improve or develop new policy to meet the needs of local people. From May 2008, the Overview & Scrutiny Commission and Panels have been restructured and the Panels renamed to reflect the Local Area Agreement strategic themes.

Scrutiny's work falls into four broad areas:

- ⇒ **Call-in:** If three (non-executive) councillors feel that a decision made by the Cabinet is inappropriate they can 'call the decision in' after it has been made to prevent the decision taking immediate effect. They can then interview the Cabinet Member or Council Officers and make recommendations to the decision-maker suggesting improvements.
- ⇒ **Policy Reviews:** The panels carry out detailed, evidence-based assessments of Council services or issues that affect the lives of local people. At the end of the review the panels issue a report setting out their findings and recommendations for improvement and present it to Cabinet and other partner agencies. During the reviews, panels will gather information, evidence and opinions from Council officers, external bodies and organisations and members of the public to help them understand the key issues relating to the review topic.
- ⇒ **One-Off Reviews:** Panels often want to have a quick, one-off review of a topic and will ask Council officers to come and speak to them about a particular service or issue before making recommendations to the Cabinet.
- ⇒ **Scrutiny of Council Documents:** Panels also examine key Council documents, such as the budget, the Business Plan and the Best Value Performance Plan.

Scrutiny panels need the help of local people, partners and community groups to make sure that Merton delivers effective services. If you think there is something that scrutiny should look at, or have views on current reviews being carried out by scrutiny, let us know.

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Agenda Item 3

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at www.merton.gov.uk/committee.

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL 22 FEBRUARY 2022

(7.15 pm - 9.45 pm)

PRESENT Councillors Councillor Aidan Mundy (in the Chair),
Councillor Laxmi Attawar, Councillor Nick Draper,
Councillor Anthony Fairclough and Councillor Dave Ward

John Bosley (Assistant Director Public Space Contracts and Commissioning), Elliot Brunton, Chris Lee (Director of Environment and Regeneration), Paul McGarry (FutureMerton Manager), James McGinlay (Assistant Director for Sustainable Communities) and John Morgan (Interim Director, Community & Housing)

1 APOLOGIES FOR ABSENCE (Agenda Item 1)

Apologies were received from Cllr Geraldine Stanford (Cllr Pauline Cowper as substitute) and Cllr David Dean (Cllr Nigel Benbow as substitute).

2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of pecuniary interest.

3 MINUTES FROM THE PREVIOUS MEETING (Agenda Item 3)

The minutes of the last meeting were agreed as a true and accurate record.

4 ACTIONS LOG (Agenda Item 4)

The Chair invited comments from Panel Members.

In response to questions the Head of Future Merton reported that in regards to HGV's, it has been agreed to provide residents with a resident control scheme which will be available from Monday 28th February

The Chair asked for an update on the Green Spaces Strategy.

The Assistant Director of Public Space Contract and Commissioning said a number of initiatives will feed into this work including the tree strategy and surveying of parks infrastructure to inform parks strategy.

5 PERFORMANCE MONITORING (Agenda Item 5)

The Director of Environment and Regeneration gave an overview of the report, highlighting that;

The blue badge inspection target was hindered by Covid. This is now back on track and it is expected to achieve target by end of March.

The leisure centres target is red, there has been some significant improvement in leisure centre users and it is expected it to continue to improve as we move out of Covid restrictions.

CRP 124 – reduction in % street reports rectified in time: There has been an overall deterioration in street cleaning which is being addressed with Veolia.

The Assistant Director of Public Space Contract and Commissioning, said the council has issued a service improvement notice to Veolia who will respond with an action plan and a timetable for completion of works.

The Cabinet Member for Local Environment and Green Spaces said it was clear the service has deteriorated. Veolia now have the opportunity to address this in a formal manner, which is the right thing for the council to do. Council has invested in street cleaning and we look forward to hearing Veolia's action plan in addressing our concerns

In response to questions, the Cabinet member reported that Veolia now have 10 working days to respond with an action plan and an agreed timetable. We will be keeping a close on proposals and holding them to account

A Panel member said that given there has been a big drop in people's perceptions on street cleansing had the contractual variation of £1 million investment to ensure Veolia to meet standards been beneficial

The Director of Environment and Regeneration said the investment was seen as necessary to sustain performance, next 12 months is critical to determine whether to renew contract or re- commission the service.

The Cabinet Member for Local Environment and Green Spaces said the investment meant Merton enjoyed a better service than neighbouring boroughs during pandemic.

The Assistant Director of Public Space Contract and Commissioning added there had been an improvement in street cleaning reported in the resident survey

A panel member said there had been challenges with bin collection near blocks of flats and the fix my streets app

The Assistant Director of Public Space Contract and Commissioning said the waste manager is discussing these issues with Veolia. There had been issues over the Christmas period because of driver shortage due to Covid. There are plans to improve the fix my street app functionality as there is an ease of accessibility on reporting issues.

Chair said he had been in discussion with the Cabinet Member about additions to the Fix my Street App.

In response to a question on outdoor events in parks the Assistant Director of Public Space Contract and Commissioning there need to be a better definition of this indicator as it includes a wide range of events.

In regards to a question on collection of recycling in communal blocks and change in the target, The Assistant Director of Public Space Contract and Commissioning said during the Christmas period there is more waste and lower recycling performance. There has also been an increase in residual waste due to Covid.

RESOLVED

The Assistant Director of Public Space Contract and Commissioning will check with the service provider and circulate a short update to the panel by email

6 PLANNING ENFORCEMENT (Agenda Item 6)

This item was moved to 8 March 2022 due to the amount of large items on the agenda.

7 DESIGN REVIEW PANEL (Agenda Item 7)

The Urban Designer and DRP lead gave an overview of the report

Panel members were interested in the impact of daytime meetings on ward Councillors attendance and how to include local resident involvement.

In response to questions the Urban Designer and DRP lead said the RAG rating aims for an even number of stages so you cannot opt for the middle one.

A Panel Member commented that the DRP should be free from democratic involvement it is a technical meeting. There are opportunities for Councillors to be involved but the purpose of the DRP is to look at the design of a proposed development

The Head of Regeneration said the function of the DRP is to advise, the report draws from good practice across the country. The aim is for the panel to be supportive and challenging in pre-application process. There are mechanisms in place to inform councillors about activity in their ward.

The Panel moved to a vote on the recommendations listed in the report
There were six votes in favour of recommendations and one voted against.
Recommendations agreed by the Panel

The Panel asked for an update in in one year.

8 SMART CITIES (Agenda Item 8)

The Head of Future Merton gave an overview of the report

In response to a question it was confirmed that the technology can monitor the footfall in parks.

The Head of Future Merton said the technology uses 4G data, air quality sensors are in place, there is a role to determine how to analyse and make use of and use data,

there are no plans to put a team in place to fulfil this role. The new data will play an important role in service planning process

The Chair moved the following recommendation

Ask that a feasibility study in what other councils do and how they organise themselves in relation to smart cities and its link to business planning as we don't want to miss an opportunity

The recommendation was agreed by the panel

9 WORK PROGRAMME (Agenda Item 9)

The work programme was agreed.

10 TENANTS CHAMPION (Agenda Item 10)

The Chair and Councillor Draper introduced the report.

In response to questions Councillor Draper highlighted that The emphasis in Merton was to focus on repairs, which differed slightly from the Richmond tenants champion role. Learning from Richmond took place by looking at their website. Most repairs are addressed very quickly and those that are not are drawn to councillor's attention. Cllr Draper worked with Clarion to follow the user journey and develop the process. Councillor Draper said we need an officer to fulfil the role rather than a councillor or volunteer. It was difficult to quantify the number of hours spent on the role but he believes this is a full-time job. A panel member said this needs to be properly resourced. It should be a councillor champion with officer support.

The Interim Director of Community and Housing thanked councillors for the report. He said there are housing regulated providers and a statutory complaints process. Majority of landlords are good and the housing enforcement team work with the challenging ones.

Councillor Whelton thanked Councillor Draper and said there were worrying case studies with commendable support given to tenants. The council is considering implementing a selected landlord licencing scheme for better regulation.

The Panel thanked Councillor Draper for his work

The Panel moved to a vote on the recommendations listed in the report

There were six votes in favour of recommendation A.
Recommendation A was agreed by the Panel

The Panel moved to a vote on an amended recommendation B worded as follows:
Following confirmation from officers that the one year trial and other conditions of the original full council motion have been met cabinet should decide to either resource or discontinue the tenants champion scheme

There were six votes in favour of recommendation B.
Recommendation B was agreed by the Panel

There were two votes in favour of recommendation C and two against, three abstentions.

Recommendation C was agreed with the Chair's casting vote.

There were two votes in favour of recommendation D, three votes against and two abstentions.

Recommendation D was not agreed by the Panel

There were two votes in favour of recommendation E and five abstentions.

Recommendation E was not agreed by the Panel

There were two votes in favour of recommendation F and five abstentions.

Recommendation F was not agreed by the Panel

11 CLARION UPDATE (Agenda Item 11)

Vicky Bonner gave an overview of the report

A panel member asked for feedback on the task and finish groups

Clarion – resident engagement days – Merton community panel have been involved and helped to shape future work. Feedback on outcomes have been achieved, lessons learnt report, a full action plan with quick wins and longer-term strategies.

Further task and finish groups will be generated as a result of this.

Vicky Bonner – doing one event and learning from it and then doing the next event.

The Chair thanked Clarion for their report

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Sustainable Communities Overview and Scrutiny Panel							
		Officer	Date added	Status (BRAG)	Comment	Cabinet Approval	Implementation Timeline
IdVerde's contract for greenspaces	The Panel would like to undertake site visits to a sample of green spaces in Merton, with details of the reporting pro forma used by Client Officers when inspecting	JB	01/09/20	Green	The Service would like to offer site visits to Colliers Wood Recreation Ground, Morden Park & Wimbledon Park during the week commencing the 14th February (half-term). Transport will be provided from the Civic Centre.	09/11/21	w/c 14/2/2022
	The Panel recommended that the Council's Tree Strategy is reviewed and updated to include how new trees are established and how all trees are maintained	JB	01/09/20	Green	The tree strategy is currently being undertaken. The strategy will be delivered in two parts with the first phase concentrating on Council-owned assets, maintenance regimes and risk management. The second phase will take into context private tree assets, planning considerations and the wider urban forest. The first phase is to be delivered by May 2022.	09/11/21	May-22
	The Panel recommends that the Council create an overarching Green Spaces strategy in line with the Council's climate commitment and with a focus on community wellbeing.	JB	01/09/20	Amber	This is under consideration. There are a number of Council strategies that touch upon parks and open spaces particularly Local Development Framework documents. The outcome of the developing Tree Strategy and operational surveying of parks will need to be completed prior to commencing work	09/11/21	Mar-23
	To display signage in parks informing residents on how to report issues and express their views	JB	01/09/20	Green	The Service is aware of this requirement and will proceed with improved signage after the implementation of the new web based reporting system.	09/11/21	Jan-Mar 2022
	Both Idverde's Annual Report and the IMGSF Annual Report to be presented when signed off	JB	01/09/20	Green	The internal review and approval of the Annual Review has been completed and is now available to be presented to the Committee.	09/11/21	Jun-22
	The Panel requested quarterly written updates from Officers providing information and feedback on how the recommendations are being met and evidence that the service is improving.	JB	01/09/20	Green	The service will be able to provide an update to the next Committee meeting as directed.	09/11/21	
	HGV's	An information hub to support residents in dealing with complaints about problems with HGVs is created and added to the Merton website and advertised appropriately	JM	19/01/21	Green	HGVs reported to Scrutiny Jan 2021. Further Info to be added online with links to London Councils Lorry Control Scheme. Actioned 28/02/22	22/03/21
School Streets	Comms Team to encourage resident feedback and explore expanding the scheme with the support of the schools.	JM	19/01/21	Green	On track - Consultations closed - Decisions being made Q3-4 2021/22	22/03/21	31/03/22
	The panel RESOLVED to request officers produce, for the first session of the new scrutiny term, a lessons learned paper on the implementation of school streets.	PM	18/01/22	Green	To be scheduled for 23 June 2022	N/A	Jun-22
Design Review Panel	Future Merton committed to bringing the DRP review back to scrutiny post consultation.	JM	23/03/21	Green	On track - review on Scrutiny agenda Feb 2022	N/A	22/02/22
Tenants Champion	Write a formal report for the Panel meeting in February 2022.	ND	22/02/22	Green		N/A	
	Investigate Richmond Councils long running Tenants Champion, along with the Cabinet Member and Chair of the Panel, to see what has made the role successful and whether there is any learning to take on board.	ND	22/02/22	Green		N/A	
Waste	Look at the feasibility of offering discounted access to our paid for waste services, to those residents on council tax support, in order to incentivize take up of these services and further increase the rate of recycling. This should include garden waste collection.	JB	06/12/21	Green	In Progress - final recommendation and feasibility study including the financial impact are scheduled to be presented back to Scrutiny in June 2022. A project team will be established and progress will be monitored with the Lead Cabinet Member through the service's monthly Strategic Board meetings	12/06/21	Jun-22
Waste	As a Council we lobby the government to accept central responsibility for producing effective policy and legislation to deter and deal with fly tipping.	JB	06/12/21	Green	To commence Q1 2022 - work to be undertaken along side our neighbouring boroughs in partnership with SLWP	12/06/21	Ongoing

Green	On track
Amber	Requires monitoring
Red	Not on track
Black	Not yet started
Completed actions	4
Open actions	14

Waste	Over a six month time frame, proactively write to all those blocks of flats with communal recycling, with details on how to recycle correctly and avoid waste contamination	JB	06/12/21	Green	On Going - all ways on communication approach has been adopted. Waste services have recently completed working on the new collection service with Moat Housing and communicated to all properties on the Pollards Hill estate. working with Clarion we have attended a resident drop in day for residents at the Watermeads estate and will look at implementing all lessons learned before extending this approach and communication style to the wider Clarion estates.	12/06/21	Jun-22
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E&R Public Protection performance report

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Parking											
Parking	CRP 044 Parking services estimated revenue (Monthly)	1,994,286	2,038,099				15,382,031	19,442,050			
Parking	SP 258 Sickness- No of days per FTE from snapshot report	1.58	0.67				16.28	6.66			
Parking	SP 509 % of Permits applied/processed online (Monthly)	98%	80%		-		96.9%	80%			
Parking	SP 510 % of PCN Appeals received online (Monthly)	80%	65%				80.8%	65%			
Parking	SP 511 Blue Badge Inspections - cumulative (Monthly)	64	100				64	100			
Parking	SP 512 Total cashless usage against cash payments at machines (Monthly)	81%	70%				76.4%	70%			
Parking	SP 513 Percentage of cases 'heard' and won at ETA (Quarterly)	Quarterly measure					85.67%	75%			
Parking	SP 586 NEW FOR 2021-22 % of ANPR cameras remain working (Monthly)	96.08%	98%				96.56%	98%		N/A	N/A
Regulatory Services											
Regulatory Services	CRP 120 / SP 562 % of Regulatory Services service requests with an initial response within the "defined timescale" (Quarterly)	Quarterly measure					84.13%	90%			
Regulatory Services	CRP 121 / SP 565 Number of monitoring stations that meet annual Particulate air quality objectives (Annual)	Annual measure					N/A	1	N/A	N/A	N/A
Regulatory Services	CRP 122 / SP 566 Number of monitoring stations measuring below the Nitrogen Dioxide air quality objectives (Annual)	Annual measure					N/A	50	N/A	N/A	N/A
Regulatory Services	DATA 010 Safeguarding older people - number of cases investigated and intervene in cases of residents being targeted by financial scams and abuse (Quarterly)	Quarterly measure					136	N/A			
Regulatory Services	DATA 011 Number of new high risk massage and special treatment premises inspections carried out within 20 working	Quarterly measure					203	N/A			

Dept.	PI Code & Description	Jan 2022					2021/22						
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend		
	days of the premises being ready to trade (Quarterly)												
Regulatory Services	DATA 012 Number of Air Quality Audits (using GLA toolkit) of schools, prioritising those in the highest pollution areas	Quarterly measure					8	N/A					
Regulatory Services	SP 521 Total % compliance of non-road mobile machinery on major construction sites with GLA emissions standards (Annual)	Annual measure					N/A	95%	N/A	N/A	N/A		
Regulatory Services	SP 561 Percentage of alcohol and regulated entertainment licences issued within 10 working days of the conclusion of the 28 day consultaiton period, excluding those that are subject to a licensing hearing (Quarterly)	Quarterly measure					92%	95%					
Regulatory Services	SP 564 High risk A & B and non-compliant C-rated food establishments due for inspection completed (Annual)	Annual measure					N/A	100%	N/A	N/A	N/A		

P&R Public Spaces

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Dept.	PI Code & Description	Jan 2022					2021/22					
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend	
Waste Services												
Waste Management & Cleansing	CRP 097 / SP 065 % Household waste recycled and composted (Monthly in arrear)	40.44%	45%				42.03%	45%				
Waste Management & Cleansing	CRP 103 / SP 454 % of fly-tips removed within 24 hours	78.4%	95%				89.79%	91.4%				
Waste Management & Cleansing	CRP 123 / SP 567 % of sites surveyed on local street inspections for litter that meet the required standard	82.11%	87%				85.75%	87%				
Waste Management & Cleansing	CRP 124 / SP 568 % of street reports rectified within the contract standard time frame (Monthly)	37.2%	90%				69.47%	90%				
Waste Management & Cleansing	CRP 125 / SP 570 % of sites surveyed that meet the required standard for detritus (Quarterly)	Quarterly measure					83.83%	80%				
Waste Management &	CRP 126 / SP 573 Number of refuse collections	147	65				106.3	65				

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Cleansing	including recycling and kitchen waste										
Waste Management & Cleansing	DATA 013 Number of street cleansing site inspections undertaken by Client team	985					9,850	N/A			
Waste Management & Cleansing	DATA 016 Number of Environmental Enforcement incidents formally (NOT formerly) processed (Monthly)	351					6,460	N/A			
Waste Management & Cleansing	SP 064 % Residents satisfied with refuse collection (Annual) (ARS)	Annual measure					62%	73%		N/A	N/A
Waste Management & Cleansing	SP 066 Residual waste kg per household (Monthly in arrear)	43.47	39.5				387.57	395.5			
Waste Management & Cleansing	SP 067 % Municipal solid waste sent to landfill (waste management & commercial waste) (Monthly in arrear)	4%	6%				4%	6%			
Waste Management & Cleansing	SP 262 % Residents satisfied with recycling facilities (Annual) (ARS)	Annual measure					56%	72%		N/A	N/A
Waste Management & Cleansing	SP 269 % Residents satisfied with street cleanliness (Annual) (ARS)	Annual measure					45%	57%		N/A	N/A
Waste Management & Cleansing	SP 354 Total waste arising per households (KGs) (Monthly in arrear)	72.99	75				668.6	750			
Waste Management & Cleansing	SP 407 % FPN's issued that have been paid (Monthly)	70%	70%				68.68%	70%			
Waste Management & Cleansing	SP 485 No. of fly-tips in streets and parks recorded by Contractor (Monthly)	1,496	1,075				14,959	10,750			
Waste Management & Cleansing	SP 569 % of sites surveyed that meet the required standard for weeds (Quarterly)	Quarterly measure					92%	90%			
Waste Management & Cleansing	SP 571 % of sites surveyed that meet the required standard for graffiti (Quarterly)	Quarterly measure					94%	95%			
Waste Management & Cleansing	SP 572 % of sites surveyed that meet the required standard for flyposting (Quarterly)	Quarterly measure					99.03%	97%			
Waste Management &	SP 574 Resident satisfaction with the Household Re-	Annual measure					NMTP	75%	NMTP	N/A	N/A

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Cleansing	use and recycling facility (Garth Road) (Annual)										
Parks and Green Spaces											
Parks and Green Spaces	CRP 119 / SP 558 Average Performance Quality Score (Litter and Cleansing Standards) (Quarterly)	Quarterly measure					4.87	5			
Parks and Green Spaces	SP 026 % of residents who rate parks & green spaces as good or very good (Annual) (ARS)	Annual measure					73%	78%		N/A	N/A
Parks and Green Spaces	SP 027 Young peoples % satisfaction with parks & green spaces (Annual) (ARS)	Annual measure					90%	86%		N/A	N/A
Parks and Green Spaces	SP 032 No. of Green Flags (Annual)	Annual measure					N/A	7	N/A	N/A	N/A
Parks and Green Spaces	SP 318 No. of outdoor events in parks (Monthly)	0	0				695	188			
Parks and Green Spaces	SP 514 Income from outdoor events in parks (Annual)	Annual measure					N/A	£550,000	N/A	N/A	N/A
Parks and Green Spaces	SP 515 Average Performance Quality Score (Grounds Maintenance Standards) (Annual)	Annual measure					N/A	5	N/A	N/A	N/A
Parks and Green Spaces	SP 517 Number of street trees planted (Annual)	Annual measure					N/A	240	N/A	N/A	N/A
Parks and Green Spaces	SP 557 Average Performance Quality Score (Grass Verge Standards) (Quarterly)	Quarterly measure					4.93	5			
Parks and Green Spaces	SP 559 % of tree works commissions completed within SLA (30 days) (Quarterly)	Quarterly measure					88%	86%			
Parks and Green Spaces	SP 560 Number of friends and similar groups volunteering within Merton's parks and open spaces	Annual measure					N/A	41	N/A	N/A	N/A
Transport											
Transport	SP 456 Days lost to sickness absence - Transport (cumulative) (Monthly)	4.4	0.75				35.74	7.5			
Transport	SP 136 Average % time passenger vehicles in use (transport passenger fleet) (Annual)	Annual measure					N/A	85%	N/A	N/A	N/A

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Transport	SP 137 % User satisfaction survey (transport passenger fleet)	Annual measure					N/A	97%	N/A	N/A	N/A
Transport	SP 271 In-house journey that meet timescales (transport passenger fleet) (Annual)	Annual measure					N/A	85%	N/A	N/A	N/A
Transport	SP 526 % of Council fleet using diesel fuel (Annual)	Annual measure					N/A	80%	N/A	N/A	N/A
Leisure											
Leisure	SP 251 Income from Watersports Centre (Monthly)	£234	£0				£327,278	£377,500			
Leisure	SP 349 14 to 25 year old fitness centre participation at leisure centres (Monthly)	9,059	8,372				76,939	70,993			
Leisure	SP 405 No. of Leisure Centre users (Monthly)	86,083	74,045				621,666	697,259			
Leisure	SP 406 No. of Polka Theatre users (cumulative) (Quarterly)	Quarterly measure					19,756	14,540			

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F&R Sustainable Communities

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Development and Building Control											
Development and Building Control	CRP 045 / SP 118 Income (Development and Building Control) (Monthly)	87,511	163,833				1,441,702	1,638,330			
Development and Building Control	CRP 051 / SP 114 % Major applications processed within 13 weeks (Monthly)	100%	80%				84.21%	80%			
Development and Building Control	CRP 052 / SP 115 % of minor planning applications determined within 8 weeks (Monthly)	57.89%	72%				69.61%	72%			
Development and Building Control	CRP 053 / SP 116 % of 'other' planning applications determined within 8 weeks (Development Control) (Monthly)	79.65%	83%				82.81%	83%			

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Development and Building Control	DATA 007 /SP 414 Volume of planning applications (Monthly)	273	N/A				2,734	N/A			
Development and Building Control	SP 040 % Market share retained by LA (Building Control) (Monthly)	34.06%	54%				36.9%	54%			
Development and Building Control	SP 113 No. of planning enforcement cases closed (Monthly)	16	44				227	440			
Development and Building Control	SP 117 % appeals lost (Development & Building Control) (Quarterly)	Quarterly measure					20%	35%			
Development and Building Control	SP 380 No. of backlog planning enforcement cases (Monthly)	844	490				844	490			
Future Merton											
Future Merton	CRP 096 / SP 020 New Homes (Annual)	Annual measure					N/A	918	N/A	N/A	N/A
Future Merton	CRP 101 / SP 389 Carriageway condition - unclassified roads, % not defective (annual)	Annual measure					N/A	75%	N/A	N/A	N/A
Future Merton	CRP 108 / SP 475 Number of publically available Electric Vehicles Charging Points available to Merton Residents (Annual)	Annual measure					N/A	200	N/A	N/A	N/A
Future Merton	DATA 008 Streetworks - number of utility works overrun incidents (FPN issued) (Monthly)	3	N/A				75	N/A			
Future Merton	DATA 009 £ fines from Streetworks FPNs (Monthly)	8,060	N/A				169,300	N/A			
Future Merton	SP 327 % Emergency callouts attended within 2 hours (traffic & highways) (Monthly)	100%	98%				100%	98%			
Future Merton	SP 328 % Streetworks permitting determined (Monthly)	100%	98%				100%	98%			
Future Merton	SP 391 Average number of days taken to repair an out of light street light (Quarterly)	Quarterly measure					0.95	3			
Future Merton	SP 476 Number of business premises improved (Annual)	Annual measure					N/A	10	N/A	N/A	N/A

Dept.	PI Code & Description	Jan 2022					2021/22				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Future Merton	SP 508 Footway condition - (% not defective, unclassified road) (Annual)	Annual measure					N/A	75%	N/A	N/A	N/A
Property											
Property	SP 024 % Vacancy rate of property owned by the council (Quarterly)	Quarterly measure					0.67%	3%			
Property	SP 025 % Debt owed to LBM by tenants inc businesses (Quarterly)	Quarterly measure					6.83%	7.5%			
Property	SP 386 Property asset valuations (Annual)	Annual measure					N/A	150	N/A	N/A	N/A
Property	SP 518 Number of completed Rent Reviews (Quarterly)	Quarterly measure					6	32			

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Sustainable Communities Overview and Scrutiny Panel

8th March 2022

Wards: Hillside

W2 Controlled Parking Zone (CPZ) Review Statutory Consultation – Call In

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

Lead member: Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency.

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

Recommendations:

That the Sustainable Communities Overview and Scrutiny Panel consider the information provided in response to the call-in request and decide whether to:

- A. Refer the decision back to the Cabinet Member for reconsideration; or
 - B. Decide not to refer the matter back to the Cabinet Member, in which case the decision shall take effect immediately.
-

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. On 7th February 2022, the Cabinet member resolved to approve the following:
 - 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.
 - To introduce additional parking bays in Alwyne Road that can be used by permit holders within the zone.
 - 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.
 - 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.
- 1.2. Following the Cabinet Member's decision, the decision was called in on the 13th February 2022 by the Hillside Ward Councillors.
- 1.3. The reasons for the call in focus on:-
 - Clarity of aims and desired outcomes
 - Consideration and evaluation of alternatives

2 DETAILS

- 2.1. W2 CPZ was introduced in 1996 and a review was instigated by some of the residents submitting a petition in 2016. Objectives of a controlled parking zone

include removing commuter parking; maximise the number of on street parking without compromising access; give priority to residents and their visitors and remove obstructive parking.

2.2. As with any review, a full assessment was carried out and a number of improvements such as potential change in hours; modification to existing yellow line restrictions, additional bays and converting some bays to Resident Only bays were proposed and subject to two separate informal consultations and the more recent statutory consultation. The outcome of the statutory consultation and officer's comments were reported to the cabinet Member who agreed to officer's recommendations. This decision was called in based on the following reasons:

2.3 (e) Clarity of aims and desired outcomes:

2.3.1 *Additional parking bays will change the character of the street and impede the flow of traffic. There are concerns about the nature of the traffic generated by Willington School (at the furthest point from Wimbledon Hill Road), the changing nature and increase in volume of delivery vehicles using 'passing places' to stop. Future proposals for Bank Buildings (in Wimbledon Hill Road between Alwyne Rd. and Compton Rd.) are likely to bring greater volumes of lorries. No account appears to have been taken of these factors.*

Officer's response

It is unclear how the character of the road is perceived to change by regulating the parking that is already taking place albeit during the evenings. The reason of *change in character of the road* appears to be somewhat selective in that after the CPZ hours, the road is heavily parked. It is difficult to fathom why it would be unacceptable by the objectors to allow resident permit holders to park within marked bays during the day and yet not be concerned with uncontrolled parking after 6.30pm.

The current single yellow lines allow for stopping and loading and the proposed bays will not hinder servicing. Parking bays would control the area better. Servicing of the new development has already been considered and addressed via the planning process. Where the bays are being proposed will not be affected by the development.

Additional bays will not lead to any adverse change to the traffic generated by the school. As set out in Cabinet member report, parents are not permitted to park within permit holder bays or on yellow line restrictions.

2.3.2 *Council officers' desired outcome of improving access and safety. It is not clear how this outcome will be achieved when Willington School has large coaches accessing these roads, the proposals would make this and residents' access more difficult, and potentially unsafe.*

Officer's response

The additional bays will not impact access to service vehicles including coaches. The carriageway width is sufficient to accommodate strategically placed bays and the proposed yellow lines will ensure that sufficient passing gaps facilitate flow of

traffic. These roads are no different to any other road with parking controls other than the fact that because they are not through routes, they are subject to less traffic. Within any parking management scheme, priority is always given to safety and access whilst maximising safe available space for residents.

- 2.3.3 *Another outcome is “need for maintaining free movement of traffic”. These proposals would not give rise to this as there will not be space for the rise of delivery vans, the school coach, bin lorries etc. which would effectively block the road and cause more congestion. Increased congestion would not help with the desire outcome of improving air quality.*

Officer’s response

These roads are not open to through traffic. As already mentioned, each road is of sufficient width to accommodate the proposed parking bays whilst maintaining flow of traffic and access of service vehicles will not be impeded. The additional bays are to be used by resident permit holders and therefore will not attract additional use; in fact currently those residents who cannot find a parking space are driving around within the zone looking for a parking space and are often having to park in neighbouring roads. This is considered as unnecessary.

- 2.4 (f) Consideration and evaluation of alternatives;

- 2.4.1 *Council officers offered 2 options to the cabinet member, both of which proved unpopular with residents, in Alwyne Road especially. There was a third way which ward councillors and residents sought and encouraged officers to consider. Local residents set up a working group to find an equitable way forward which would satisfy the various stakeholders. This third way is the conversion of existing parking bays to resident only and maintain the single yellow line in Alwyne, and insertion of some passing places in Compton Road. This would help alleviate problems of the increased use of home delivery vans blocking the road, as a result of changed habits during and since Covid. This third way was not given due consideration by officers.*

Officer’s response

The proposal does include converting some of the bays to Resident Only bays. The suggestion of retaining the single yellow lines contradicts some of the reasons that is being provided for objecting to the proposed parking bays and the double yellow lines. It is either safe to park or it is not. It is being suggested that controlled parking bays for residents’ own use will cause an obstruction but parking on single yellow lines does not. There is an increase in home deliveries throughout the borough and the objector’s proposal to retain the existing single yellow lines to facilitate random deliveries implies that the Council would need to reconsider all its parking management throughout the borough.

Given that this road is not a through route, any delivery vehicle that may need to stop may only cause an obstruction for a few short moments and to give this eventuality more weight than to providing additional parking bays for the residents’ own use is difficult to justify. Based on this principle, it would mean that in all parts of the borough, the Council should consider removing a reasonable volume of kerbside space to facilitate home deliveries.

- 2.4.2 *Some residents have suggested that a trial could have been conducted (using experimental TMO like used with the School Streets schemes). This would allow for a review of measures on a trial basis and a full consultation.*

Officer's response

Introducing parking bays using an Experimental Order is considered as disproportionate and unnecessary. Experimental Orders are often used when introducing complex traffic / transport related schemes that may have a greater level of or unknown impact or require further assessment which can only be gathered once operational. The Council does not need to trial parking bays to know that they will fulfil a need for resident permit holders. Design of parking bays are reliant on site conditions as well as site constraints which can be easily assessed and are known.

In terms of consultation, the Council has carried out 2 informal consultations and a statutory consultation which when put in perspective can be considered as somewhat excessive, after all the bays are to be used by the residents and their visitors.

- 2.5 There is evidence that additional parking bays are needed in these 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

There are instances where the Council cannot provide additional parking bays to meet demand and permit holders are advised to park elsewhere within the zone. In this instance, however, this is not the case. It is considered unreasonable for some residents who have paid for their permits to seek parking along St Mary Road or Lake Road some distance away from their homes whilst there is an opportunity to add more bays closer to home.

- 2.6 The Council considers that the benefits of the additional bays outweigh some of the perceived concerns some residents may have.

3 ALTERNATIVE OPTIONS

- 3.1. Alternative options are set out in section 3.12.2 and section 5 of the Cabinet Member report which is within appendix A.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. Details are online <https://www.merton.gov.uk/streets-parking-transport/parking/consultations/cpz/w2>

5 TIMETABLE

- 5.1. None for the purpose of this report

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. All the associated costs are covered by the Environment and Regeneration revenue budget for 2022/23 which contains a provisional budget for Parking Management schemes.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. 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.
- 7.2. 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.
- 7.3. 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.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. 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 design of the scheme includes special consideration for the needs of people with blue badges, local residents, school children and businesses without prejudice toward charitable and religious facilities.
- 8.2. 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.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. None for the purpose of this report.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. There may be some dissatisfaction amongst the objectors but the benefits of the scheme outweigh majority of the comments made against the scheme.

11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

Appendix A - Scrutiny pack

Appendix B - Requested documents

1. Consultation letters and reports from the Council officers to residents, from 2017 onwards relating to the initial and subsequent consideration of the hours of operation of the CPZ which led to proposals to amend parking bays in Compton/Worcester/Alwyne Roads (including the yet unpublished results of the 2020 parking places consultation)
2. Also, an email from Paul Atie to Hillside Ward Councillors dated 19 November 2021 detailing the additional parking bays and significant increase in provision for residents only bays
3. Any letters/emails to officers from residents or others which requested new parking (which triggered officers' recommendations)

12 BACKGROUND PAPERS

- Cabinet Member report - W2 Controlled Parking Zone (CPZ) Review Statutory Consultation dated 16th December 2021
- Cabinet Member report - W2 Controlled Parking Zone (CPZ) Informal Review Consultation dated 9th October 2019
- Cabinet Member report - W2 Controlled Parking Zone (CPZ) Informal Review Consultation dated 18th September 2017



**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 Appendix 1B.
- 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

MOTOR CYCLE BAY

BUS PARKING BAY

SINGLE YELLOW LINE

DOUBLE YELLOW LINE

CROSSOVER

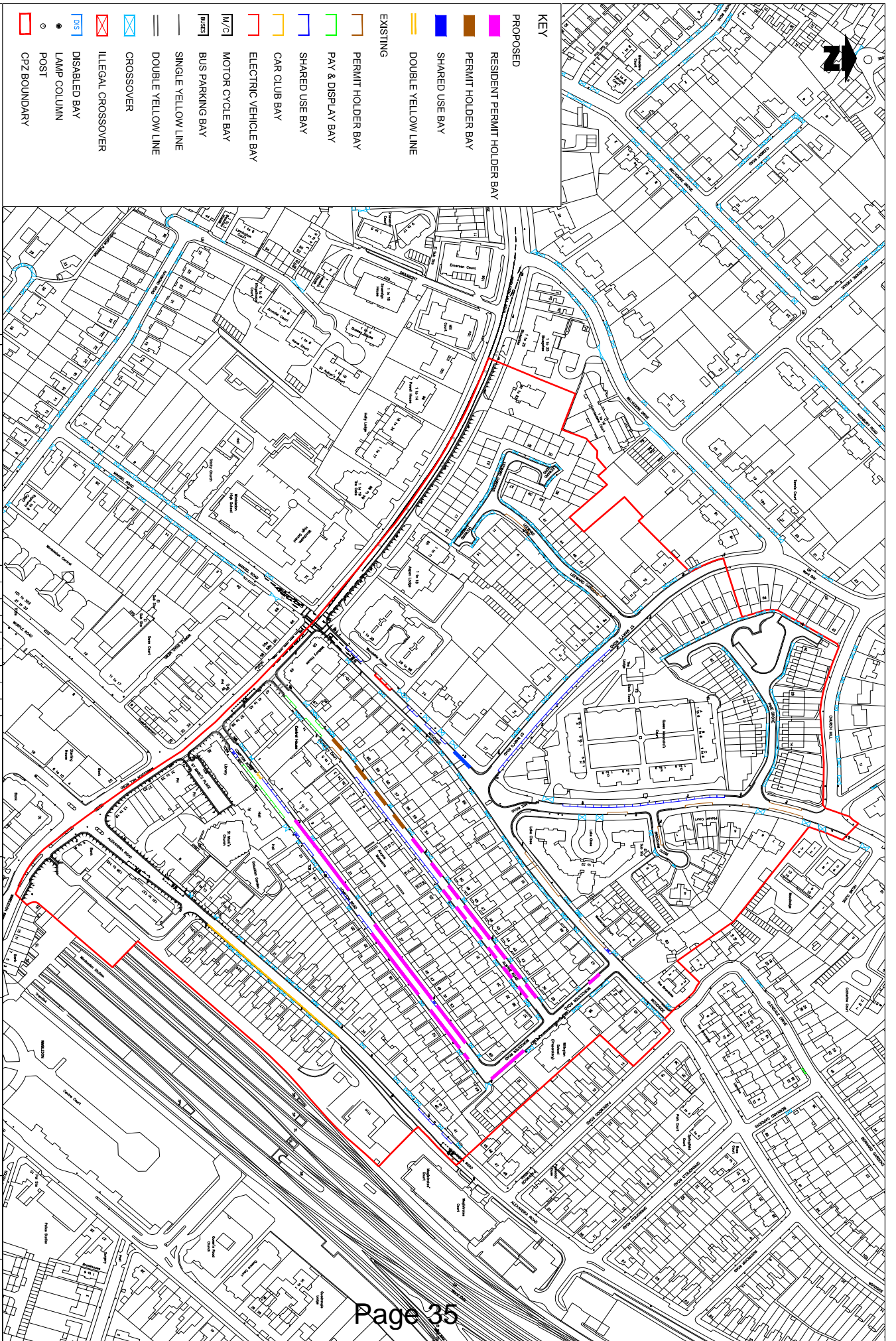
ILLEGAL CROSSOVER

DISABLED BAY

LAMP COLUMN

POST

CPZ BOUNDARY



Notes

Do not scale from this drawing

Street Scene & Waste
environment & regeneration

Approved by:	2017
Checked by:	2017
Drawn by:	2017

PROJECT
CONTROLLED
PARKING ZONES
W2 ZONE REVIEW
SCHEME LAYOUT

Merton Council
London Road
Morden, Surrey
SM4 9XQ
www.merton.gov.uk

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 refuge 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.

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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:
* 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.

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 Wellington 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 Wellington 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 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 73 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/cpzw2 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

phone: 020 36385394

Email: daniel.holden@merton.gov.uk

Cllr David Simpson

Phone: 020 85433764

Email: david.simpson@merton.gov.uk

Cllr David Williams

Phone: 020 89478835

Email: david.williams@merton.gov.uk

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

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Committee: Cabinet Member ReportDate: 18th September 2017

Wards: Wimbledon Hill

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

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Caroline Stanyon Tel: 020 8545 3214 caroline.stanyon@merton.gov.uk

Recommendations:

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

- A. Notes the result of the informal consultation carried out between 19 June and 17 July 2017 on the proposed extension of the existing CPZ operational hours and a general zone review.
- B. Agrees not to proceed with any amendment to the existing CPZ operational hours.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report presents the results of the informal CPZ review consultation undertaken with local residents and businesses of the W2 CPZ seeking their views on the extension of the current operational hours.
- 1.2. In light of the responses received it seeks approval to abandon any proposed amendments to the W2 CPZ thereby retaining the current Monday to Saturday 8.30am – 6.30pm operational hours.

2 DETAILS

- 2.1. In 2017 the Council received a petition from some residents of W2 CPZ (predominantly from Alwyne Road, Compton Road and Worcester Road) requesting an extension of the existing hours of operation due to parking difficulties in the evening and on Sundays.
- 2.2. Generally, residents feel that the problems are being caused by an increasing number of non-residents visiting the area for evening shopping and the growing numbers of entertainment/leisure activities in Wimbledon town centre.
- 2.3. The petition requested that the Council should extend the current CPZ hours (Monday to Saturday 8.30am - 6.30pm) to operate Monday to Saturday 8.30am – 11pm and 2pm – 6pm, in line with the neighbouring CPZs already operating in Wimbledon Town Centre.
- 2.4. In response to the petition and following discussions with Ward Councillors, it was agreed that the Council would undertake an informal consultation with residents and businesses of the W2 CPZ to seek their views on extending the existing hours of operation. At the same time, officers took the opportunity to ask if there were any other improvements that could be made to the operation of the CPZ.

3 CONSULTATION UNDERTAKEN OR PROPOSED

- 3.1. An informal consultation was undertaken between 19 June and 17 July 2017. The consultation documents are attached as Appendix A.
- 3.2. 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.
- 3.3. Residents and businesses were asked if they were generally satisfied with the current operational hours. They were also asked if they would support an extension to the CPZ hours as requested within the petition.
- 3.4. A further three questions asked consultees if they would support Sunday hours, giving two options for potential operational hours and consultees were also asked if they would support Sunday hours if it was supported by neighbouring roads.

- 3.5. The consultation resulted in a total of 135 online and 2 paper responses. After removing duplicate/multiple returns from some households this total was reduced to 108, producing an overall response rate of 15%.
- 3.6. Table 1 below shows response numbers and rates on a road by road basis (no responses were received from any of the commercial premises on Wimbledon Hill Road or St Marks Place).

Table 1 – Summary of Consultation Results

Road Name	No. of Properties	No. of Responses	Response rate %
Alexandra Road	109	2	3
Alwyne Road	72	21	29
Brockham Close	18	2	11
Compton Road	80	33	41
Lake Road (inc Lake Close)	50	1	2
Leeward Gardens	46	10	22
Pine Grove	48	18	38
St Mark's Place	11	0	0
St Mary's Road	92	4	4
Wimbledon Hill Road	49	0	0
Woodside Road	134	14	10
Worcester Road	13	2	15
TOTAL	722	108	15

- 3.7. Those within the zone were asked how satisfied they are with the current CPZ hours. Overall, the majority of respondents 57 (53%) said that they are satisfied with the current operational hours, 47 (43%) said they are not and 4 (4%) are unsure, as shown in Table 2.

Table 2 – Are you generally satisfied with the current CPZ hours?

Road Name	Are you generally satisfied with the current CPZ hours?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Alexandra Road	2	1	0	67	33	-
Alwyne Road	8	10	3	38	48	14
Brockham Close	2	0	0	100	0	-
Compton Road	8	24	1	24	73	3
Lake Road (inc Lake Close)	0	1	0	0	100	-
Leeward Gardens	8	2	0	80	20	-
Pine Grove	16	2	0	90	10	-
St Mark's Place	0	0	0	-	-	-
St Mary's Road	4	0	0	100	0	-
Wimbledon Hill Road	0	0	0	-	-	-
Woodside	8	6	0	57	43	-
Worcester Road	1	1	0	50	50	-
TOTAL	57	47	4	53	43	4

- 3.8. In response to the question of extending the operational hours, Table 3 below shows that 63 (58%) of respondents do not support a change in hours to Monday to Saturday 8.30am – 11pm and Sunday 2pm- 6pm as suggested by the petition.

Table 3 – Do you think the hours should be changed?

Road Name	Do you think the hours should be changed to Mon-Sat 8.30am-11pm and Sun 2-6pm?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Alexandra Road	1	2	0	33	67	-
Alwyne Road	10	9	2	48	42	10
Brockham Close	0	2	0	-	100	-
Compton Road	24	9	0	73	27	-
Lake Road (inc Lake Close)	0	1	0	-	100	-
Leeward Gardens	1	9	0	10	90	-
Pine Grove	0	18	0	-	100	-
St Mark's Place	0	0	0	-	-	-
St Mary's Road	0	4	0	-	100	-
Wimbledon Hill Road	0	0	0	-	-	-
Woodside	6	8	0	43	57	-
Worcester Road	1	1	0	50	50	-
TOTAL	43	63	2	40	58	2

- 3.9. Of the 44 respondents, the majority 34 (77%) said they would not support a change in hours even if neighbouring roads did. Only 6 (14%) said yes with 4 (9%) unsure. Road by road responses only from streets where responses were received are shown in Table 4.

Table 4 – Would you support extended hours if neighbouring roads did?

Road Name	Would you support extended hours if neighbouring roads did?					
	Yes	No	Unsure	% Yes	% No	% Unsure
Alexandra Road	0	2	0		100	-
Alwyne Road	2	3	2	29	42	29
Compton Road	3	3	1	43	43	14
Leeward Gardens	0	3	0	-	100	-
Pine Grove	0	15	1	-	94	6
St Mary's Road	1	3	-	25	75	-
Woodside	0	5	0	-	100	-
TOTALS	6	34	4	14	77	9

- 3.10. In response to question on the introduction of Sunday controls a majority 56% said that they would not support Sunday controls with 41% in support and 3% unsure. 95% of respondents said they would not change their minds and support Sundays if other roads did.
- 3.11. Only 45 (44%) of these 107 respondents indicated a preference for Sunday operational hours with 24 (53%) in favour of 10am – 4pm and 21 (47%) in favour of 12 – 6pm. Only streets where responses were received are shown in Table 5 below.

Table 5 – Which Sunday hours would you prefer?

Road Name	Which Sunday hours would you prefer?			
	12-6pm	10am-4pm	% 12-6pm	% 10am-4pm
Alwyne Road	4	9	31	69
Compton Road	12	10	55	45
Lake Road (inc Lake Close)	1	-	100	-
Leeward Gardens	-	2	-	100
Woodside	3	3	50	50
Worcester Road	1	-	100	-
TOTALS	21	24	47	53

- 3.12. The results of this consultation indicate that there is some support for change, mainly from those streets closest to the town centre where the petition originated, namely Alwyne Road, Compton Road and Worcester Road. However, given the geographical position of these roads within the CPZ, it is not possible to apply the extended hours of operation in these roads alone nor would it be possible to change the zone boundaries to include these roads. It is not possible to have 2 different hours of operation within one zone.
- 3.13. Based on the results there is no mandate to make any changes to the days / hours of operation within this zone.
- 3.14. Consultees were also asked to make suggestions as to how they thought the CPZ could be improved. Of those comments received the most frequent topics included:-
- additional on-street parking space including more provisions for residents and their visitors;
 - limits on the number of business permits issued;
 - more strict control on the usage of vehicles associated with Willington School.

3.15 Provision of additional on-street spaces

The current CPZ and its level of parking has been fully assessed and it has been concluded that given the number of existing vehicle crossovers and road layout there is no scope to provide any additional parking bays.

3.16 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 only be achieved by changing the existing designation of other bays within the CPZ, i.e. conversion of either shared-use or Permit holder parking to resident permit holders only. Random site visits have indicated relatively high levels of occupancy throughout the CPZ offering little scope for change. Conversion of bays would require collection of evidence to justify change in priority. Since this consultation was aimed at determining views of residents with regards to a change in hours of operation and some possible improvements, converting bays would need to be progressed as a separate project. Such a change often leads to strong objections and therefore further works would be required to be programmed and undertaken.

3.17 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 be issued for normal parking needs of employees or business clients.

3.18 Willington School

Officers are already in discussion with Willington School as to provision of a dedicated parking bay for the use of the school minibus in Worcester Road which could address residents' complaints concerning indiscriminate parking. Given the restrictions that are already in place, enforcement could address some of the concerns.

3.19 Ward Councillor Comments

The local Ward Councillors have been fully engaged throughout the consultation process and have been advised of the outcome of the consultation and officer's recommendations. The feedback received thus far notes the consultation results and accepts the suggested way forward. Whilst acknowledging that there is no appetite for change they also recognise that the petitioners will be disappointed. In the circumstances, given that there is clearly a perceived problem with evening parking in Alwyne and Compton Roads Councillors have asked that the Council continue to pursue suggestions and consider comments as to how issues may be alleviated in the future.

4 TIMETABLE

4.1 N/A

5 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

5.1. N/A

6 LEGAL AND STATUTORY IMPLICATIONS

6.1. N/A

7 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

7.1. N/A

8 CRIME AND DISORDER IMPLICATIONS

8.1. N/A

9 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

9.1. Residents who signed the original petition requesting an extension of the current CPZ operational hours and those, who as part of this review consultation, also indicated support for evening and/or Sunday controls, are likely to be disappointed with the recommendation to retain the 'status quo'. However, officers consider that as the majority of respondents are satisfied with the CPZ it would be inadvisable to proceed with any changes to the scheme at this present time.

10 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

- Appendix A – Informal Consultation documents

11 BACKGROUND PAPERS

11.1. N/A

ENVIRONMENT AND REGENERATION DEPARTMENT
Chris Lee - Director



Future Merton
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Direct Line: 020 8545 3837

My Ref: CPZ/W2Review
Please Ask For: Caroline Stanyon
Your Ref:

Date: 14 June 2017

Dear Resident / Business

W2 CONTROLLED PARKING ZONE (CPZ) REVIEW CONSULTATION – JUNE 2017

The safety of our residents and visitors to the borough is of high priority for us and the quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ), the W2 CPZ, was introduced in May 1996, following extensive consultation with local residents.

Since its introduction the CPZ appears to have been working well. However, the Council has recently received a petition from residents who are experiencing parking problems in their road(s) after 6.30pm and on a Sunday, when the CPZ does not operate. Generally, residents feel the problem is being caused by an increasing number of non-residents visiting the area for evening shopping and the growing number of entertainment/leisure activities in Wimbledon town centre.

As a result, the purpose of this leaflet is to seek your views on proposals to extend the operational hours of the W2 CPZ from Monday to Saturday 8.30am – 6.30pm to Monday to Saturday 8.30am – 11.00pm and Sunday between 2pm and 6pm.

As part of this review consultation, we would also like to take the opportunity to ask you if you have any other suggestions as to how you consider the W2 CPZ could be amended to improve road safety and better benefit you as residents.

Potential outcomes of this consultation could include:-

- Retention of the status quo e.g.: no change to operational days/hours or zone boundary
- A change in the operational hours
- Amendment to the boundary of zone
(subject to the outcome of the informal consultation the zone may be sub-divided between those who opt for extended hours of operation and those who do not i.e. retention of the 'status quo')
- Changes to waiting restrictions
- Changes to types of bays

A plan of the existing CPZ is enclosed, although due to the scale it may be preferable to view this from the website, and we would also suggest that to help you when making your decisions and, before you complete the online questionnaire, you consider the following text overleaf.

London Borough of Merton Civic Centre, London Road, Morden, SM4 5DX 020 8274 4901 merton.gov.uk

Operational hours

If the CPZ hours are extended to Monday to Saturday 8.30am – 11pm and Sunday 2pm – 6pm, although offering maximum protection against both short and long term parking, the scheme will be less flexible for both you and your visitors.

Residents, who currently do not park on-street during the daytime and have no access to off-street parking facilities, would now need to purchase a permit to park in their road in the evening. In addition, anyone visiting after 6.30pm and parking on-street, would need to display a visitors' parking permit in their car.

If the CPZ hours are extended and you have a supply of existing W2 CPZ half-day visitor permits (valid 8.30am – 2pm or 12pm – 6.30pm) they will remain valid.

Permit costs

The standard annual parking permit charges apply regardless of the operational hours and days of the zone. The Council has recently agreed the introduction of a new diesel levy for resident, business and trade parking permits and reduced permit charge for electric vehicles. This levy is in addition to the cost of the permit. For information on the diesel levy please visit <http://www.merton.gov.uk/transport-streets/parking/parkingconsultations/diesellevy.htm>

Further information on how CPZs work and details of permit costs can be found on the Council website at the following links <http://www.merton.gov.uk/transport-streets/parking.htm> and <http://www.merton.gov.uk/transport-streets/parking/cpz.htm>

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve statutory consultation, will be subject to the responses received during this consultation. This informal consultation will 'go live' on Monday 19 June 2017.

We would ask that you submit your questionnaire online using the following link <http://www.merton.gov.uk/transport-streets/parking/cpz/w2review>.

The online system has been created to keep costs down and allow the Council to process your views more efficiently. Anyone who does not have access to a computer can contact the Council and a hard copy of the questionnaire will be provided. Please let us have any comments or suggestions you may have by Monday 10 July 2017.

We regret that due to the number of responses received during an informal consultation it will not be possible to individually reply to each respondent.

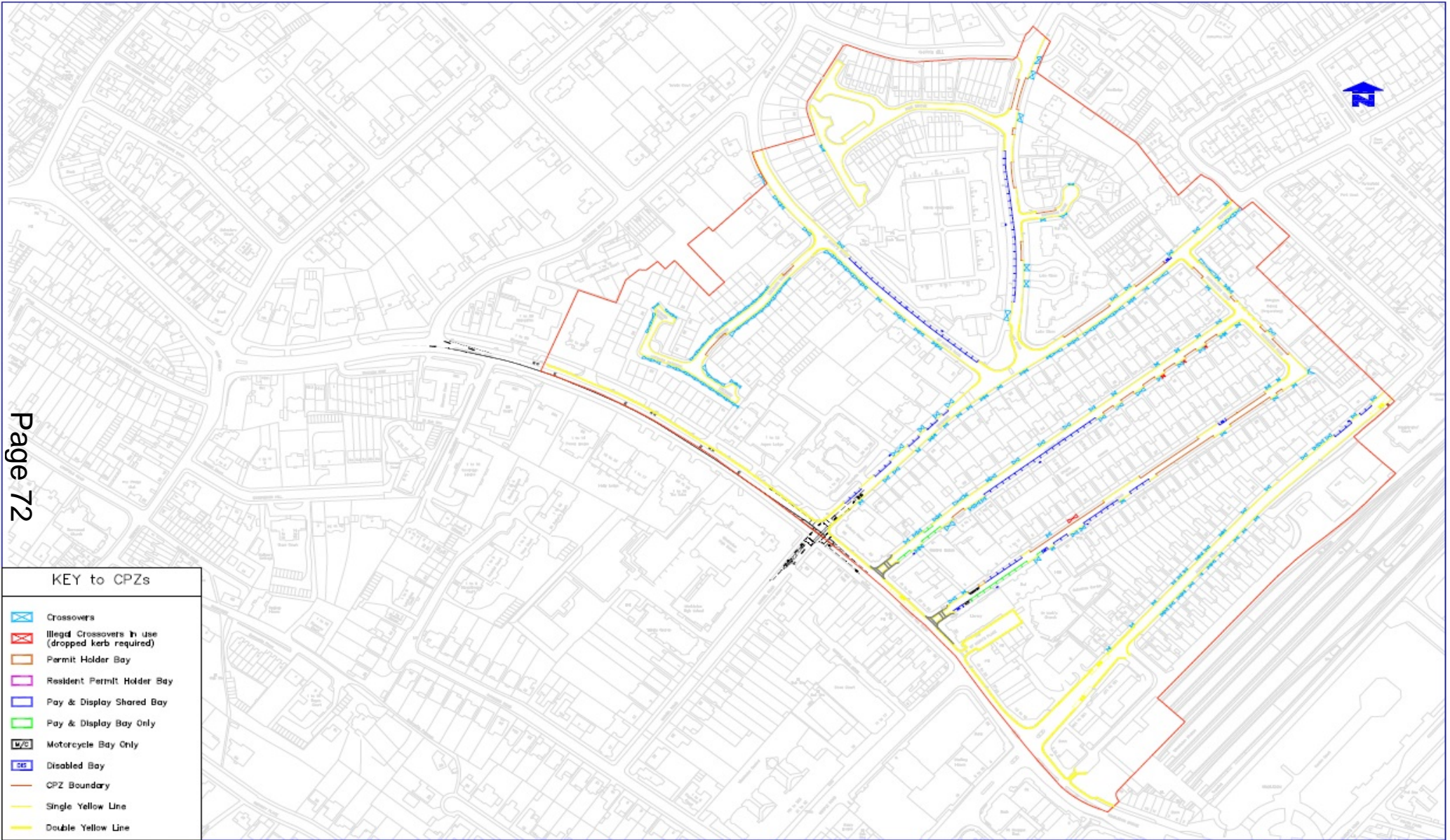
WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Cabinet Member for Regeneration, Environment and Housing. Once a decision is made you will be informed accordingly. The website will also be updated.

Yours sincerely,

A C Stanyon

Caroline Stanyon
Parking Engineer [futureMerton]
Environment and Regeneration [London Borough of Merton]
Email: caroline.stanyon@merton.gov.uk



KEY to CPZs

- Crossovers
- Illegal Crossovers in Use (dropped kerb required)
- Permit Holder Bay
- Resident Permit Holder Bay
- Pay & Display Shared Bay
- Pay & Display Bay Only
- Motorcycle Bay Only
- Disabled Bay
- CPZ Boundary
- Single Yellow Line
- Double Yellow Line

Notes
Do not scale from this drawing

Rev	Revised	Drawn	By	Date	Checked	By	Date	Approved	By	Date
A	QUARRES ON HENLEIGH HILL RD AND LAKE ROAD	AC	AC	22/08						
B	SNAGGING ISSUES	AC	AC	12/01						

Drawn	By	Date	Checked	By	Date	Approved	By	Date

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn	By	Date

PROJECT
CONTROLLED PARKING ZONES (W2)

TITLE
CPZ LAYOUT

merton
Merton Civic Centre
London Road
Morden, Surrey
SM4 6DX
www.merton.gov.uk

Drawings: 278-343-01
Plan: B
Scale: SNAGGING
Date: NTS

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 Regeneration, Housing and Transport

3. Date of Decision

11/10/2019

4. Date report made available to decision maker

11/10/2019

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 result of the informal consultation carried out between 16 May and 14 July 2019 on the general review of the existing zone with a more specific proposal of increasing the operational hours of the existing CPZ.
- B. Agrees not to proceed with making any change to the existing CPZ operational days and hours.
- C. Agrees to proceed with a statutory consultation on proposals to introduce additional Parking bays in Alwyne Road and Woodside operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-356-01B and attached at appendix 1.
- D. Agrees 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.
- E. Agrees 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 as shown in Drawing No. Z78-356-01B and attached in Appendix1
- F. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) A majority of residents did not support extending controlled parking control hours.
 - 2) On Alwyne Road and Woodside, I recognise there is many differing views on creating additional parking bays and the statutory consultation would elicit support or otherwise for the proposal.

8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking needs of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users. 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.

8.2 Extend the days and hours of operation of the zone. This, however, would be against the wishes of the majority of those who responded to the consultation.

Declarations of Interest None

None



Cllr Martin Whelton
Cabinet member for regeneration, housing and transport
11 October, 2019

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.

*There is no need to resend Street Management Advisory Committee reports.

Committee: Cabinet Member Report

Date: 09 October 2019

Wards: Hillside

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

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Paul Atie, Tel: 020 8545 3337 Email: <mailto:paul.atie@merton.gov.uk>

Recommendations:

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

- A. Notes the result of the informal consultation carried out between 16 May and 14 July 2019 on the general review of the existing zone with a more specific proposal of increasing the operational hours of the existing CPZ.
 - B. Agrees not to proceed with making any change to the existing CPZ operational days and hours.
 - C. Agrees to proceed with a statutory consultation on proposals to introduce additional Parking bays in Alwyne Road and Woodside operational Monday to Saturday between 8.30am and 6.30pm as shown in Drawing No. Z78-356-01B and attached at appendix 1.
 - D. Agrees 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.
 - E. Agrees 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 as shown in Drawing No. Z78-356-01B and attached in Appendix1
 - F. 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 informal CPZ review consultation undertaken with local residents and businesses within W2 CPZ seeking their views on the extension of the current operational hours.
2. It seeks approval to progress the above recommendations.

1 DETAILS

- 1.1. In 2017 the Council received a petition from some residents of W2 CPZ (predominantly from Alwyne Road, Compton Road and Worcester Road) requesting an extension of the existing hours of operation due to parking difficulties in the evenings and on Sundays.
- 1.2. Generally, residents feel that the problems are being caused by an increasing number of non-residents visiting the area for evening shopping and the growing number of entertainment/leisure activities in Wimbledon town centre.
- 1.3. The petition requested that the Council should extend the current CPZ hours (Monday to Saturday 8.30am - 6.30pm) to operate Monday to Saturday 8.30am – 11pm and 2pm

– 6pm, in line with the neighbouring CPZs already operating in Wimbledon Town Centre.

- 1.4. In response to the petition and following discussions with Ward Councillors, it was agreed that the Council would undertake an informal consultation with residents and businesses of the W2 CPZ to seek their views on extending the existing hours of operation. At the same time, officers took the opportunity to ask if there were any other improvements that could be made to the operation of the CPZ.

2 CONSULTATION UNDERTAKEN OR PROPOSED

- 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 questionnaires returned representing a response rate of 15%. Of the 108 who responded, 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 decision was not to proceed with the extension of the days and hours of operation of the zone.

2.4 SECOND INFORMAL CONSULTATION

- 2.5 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.
- 2.6 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. A copy of the consultation document is attached as Appendix 2.
- 2.7 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:-
 - 2.7.1 Possible amendment to the boundary of zone – based on the results, there may be 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.

3.7.2 Retention of the status quo e.g. no change to operational days/hours or zone boundary.

3.7.3 A change in the operational hours and days of the whole controlled zone.

3.8 Aside from the hours of the CPZ, the proposals also included the following:

- 'At any time' double yellow lines at key locations such as at junctions.
- Additional pay and display shared use bays (for use by permit holder and P&D);
- Additional Permit holder bays for use by residents, businesses and their visitor.
- 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 those parking spaces.

3.9 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%.

Table 1

Road Name	No. of Properties	No. of Responses	Response rate
Alexandra Road	109	3	3%
Alwyne Road	72	40	55%
Brockham Close	18	3	17%
Compton Road	80	25	30%
Lake Road (inc Lake Close)	50	2	4%
Leeward Gardens	46	6	13%
Pine Grove	48	6	13%
St Mark's Place	11	0	0%
St Mary's Road	92	2	2%
Wimbledon Hill Road	49	2	4%
Woodside	134	14	10%
Worcester Road	13	5	38%
TOTAL	722	108	15%

3.10 Those within the zone were asked how satisfied they are with the current CPZ hours. Overall, the majority of respondents 56 (53%) said that they are satisfied with the current operational hours, 43 (43%) said they are not and 4 (4%) are unsure. Results are set out in table 2.

Table 2

Road Name	No. of Responses	Are you generally satisfied with the current operational hours of W2 CPZ?					
		Yes		No		Unsure	
Alexandra Road	3	2	67%	1	33%	0	0%
Alwyne Road	40	22	55%	16	45%	2	0%
Brockham Close	3	3	100%	0	0%	0	0%
Compton Road	25	7	28%	17	68%	1	4%
Lake Road (inc Lake Close)	2	2	100%	0	0%	0	0%
Leeward Gardens	6	4	67%	0	0%	2	33%
Pine Grove	6	5	83%	1	17%	0	0%
St Mark's Place	0	0	0%	0	0%	0	0%
St Mary's Road	2	2	100%	0	0.0%	0	0.0%
Wimbledon Hill Road	2	1	50%	1	50.0%	0	0.0%
Woodside	14	6	43%	7	50.0%	1	7.0%
Worcester Road	5	2	40%	3	60.0%	0	0.0%
TOTAL	108	56	53%	46	43%	6	4%

3.11 In response to the question of changing operational days, the response was a majority of 56% who do not support a change.

Table3

Road Name	No. of Responses	Do you think the times (Monday to Saturday) need to be changed?					
		Yes		No		Don't know	
Alexandra Road	3	0	0%	3	100%	0	0%
Alwyne Road	40	17	43%	23	57%	0	0%
Brockham Close	3	0	0%	3	100%	0	0%
Compton Road	25	17	68%	7	28%	1	4%
Lake Road (inc Lake Close)	2	0	0%	2	100%	0	0%
Leeward Gardens	6	2	33%	4	67%	0	0%
Pine Grove	6	1	17%	5	83%	0	0%

St Mark's Place	0	0	0%	0	0%	0	0%
St Mary's Road	2	0	0%	2	100%	0	0%
Wimbledon Hill Road	2	1	50%	1	50%	0	0%
Woodside	14	7	50%	7	50%	0	0%
Worcester Road	5	2	40%	3	60%	0	0%
TOTALS	108	47	44%	60	56%	1	1%

3.12 In response to the question of extending the operational hours, a majority of 54% of respondents do not support a change in the hours of operation.

Table 4

Road Name	No. of Responses	If yes, which hours of operation would you prefer?					
		8.30am - 9pm		8.30am - 11pm		no change	
Alexandra Road	3	0	0%	0	0%	3	100%
Alwyne Road	40	4	10%	14	35%	22	55%
Brockham Close	3	0	0%	0	0%	3	100%
Compton Road	25	5	20%	13	52%	7	28%
Lake Road (inc Lake Close)	2	0	0%	0	0%	2	100%
Leeward Gardens	6	1	17%	1	17%	4	67%
Pine Grove	6	0	0%	1	17%	5	83%
St Mark's Place	0	0	0%	0	0%	0	0%
St Mary's Road	2	0	0%	0	0%	2	100%
Wimbledon Hill Road	2	1	50%	1	50%	0	0%
Woodside	14	0	0%	7	50%	7	50%
Worcester Road	5	1	20%	1	20%	3	60%
TOTAL	108	12	11%	38	35%	58	54%

3.13 In response to question on the introduction of Sunday controls a majority 60% said that they would not support Sunday controls with 40% in support and 3% unsure.

Table 5

Road Name	No. of Responses	Would you support the zone operating days to be changed to include Sunday?			
		Yes		NO	
Alexandra Road	3	0	0%	3	100%
Alwyne Road	40	13	33%	27	67%
Brockham Close	3	0	0%	3	100%
Compton Road	25	19	76%	6	24%
Lake Road (inc Lake Close)	2	0	0%	2	100%

Leeward Gardens	6	2	33%	4	66%
Pine Grove	6	1	17%	5	83%
St Mark's Place	0	0	0%	0	0%
St Mary's Road	2	0	0%	2	100%
Wimbledon Hill Road	2	1	50%	1	50%
Woodside	14	6	43%	8	57%
Worcester Road	5	1	20%	4	80%
TOTAL	108	43	40%	65	60%

3.14 The result of this consultation indicates that there is 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.

3.15 Based on the results there is no mandate to make any changes to the days / hours of operation within this zone.

3.16 Consultees were also asked to make suggestions as to how they thought the CPZ could be improved. Of those comments received the most frequent topics included:-

- additional on-street parking space including more provisions for residents and their visitors;
- limits on the number of business permits issued
- strict control on the usage of vehicles associated with Willington School
- Strict control on the number of annual visitor's permit issued
- some objections to the proposed additional parking bays in Alwyne Road

3.17 Provision of additional on-street spaces

The current CPZ and its level of parking has been fully assessed and it has been concluded that given the number of existing vehicle crossovers and road layout, there is scope to provide additional parking bays.

3.18 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 Alwyne Road, Compton Road and Worcester Road. There are some parking capacity in other roads within the CPZ that business permit holders can use.

3.18.1 It is also proposed to introduce additional parking bays in Alwyne Road, Woodside and if possible, some other locations as identified by the Resident Association.

3.18.2 Random site visits have indicated relatively high level of occupancy throughout these three roads closest to the town centre offering little or no spare parking capacity. The informal consultation was aimed at determining views of residents with regards to a change in hours of operation and some possible improvements. The proposed change (additional parking bays in Alwyne Road) may lead to strong objections from some residents of Alwyne Road who appear to be against 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 and make every effort to meet the needs of permit holders, it is recommended that a statutory consultation is undertaken for the proposed additional parking bays in Alwyne Road including other locations and the conversion of the existing permit holder bays in Alwyne Road, Compton and Worcester Road to Residents permit holder only bays.

3.19 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.

3.20 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 as shown in the photo attached appendix 3. The Council has recently written to these properties 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 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. Should this fail, bollards will be erected at the back of the footway.

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

3.21 Ward Councillor Comments

The local Ward Councillors have been fully engaged throughout the consultation process. At a meeting in July 2019 with the local Ward Councillors the outcome of the consultation, comments received from residents during the informal consultation and officer's recommendations were discussed. It was agreed that the Ward Councillors would meet with the Residents Association and the local residents in September before officers finalise the Cabinet Member report. Following a discussion between the Ward Councillors and the local residents Association representative, the Ward Councillors have made the following comments:

- *There is a welcome to the plans to create resident only parking bays and would like these to be as extensive as possible*
- *Also a welcome of the removal of business parking into St Georges*

- *The proposed increase in the number of parking bays in Alwyne has provoked a mixed response and we understand you have said you would undertake a statutory consultation on this vexed issue to ascertain the way forward. It would be good to get an estimate when this is likely to take place?*
- *It is important that those homes which have illegal cross overs are informed and given the opportunity to have a legal cross over if eligible.*
- *Some of the proposed new parking bays in Alwyne look as if they might restrict the access to off-street parking - could this be double checked?*
- *WEHRA Chairperson has expressed concern on the growing number of existing parking bays which are being switched to electric charging points or taken by car clubs - this needs to be 'put into the mix' and to be monitored.*
- *It would be good if more could be done to weed out abuses of parking permits particularly ANVIS ones but it is acknowledged that the few cases reported previously were clear cut. However it would be beneficial if the rules on parking permit usage i.e. an offence to sell on etc. could be restated to all permit holders when they renew.*
- *Dialogue with school about coaches and parental parking at the beginning and end of the school day also needs to be pursued (with some acknowledgement of the fact that these are younger children)*

4 PROPOSED MEASURES

- 4.1 Based on the results of the informal consultation, it is recommended not to proceed with any changes to the existing CPZ operational days and hours. However, it is recommended that a statutory consultation is carried out to
- convert some existing permit parking bays in Alwyne Road, Compton Road and Worcester Road to Resident permit holders only
 - introduce additional parking bays in Alwyne Road, Woodside and if possible, some other locations as identified by the Resident association.
 - Replace existing single yellow lines with double yellow lines at all the junctions throughout the zone.
- 4.2 Details of the above are shown in Drawing No. Z78-361-01 and attached 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 informal consultation, 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 Extend the days and hours of operation of the zone. This, however, would be against the wishes of the majority of those who responded to the consultation.

6. TIMETABLE

- 6.1 If agreed, the statutory consultation is planned to be carried out during January 2020. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Wimbledon Times and the London Gazette.

The documents will also be available at the Link, Civic Centre, at Wimbledon Library and on the website. A newsletter will also be distributed to all consultees. It will detail the result of the informal consultation; Council's intention of undertaking of the statutory consultation on the proposed improvements and a plan.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed changes is estimated at £25k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The cost of this proposal can be from the Environment and Regeneration revenue budget for 2019/20 for Parking Management schemes.

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 any prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 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

1.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

11.1 The risk of not introducing the proposed improvements is that the existing parking difficulties would continue and it would do nothing to assist the residents. It will also do nothing to address the obstructive parking that has been identified.

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 neighborhood 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. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

13.1 The conversion of the existing single yellow lines to double yellow lines at all the junctions will ensure that safety, access and sightlines are maintained at all times.

Appendices

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

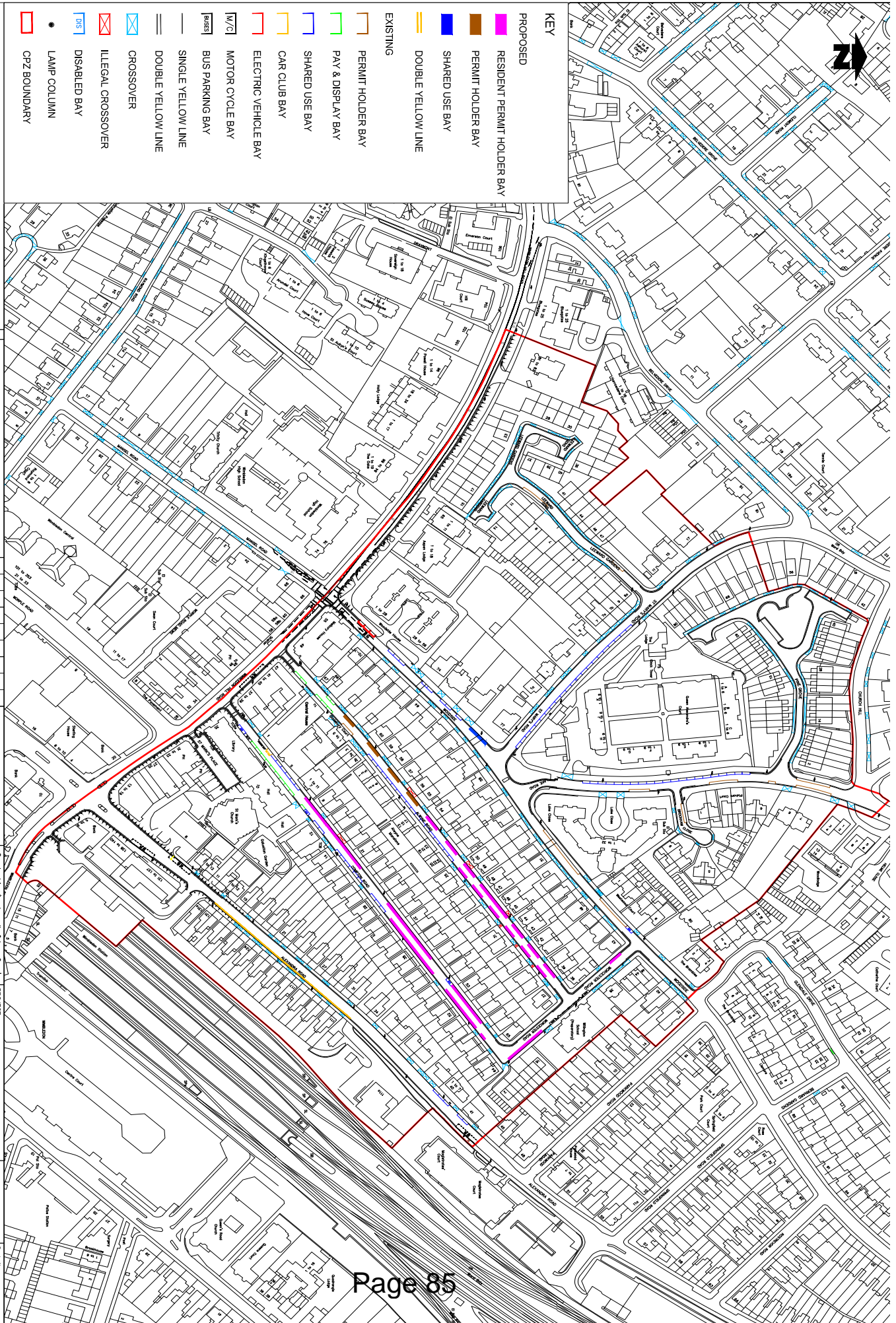
Appendix A - Drawing Nos. Z78-356-01B

Appendix 2 – informal consultation leaflet

Appendix 3 – photo of damage footway by illegal crossing.

BACKGROUND PAPERS

W2 CPZ review report dated 18-09-2017.



NOTES
Do not scale from this drawing

- 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
 - █ MOTOR CYCLE BAY
 - █ BUS PARKING BAY
 - █ SINGLE YELLOW LINE
 - █ DOUBLE YELLOW LINE
 - █ CROSSOVER
 - █ ILLEGAL CROSSOVER
 - █ DISABLED BAY
 - █ LAMP COLUMN
 - █ CPZ BOUNDARY

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

Approved/Reviewed upon the Greater London Authority's Strategic Transport Plan 2017	2017
Approved/Reviewed upon the Greater London Authority's Strategic Transport Plan 2017	2017
Approved/Reviewed upon the Greater London Authority's Strategic Transport Plan 2017	2017

PROJECT
CONTROLLED PARKING ZONES
W2 ZONE REVIEW
SCHEME LAYOUT

menton
Menton Civic Centre
London Road
Morden, Surrey
S14 5DX
www.menton.gov.uk

Consultation No. Z87-361-01
Consultation CONSULTATION
NTS

Controlled Parking Zone (CPZ)

Zone W2 review - Compton Road area



ISSUE DATE : 16 MAY 2019

Dear Resident / Business

You may remember that the Council conducted an informal consultation in June 2017 on proposals to extend the existing days and hours of operation of your parking zone. However, due to the poor response rate and lack of overall support the proposals did not go ahead. Since then the Council, the Cabinet Member and ward Councillors have received a number of communications from Compton Road, Alwyne Road and Worcester Road, asking for a fresh consultation to be carried out.

As a result, the purpose of this leaflet is to seek your views on proposals to extend the operational hours of W2 CPZ, currently Monday to Saturday between 8.30am and 6.30pm to between 8.30am and 11pm and also to include Sunday between 2pm and 6pm or 10am and 4pm.

There are several potential outcomes of this consultation; these include:-

1. Amendment to the boundary of zone - there may be 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. Retention of the status quo e.g. no change to operational days/hours or zone boundary
3. A change in the operational hours and days of the whole controlled zone

Regardless of the outcome, the Council will progress the introduction of new and additional parking spaces where it is safe and convenient as indicated on the plan. We will also recommend the introduction of the proposed double yellow lines where it is considered essential to maintain access at all times.

It is also proposed to convert some of the existing permit holders bays in Compton Road, Alwyne Road and Worcester Road to Resident permit holder only bays. Business permits will **not** be valid in those parking spaces.

A plan of the proposal is enclosed. Due to the scale it may be preferable to view this from the website www.merton.gov.uk/cpzw2review

Operational hours

- If the CPZ hours are extended to Monday to Saturday 8.30am – 11pm and Sunday 2pm – 6pm, it will offer maximum protection against both short and long term parking from non residents; however, the scheme will inevitably be less flexible for both you and your visitors who will need to display a visitor parking permit.
- If the CPZ hours are extended and you have a supply of existing W2 CPZ half-day visitor permits (valid 8.30am – 2pm or 12pm – 6.30pm) they will remain valid.

Permit costs

Currently the standard annual parking permit charges apply regardless of the operational hours and days of the zone.

However, it is important to note that the Council has just completed a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although you are being consulted on the existing permit prices, should the proposed parking charges be implemented, you would need to pay the new charges upon the renewal of your permits. The information can be found on the Council's website using the following links. www.merton.gov.uk/parkingconsultation2019

YOUR VIEWS COUNT

The decision on whether or not to proceed with the next step, which would be a statutory consultation on the proposals, will depend on the number and content of the responses received during this consultation. We would ask that you submit your questionnaire online using this link www.merton.gov.uk/cpzw2review

As part of this review consultation, we would also like to take the opportunity to ask you if you have any other suggestions as to how you consider the W2 CPZ could be amended to improve road safety and better benefit you as residents.

The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **7 June 2019** and it is only one vote per household or business.

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within

the proposed measures where appropriate.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Transport. Once a decision is made you will be informed accordingly. The website will also be updated.

HILLSIDE WARD COUNCILLORS

Cllr Daniel Holden

phone: 020 36385394

Email: daniel.holden@merton.gov.uk**Cllr David Simpson**

Phone: 020 85433764

Email: david.simpson@merton.gov.uk**Cllr David Williams**

Phone: 020 89478835

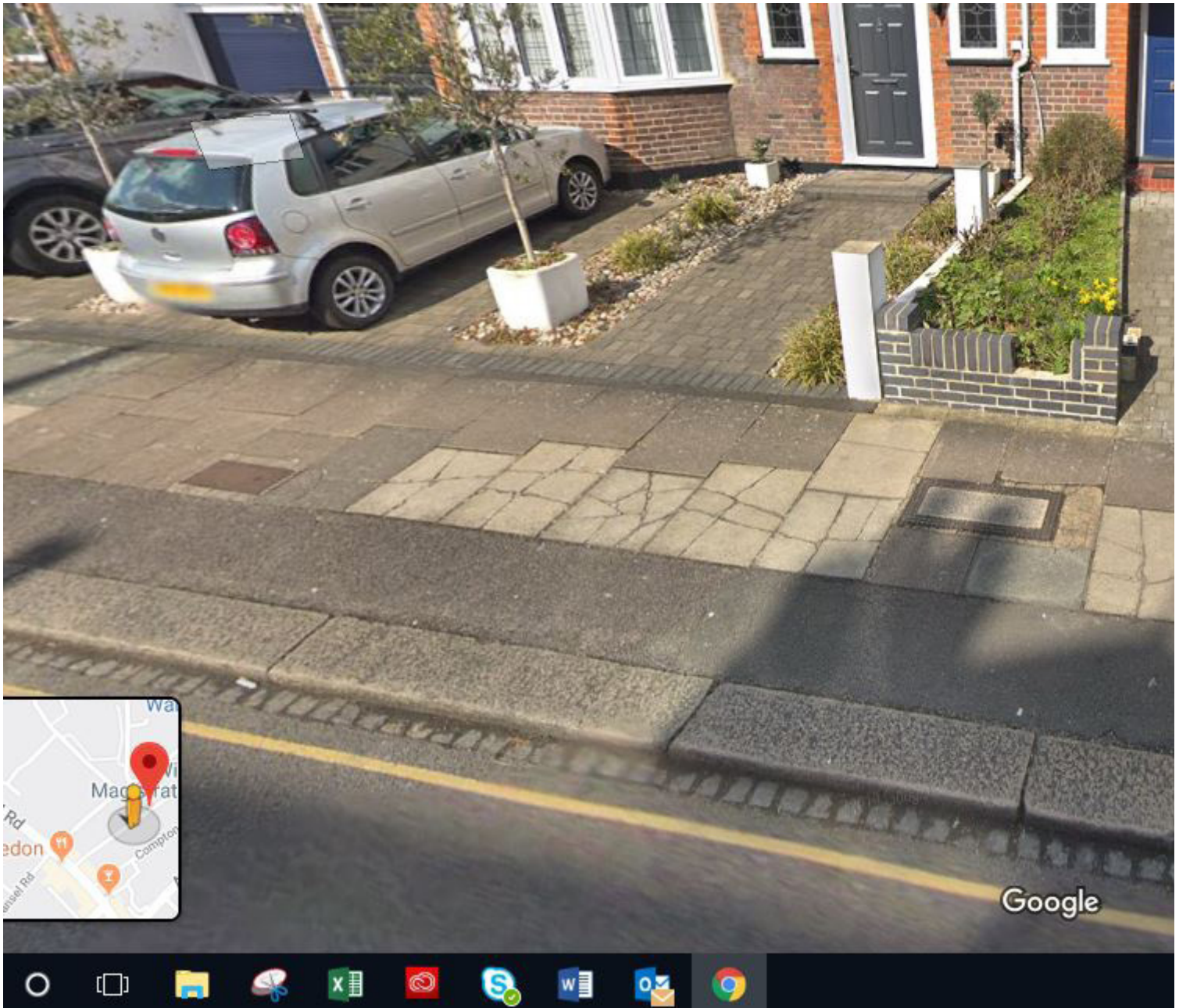
Email: david.williams@merton.gov.uk**Cabinet Member for Regeneration, Transport and Housing.**

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 Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

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

Rosie Mckeever

From: Paul Atie
Sent: 19 November 2021 15:04
To: Councillor David Simpson; Councillor David Williams; Councillor Daniel Holden
Cc: Councillor Martin Whelton
Subject: RE: W2 CPZ outcome of the meeting
Attachments: Z78-361-02.pdf

Dear Councillors

Following our meeting on 11th November, please see below tables that sets out the number of parking bays in each road, (existing and proposed) and the number of permits issued.

Alwyne Road	Existing	Proposed
Permit holder bays	12	7 <i>1 bay is being removed from the original proposal due to a new crossover</i>
Resident only bays	0	30
Shared use bays	18	18
Pay and Display bays	7	7
total	37	62

Excluding shared use bays that can be used by P&D users therefore cannot be guaranteed for permit holders, currently there are 12 parking bays available to residents and if the additional parking bays are implemented, there will be 37 parking bays available to residents and their visitors. 35 resident permits have been issued to Alwyne Rd residents and 1 annual resident permit. This does not include the daily resident permits.

The additional bays will ensure that those who have purchased a permit can access a parking bay. Where the road space exists to provide safe parking bays, it is unreasonable to expect permit holders from this road to attempt to find a space in Lake Rd or St Mary's Rd

Compton Road	Existing	Proposed
Permit holder bays	48	0
Resident only bays	0	54
Shared use bays	17	17
Pay and Display bays	9	9
total	74	80

Excluding shared use bays that can be used by P&D users therefore cannot be guaranteed for permit holders, currently there are 48 parking bays available to residents and if the additional parking bays are implemented there will be 54 parking bays available to residents and their visitors. 43 resident permits have been issued to Compton Rd residents; 3 annual resident permits; 2 carer permits and 3 business permits. This does not include the daily resident permits

As discussed, it is very difficult to understand the reasons provided by those residents who do not want the parking bays.

It is claimed that the proposed parking bays would cause access / egress problems when using their crossover. However, the idea of double yellow lines that would address this alleged problem is also

rejected. It appears that it is being suggested that legally marked parking bays would cause a problem but uncontrolled parking bays in the evenings that are more likely to cause an obstruction do not cause a problem!

As explained, normally a parking bay is marked between 0.6 and 1m away from the edge of a crossover. In this instance, the bays are proposed in excess of 1m. Those who have difficulties using their crossover should not be reversing into the public highway. By driving out, they should not face any difficulties.

In terms of the illegal off street parking that will be addressed regardless, the options include bollards to the back of the footway which would unnecessarily reduce width of the footway or parking bays that can be used by residents. Obviously parking bays are a better and more useful option.

Alwyne Mansions are in need of parking facility and it should not be for those who have off street parking to dictate that their neighbours without off street parking who have purchased a permit should park elsewhere.

Having re-read the objections, officers cannot see any valid reasons not to provide the much needed parking bays that can be utilised by those who have purchased permits in good faith and expect a reasonable level of service that in this case is deliverable.

In terms of the proposed double yellow lines, these are necessary to serve as passing gaps.

Officer's recommendations will be for the bays to be introduced.

As always alternative options will be provided to the Cabinet Member. One of the options would be that if the additional parking bays are not implemented, a statutory consultation would be carried out to convert existing single yellow lines to double yellow lines on the northwest side of Alwyne Road and passing gaps in Compton Road.

Bollards will be placed at the back of the footway to stop vehicles crossing of the footway illegally.

As explained at our meeting, please provide your comments for the purpose of the report and if you are offering any alternative option, please ensure that a justification is also provided.

As you are aware, this project has been outstanding since 2019 (across 3 financial year) and it is affecting our overall programme and budget and we really do need to bring it to a close. It is our intension to submit a report to the Cabinet Member for his decision no later than 6th December 2021. We would, therefore, appreciate your comments by 3rd December 2021.

Regards,
Paul



Paul Atie
Senior Engineer, Parking
020 8545 3337
paul.atie@merton.gov.uk



W2 Controlled Parking Zone Review - 10 Comments

Yes, extend the zone to include Parkwood Road (this was included in the original CPZ). It doesn't make any sense for Alexandra Road residents to have to go all the way to Compton or Woodside when Parkwood is the closest road to them.

Particularly Alwyne Road becomes very crowded with cars parking on Saturday night and Sunday. Not only is this inconvenient for parking our car, but also builds up the cars on BOTH sides of the street making it very narrow and dangerous for children crossing. I believe we must stop people parking on the yellow line down Alwyne Road on Saturday evening and Sunday, in addition to the parking bays. Thanks

Never seen any problems in any of the roads around us

Take Pine Grove and the back end of Woodside out of zone W2

Designate a resident-only parking area (e.g. left side along Alwyne Road) as high demand for parking spaces means that people will pay hourly parking charges and therefore there will be only a minor reduction in traffic and struggle for residents to find a parking space will continue.

Woodside is a very busy road and double parking in the evening is not helpful. There fore it would be safer if cars were not able to park on the side of the road where the houses are particularly near the traffic lights.

There is no need for Pine Grove to have any extended parking restrictions, we have no issues with parking. The introduction of additional parking restrictions would cause issues that don't exist today. I appreciate neighbouring streets may have parking issues and suggest the additional restrictions are applied to these roads only and not extended to Pine Grove.

Businesses in the borough pay extremely high rates why would the council want to discourage visitors who spend money in the district? Give free parking in one of the council owned car parks outside of office hours to discourage on street parking. Love Wimbledon does a great job at promoting the district and should be supported.

I welcome the current propose.

The existing parking layout works well in providing a reasonable degree of access for all users. I am concerned that further restrictions would be likely to produce unintended consequences through reducing parking for visitors.

Existing parking layout works well, no need to change it.

Happy with status quo.

No cars should be allowed to park on the footpaths. In this area, with thousands of school children, commuters and local people on foot, it is terribly dangerous and wrong to have vehicles mounting the pavement. It also makes driving difficult for those trying to get through on the roads, by causing congestion and making the roads look disorganised and irregular.

I do not like cars parking up on the footpath right in front of the entrance to my home, (within 1m in some cases, when people with huge 4x4s park). The lines to show where parking spaces are, are faded and need repainting. We need to have individual spaces designated and marked, to ensure all the spaces are used correctly. Thank you

Create a designated school drop-off point, possibly in Mansell Road. School run making Woodside hazardous for pedestrians in the morning.
Why should those houses with dropped curbs have basically a free parking space totally for themselves? People should be able to park on the single yellow lines along dropped curbs. It makes a mockery of green issues as the Council, by allowing this, is supporting parking diesel cars (with no requirement for a residents permit) on former front gardens.
We need bigger parking bays in Compton Road. A lot of space is held back to allow residents who have paved over their front gardens get in and out - the space allowed for this should be minimised so the use of the remaining space can be maximised for those residents who have not taken this environmentally unfriendly route.
There are already too many parking restrictions, which are killing our high streets. More must be done to attract shoppers to local retailers, including the relaxation of these parking restrictions.
The local school should park their minibuses on school property. They currently use up residential parking spaces, which it makes it even harder to find a spot, especially considering most people in the road have 2 cars!
It is very difficult to find a parking space on Compton Road at the weekend and almost impossible to find a space on Sunday afternoons and evenings. The controlled parking hours should definitely be extended. I have found myself restricting my movements on the weekend, particularly on Sundays I often have to leave my car parked in the same spot over the weekend to prevent against having to park a few streets away which I have often had to do.
There used 2 b (not sure if it still operates) a difference in hourly (parking) rates at the top of Alwyne (by W/Don Hill) & rest of Alwyne (> Worcester Rd). This caused real confusion. Think (if this still exists) there should be a common rate along the whole street. Plus, if changes r implemented, it must be made obvious that parking charges apply > both sides of the street (often can't get in my driveway as people encroach over it- even though I have a drop kerb/pavement crossover.)
You cannot extend hours in Hillside unless you also extend hours in 3F & other nearby CPZ. Visitors who park in Hillside will simply choose to park in 3F to avoid parking fees. I cannot park near my house after 6.30 or on Sundays due to non residents parking in 3F to visit theatre, cinema and restaurants. There are no nearby car parks (council has sold the theatre car park and Morrisons will be going soon). You completely ignored our petition for traffic calming in South Park Rd !!!!)
This proposal will have a significant detrimental impact on the local area and on my family. It will diminish the attraction of the area for a night out, reducing its attractiveness to the thriving bars and restaurants, part of our reason for moving here. It will be impossible to find a parking in the evening. There are not enough resident spaces and many paid spaces. We struggle to find parking during the day because of business and residents parking; In the evening, it will be impossible.
Increase parking charges.
No suggestions

Less business bay
It is getting very difficult to find any parking spaces after 6:30pm especially if there is an event on the church hall or library / adult learning centre.
I live in a mansion block - each block being 6 flats each with 2/3 beds but many of those flats are multiple tenants and so each might have a car. My husband and I have a car each and I have trouble finding a parking bay frequently but it is not helped by the fact that we have several estate agents at the end of our road (6+) and each can have 2 cars (although I know some have had more) parked in W2 with business permits. They should park in one of the large car parks instead of using our rd
To help with parking and increase the number of residents' parking bays, Alwyne, Worcester and Compton Roads should become a one-way system, entry via Alwyne. These streets should be made a 20 mph zone as there is a large primary school there.
Pine Grove does not have a problem with parking. 6.30pm allows our visitors to park in the evenings and weekends. If the restrictions get extended to 11pm and on Sunday pm, it will be incredibly inconvenient. It is completely unnecessary.
More residents only parking and less parking meter spaces
Stop taxis waiting for station pick ups extending into Alexandra Road in the evening and running their diesel engines outside our houses
What we have works for me.. No Change thank you
Please leave the current arrangements as they are.. they work very well.. thx
Please restrict the number of business permits that are being granted as there are now SO many business permit cars in Compton Road it can be really hard for residents to find a space, especially as they often arrive early in the morning and do not move until the evening.
the lines need repainting as they are very worn. it is helpful to have each individual space marked out, because often a car will arrive early, and park in the middle of two spaces, leaving no space for any other vehicle (and wasting the space for the day)
PINE GROVE DOES NOT HAVE PARKING ISSUES.
Yellow lines in Pine Grove should be removed as the merciless and money grabbing traffic wardens ticket all our service providers - be they plumbers, BT engineers, etc etc.

The proposal to extend these parking restrictions to Pine Grove is both unnecessary and unreasonable. Generally the people parking in Pine Grove either live here or are visiting people who live here. It is unreasonable that visitors coming in the evening or at the weekend should have to pay to park here and it is a step which I entirely object to.

People that have a dropped curb to support parking in front of their homes should perhaps not also be able to have parking permit (i.e these dropped curbs limit the number of spaces available)

I am perfectly happy with the current status.

Limit permits to one per household (and only visitors permits for those with a driveway)

For Pine Grove the current position is fine. The proposed extension of hours would seriously impact residents who frequently have visitors in the evenings and Sundays

They seem fine, albeit we benefit from off-street parking. I am concerned that the proposed change will negatively impact local retailers who are already struggling through high rents, the recent increase in business rates, on-line competition etc. Wimbledon Village is already bad for parking - this will only make it even worse.

Pine Grove does not currently have any parking issues

I would like the existing parking control zone to include House 38, 38A and 38B Worcester Road. Due to the initial planning restriction, residents could not apply any visitor permits as the houses are covered under highways. As the result, when we have tradesman or friends visiting, I have to ask them to park quite a long way away, especially if they need to stay the whole day. I would very much hope this can be changed. At the moment I cannot support the extension of the parking hours.

I think those roads affected could see their hours changed or changed to parking permits only area, but there is no need to change the entire zone. It must be an issue only on 2 or 3 roads, so the whole area should not suffer. It is important that people using the town centre has got somewhere to park too- otherwise they won't use the services.

If parking restrictions are to be increased it would be more sensible to confine the restrictions to those streets within say 100yds of Wimbledon Hill Road

It would be good to create more resident parking spaces. Some houses have very big double bays in front of their houses which allow for 2/3 cars to be parked off the street and have a yellow line along the length of the house. It would be fair to look at this so that maybe extra parking spaces could be created for another resident by taking away part of a yellow line. People should be encouraged to keep a front gardens and not to have advantages from getting rid of them.

Compton Rd needs more parking bays
Over the past year certainly its been absolutely impossible to park in Compton Road and on many occasions in the evening I have had to leave the car on a yellow line and wake early in the morning to move. I am not sure more spaces can be made but the more we protect our road and parking for the Residents paying permits the better it should be.
My suggestion would be for a review of all second permits and other annual visitor permits issued as I believe this system is currently being abused. I would also ban Willington School from parking buses on the street outside school hours and have them park inside the school grounds. Thank you for listening.
I would like to add that I think the changes to the CPZ are essential. On many occasions I have returned to my house after 6.30pm having collected my daughter from an after school activity only to find there are no parking spaces on my road or the surrounding roads. This is also true if I return to my house on a Sunday. I have three children and it is becoming increasingly difficult to park on my road which I find to be inconvenient and frustrating. I would welcome the changes to the CPZ.
No pay and display parking - permit holders only during controlled hours. I can be waiting 30 minutes in my the street during the day waiting for a parking near my home.
There are too many cars using Compton Road from Moss Estates and others Estate Agents. It is very difficult to park on a weekday from 12-2pm and have had to drive round Compton and Alwynne several times before being able to get a space.
I do not support the idea of extending parking controls as this would make it even more difficult to recieve visitors to our home - very important for my mother as she has restricted mobility.
Fewer business parking permits. It is becoming impossible at times, as a resident, to find a parking space.
It is fine. The residents of Pine Grove are all respectful and there is no problem with parking. It would be awful to limit visitors on Sundays because of parking.
Possibly making a select number of bays permit parking only; therefore limiting the number of pay and display 8.30-6.30pm / free after 6.30pm but protecting some spaces for residents.
Yes Please, can we enjoy Compton road and Alwyne Rd together and do only one way?especially because Worcester Rd is a closed road. Compton Rd is a narrow and busy road due to the church and offices in the beginning of the Rd. Cars are often stuck each other for long time before to be able to park or simply leave the road. i believe that this will be a big help for the people that live in the road.... Thanks

Segregated parking bays to entire CPZ so unusable spaces are not left
Marked parking bays (like those for the pay and display section of Compton road) so that usable parking space is not wasted
Provide a one or two more residents' parking spaces in Leeward Gardens. Re the Petition, we have no knowledge of it at all. I assume, it is mainly from residents in Alwyne and Compton Roads. I see no reason why they shouldn't have extended hours because of their close proximity to the town centre but PLEASE do not assume this is required throughout W2.
add some parking spaces in worcester road; stop estate agents and willington school buses parking in compton road
Clearer parking signage and advance warning to all residents when parking conditions in a particular section of road will be changing. This clearly has not been the case to present. Maintenance of parking machines needs to be more thorough. On occasions meters have been broken for days on end.
Enforcement: WHO will check that no-one is parking where they shouldn't on a Saturday night and Sunday afternoon? The existing parking restrictions are already disregarded during daytime hours, and no-one enforces them then, so who will do it at the weekend?
I have visitors and workmen that arrive by car or van. There often are no spaces for Residents' Visitors, and I would like more Residents Only bays. We have too many vehicles from outside the area parking on our road, and that isn't fair. We should have first use of the parking spaces on our roads, not people from elsewhere.
No - from my point of view it works OK as it is.
I think the idea of splitting the W2 zone sounds ideal. The area (including Leeward Gardens) slightly further away from town should leave the restricted times as they are.
Restrict the amount of business permits, perception is Compton Rd is an Estate Agents car park.
The present parking restrictions in Pine Grove, SW19, work very well and it would be irrational and impractical if you were to extend the parking hours in the Estate. All houses have off-street parking for one or, in some cases, two cars and the control of parking by visitors at weekends or after 1830H , when restrictions do not apply, suits us fine.
No
Completely pedestrianised zone in St. Mark's Place Introduce electric car charging points (parking for electric vehicles only)

The proposed extension of the operational hours within W2 CPZ is far too rigid. The current hours in our controlled parking zone offers more flexibility, particularly with regard to visitors over the weekend on Sunday. Turning our current parking provision in Compton Road to specified bays (as in Alwyne Road), would help as some cars park selfishly taking up two car spaces, and it would also stop Willington School parking their two large buses in our road taking up three car spaces.

Just leave things as they are. Changing things will only cause problems elsewhere.

The W2 CPZ (with existing hours) works reasonably for Pine Grove and its locality. However I suggest that the boundary of W2 with its current arrangements be extended to include Church Road (currently in Zone VOn) as the parking bays in this road are rarely used.

No

We are a dance studio, open 7 days a week. We have been in Woodside for 12 years. We serve the community from children and adults to the elderly. It is imperative that our clients are able to park without restrictions during evening hours and weekends.

I suggest limiting the number of business permits issued as the estate agents take a lot of the resident spaces during the day and night. Please also add additional resident parking on the southern part of Alexandra Road. Also, if the controlled parking hours are extended, I would like to know how this will affect single yellow parking, namely on the southern part of Alexandra Road.

AS a disabled person parking in my street is really important - not just for me but foe my visitors. The current arrangements cause no problems.

Other than more spaces, no.

I believe the current parking layout works well, mostly for businesses, as customers can park in the surrounding areas and go to pubs and restaurants.

The air quality in central Wimbledon is very poor. I think people use cars too much and should walk, cycle and use public transport more. I don't have a car myself.

I am not in favour of increasing or changing the current W2 CPZ operational hours, but if they are extended then they should be done so uniformly throughout the CPZ. I would support extending the area covered by the W2 CPZ north-eastwards as far as Leopold Road (but keep the existing arrangements for the Leopold Road shops in place) and north-westwards as far as Belvedere Grove and Highbury Road.

Please also consider extending the parking zone where W2 permits are allowed to park as Compton road with the businesses on the corner and school at the end. In addition, those living in houses opposite the permits for on-street parking despite having the driveway to park in. Thank you

I believe that we should increase the number of resident parking areas and ask Willington Schol to park its minibuses at the school premises-they are meant to do this now, but don't (outside my house now, 10th July so perhaps for the whole summer break). Perhaps allow Willington their own designated bays outside the school? No more destruction of front gardens to create off-street parking (sometimes then not even used!)

If you extend parking restrictions till 11pm and on Sunday, then you need to change the parking bays to permit holders only as there are currently not enough spaces for residents and where would I park my car when I get back at 7pm. I pay high council tax and believe I should be able to park my car outside my property as I have always done.

Its fine as it is we think!

No. Leave it as it is.

no I consider it is working well as it is. Please leave it alone.

Leave things as they are.

W2 CPZ Review - comments

The system works fine. As it is now it means that residents can park outside their properties when the road is not busy.. before 8.30 am and after 6.30 pm and on Sundays.. I and everyone in the road is strenuously against introducing a later in the day weekday regime or including Sundays which will impose further restrictions on residents and serves no purpose for their benefit And the proposed charges are nothing short of a back door Council Tax. Ours would go up from £205 to £490.. an increase of £285.. Council tax only increased by £120 this year [4.9% [where it was capped..] so no prizes for guessing the agenda on a 140% increase on parking charges.. No doubt not legal either as i would imagine there must be a limit as to what you can legally do here..

Need to extend zone into Parkwood Road - as originally configured when zone established. Visitors to Alexandra Road would benefit, not having to go round an entire block to find parking. Double yellows on both sides of Alexandra Road would make more sense, 2 bus routes plus vast numbers of HGVs use the road, also rail replacement bus services, so parking on the road should be banned entirely.

Please don't extend the restrictions as it is very helpful for visitors to be able to park outside when visiting in the evening after 6.30pm and on Sunday.

I want it to stay as it is

We have been residents for over 5 years and the parking situation has become worse. I would like to see residents only parking implemented. It is usually difficult for residents to find a space as most spaces seem to be taken up by business on the corner of Alwyne Road and Wimbledon Hill Road.

The proposal of parking on both sides of the road is unacceptable. Extended controlled hours and fewer pay and display places would make the required difference to the parking situation. Parking on both sides will cause a safety issue as there are many young children who live on the road.

Please leave things as they are. Very expensive and restrictive already. Don't make it worse.

Do not change. And don't put up the parking charges by more than 4.9% which should be the Council Tax cap..

The CPZ works fine in Alwyne Rd. It works for the Residents, it works for Willington School and it allows the Residents to park in the evenings and on Sundays in the spare spaces on the kerb when the CPZ places are full. This is v important at any time but especially for the future due to the proposed increased charges [+ 100%..?] The Residents plan to launch a legal challenge to those proposed increases as it can't be legal to have Council Tax increases capped at 5% and CPZ charges being raised in excess of 100%

I do not want the controlled parking hours to be extended. I do not want to have controlled hours on Sunday at all. I definitely do not want any more parking bays on our road. Thank you

We would like to firmly lodge our objection to additional parking bays on Alwyne Road; which the consultation suggests will be implemented regardless. With the sensible extension of parking times, the many people parking their cars to access the local restaurants and amenities will no longer be able to use residents bays, alleviating the parking problem for Compton & Alwyne residents without the need for new spaces. The road is currently a beautiful, relatively safe street where children can learn to ride their bikes etc, especially important given that there are schools at either end of the road (Willington & Wimbledon High). Additional bays would be (likely permanently) detrimental to the character and enjoyment of Alwyne Road in our view and so we would strongly object, as we believe many local residents would do given the opportunity to present their view specifically on this matter. Many thanks for your time.

I'm opposed to so many businesses using the resident bays. I don't want the hours extended because after returning from looking after my grandchildren at 6pm I often can't get a resident bay to park in and have to pay and display - if the parking was extended that would mean I would have to keep finding pay bays to park in. Also, it's the residents that have driveways or space in front of their house off road to park in that want the hours extended not people who live in flats. I want to see more resident bays - I often have to park on Woodside or Compton Road also because I can't find a spot outside Alwyne Mansions because the numerous estate agents and other businesses have taken taken up the bays (often parking badly too)

I wish to object to the introduction of new parking bays on Alwyne Road, which will cause huge congestion especially at school pick up time. There are not enough passing places in the scheme and no allowance for those with off street parking places to be able to manouevre their vehicles onto the road. It compromises safety for drivers and pedestrians. Part of the reason for wanting to increase time of CPZ is to stop cars parking on both sides of Alwyne Road - why then put in bays so this would be a perennial problem

I strongly object to the proposal to have parking bays in both sides of Alwyne Road. This is unnecessary if the proposed extension of resident parking times went through. We already pay a lot for residents parking and this is scheduled to increase at the same time anyone can park all day free on a Sunday? It should be double yellow lines on the other side of Alwyne Road not additional parking bays.

I wish to object to the proposal to introduce parking bays on both side of Alwyne Road. I am concerned that you are making the street I call home into a car park for the benefit of visitors to Wimbledon who wish to park near the town centre, rather than encouraging them to use public transport. Not only will it effect the peaceful atmosphere of the street, it will reduce safety in particular visibility for crossing the street for my girls aged 12 and 10.

The resentment by some residents of the W2 CPZ against restaurant and other visitors to our roads is disappointing. They are what helps make this city centre area so vibrant with so many successful bars and restaurants. The current proposals will make life much harder for residents since the number of spaces is unlikely to be as many as required and our options to park in other roads instead will be significantly reduced. They, together with the extreme charging proposals, are likely to do harm to the local restaurants and inconvenience residents. They will also be expensive to residents whose visitors will now need more permits. Parking on both sides of the road will be a very significant change for Alwyne Road. It is not needed and will significantly change the character and safety of a major school road. Cars usually speed down the road to drop at the school. Now children crossing the road will have to stand in the road to see, exposing them to the traffic. It will be dangerous.

Any radical change to Alwyne Road such as putting in extra bays will permanently spoil this road.

We as residents of 34 Alwyne Road, with 3 small children, are strongly against the proposed changes to the WE Parking zone. We especially object the proposal to add additional parking on both sides of the road. Alwyne Road is home to many young families and the Willington 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. Our view is that in fact a limit to the maximum speed of 20mph as per a previous petition would be advisable instead to increase safety measures further in an area with a school. Thank you

My wife and I are STRONGLY OPPOSED to the idea of introducing additional resident permit holder and permit holder bays to Alwyne Road. New permit bays on the North side of the road will ruin the character of the road, and we very much hope that they are not introduced.

Creation of parking bays on both sides of Alwyne Road would be seriously detrimental to residents in the Road. With a school at the end, exacerbated by the generally poor standard of parking our their over-sized cars by people collecting their children, heavy traffic blocks would be almost inevitable, with frustration, anger, and, most likely, accidents. That's without taking into account the large coaches taking schoolchildren to their sports activities. Parking on both sides makes it harder for drivers (many of whom drive too fast anyway) to see whether children or animals are likely to dart out and the pleasant, open aspect of the Road would be ruined. I am strongly against these proposals.

There needs to be permit or actual resident only parking. Extending the hours helps yes but does not solve the problem as a large number of business permits or mattered parking means resident struggle to find parking . We need to reduce the number of cars coming down Alwyne road.

People don't always understand that an extension to the CPZ for the Bays means that the Single Yellow lines automatically follow suit and we need to keep the flexibility to park on the Single Yellow lines from 6.30 pm and Sundays otherwise we will be forced around to Compton Road or Woodside to find parking. Its essential for residents and visitors to have this freedom and it impinges no one. The fact that non residents can also park there in the evening visiting the town is not an issue or at least a minor inconvenience. the only change I would support is to make more Bays resident permits only and less shared usage and business permits as that would make it easier for residents to park without reducing the evening flexibility which is sorely needed. I can't understand who is pushing this agenda as I haven't spoken to anyone in Alwyne Road yet who supports this increase in hours of operation.

The parking on Alwyne road is difficult for residents as it is any extension of parking time will bring more non resident cars

Please leave my road as it is! Make no changes! Thanks

It's a struggle for my family to visit at the weekend because residents with more than one car occupy all the bays and most of the street!

I am amazed to receive the notice dated 16 May 2019, so soon after the previous survey which was rejected by the residents. It seem Council has lots of time and public money to spare on such matters. It has been stated that the previous response was poor which duly confirms lack of residents interest in the scheme. The new plan is worse than before and will only help destroy this peaceful. residential area where a large primary school is also located. The scheme if implanted will convert the area into a parking circus and impact on the safety and security of the residents perhaps only for the Council to benefit by increasing their income . We reject the scheme.

I live in Alwyne & our road is "chocker block" once CPZ times finish (as it is close > busy Town Centre/station. Plus often people park partially across my driveway (making it impossible for me to park my car there). Hopefully having to pay if CPZ is extended will avoid this happening & discourage drivers from bringing their cars - instead using (excellent) local transport. Which will help ease traffic congestion & diminish toxic (fumes) pollution. Win:win. A change will also help residents without driveways being able to park in their own street.

In light of Compton Road already having parking on both sides of the road, allowing parking on both sides of Alwyne will cause huge road blocks as Alwyne-Compton is effectively a closed circuit, especially considering Willington School is at the foot of Alwyne-Compton. Accordingly, we oppose to allowing parking on both sides of Alwyne - it should be kept free as a "valve".

I find in increasingly difficult to park my car in W2 CPZ

I do not wish more parking bays to be created in Alwyne Road. 4 different modes of public transport are available to visitors to Wimbledon, private car journeys need to be reduced/discouraged to reduce the levels of pollution that are killing us Londoners every day.

I'm generally happy about the parking on Alwyne road, but one concern that we have is that recently there has been an increasing number of cars parking on both sides of Alwyne road in the evenings / weekends which dramatically changes the feel of the street when this happens. We moved here a few years ago and now have 3 young children, one of the reasons we moved to Alwyne road was because it has a nice open feel to it which allows our children to be able to learn to ride their bikes and play (to an extent) in the street. This is very different when there are cars parked on both sides of the road as we can't then do this safely. Willington school is also at the end of the road and its coach regularly comes up and down the street so having parking on both sides of the street increases the risk of it hitting people, children in particular, and also potentially damaging parked cars as the space is much tighter.

The present system works adequately for Alwyne Rd. I currently park off road. If parking hours are extended I will apply for a resident parking permit to ensure that I have a space to offer my friends and family. I know that others will do the same. So the road will be equally crowded with residents vying against each other, not visitors, causing bad feeling. I do not mind sharing the yellow lines with visitors in the evening and at weekends. We want Wimbledon to be an attractive place for visitors. I signed the original petition for a consultation which was in relation to Compton Road because I sympathised with their predicament. This did not mean that I now want any change to parking in Alwyne which is quite different. WEHRA does NOT speak for all of us. I do not want parking bays on both sides of the road. I acknowledge this will generate income but will spoil the road, which some of us spent money on, buying trees a few years ago. It is now beautiful. Please keep it like that.

I do not want parking on both sides of Alwyne Road. Given that Merton's air quality is 4 points higher than WHO limits, it seems appalling to encourage more car use. I want people to use public transport, cycle and walk. It is better for health.

We've started a review process based on a legally flawed and un-representative petition, driven by a small number of disgruntled residents in Compton Road, purporting under the Wimbledon East Hillside Residents Association (WEHRA) banner to be representing ALL residents within the 4 roads of Alwyne, Compton, Worcester & Woodside Roads. This is simply not the case. There is little doubt we have a parking issue in Wimbledon, but we don't seem to be exploring the easy and obvious solutions, namely: limiting business users access on largely residential streets; reducing the number of 'dual use' 'Pay & Display' Parking Bays or stopping the Annual Visitors Parking Permit System that is being abused. Furthermore, we are not addressing the spare parking capacity in several roads within W2 CPZ. I would like to see an 'open meeting' of Councillors, Residents Associations & Council Engineers, organised to better understand everyone's needs before we make ANY changes to parking within W2 CPZ.

I object to the idea that new residents' permit spaces be created on the North side of Alwyne. This would be detrimental to safety, and the appearance of the streetscape.

parking bays on both sides of Alwyne Road sw19 7 ae I oppose the proposed Parking on the both sides of the Road. It will spoils the beauty of the road and too many cars on the both sides of the will look ugly and depressing and dangerous because of cars on both sides. I request to Merton Council not to go ahead with this proposal and there are many disadvantages to residents.

Referring to parking used by those attending Wimbledon Dance Academy, Woodside. This dance school provides a very valuable resource for dancers, many of which have to travel from outside Wimbledon so car is the only feasible option getting there. I cannot imagine that Merton would want to disadvantage those people taking part in a discipline widely recognized as helping with (i) good mental health, (ii) good fitness for all ages and (iii) bringing diverse groups of people together.

Available Car Parking must be available otherwise it will not be possible to attend the dance school, affecting both the dance school's viability and the enjoyment of very many people.

Increasing the hours of operation is totally unnecessary. Up to 11 pm close to the Theatre I can understand but elsewhere ridiculous. Other places don't have draconian CPZ hours so why do we? Only reason I can think of is to make MONEY and to make us suffer. Crazy. Please don't go ahead with these changes.

We have no difficulties finding parking on Lake Road/Brockham Close and therefore do not feel the operational hours need changing.

It is not clear how having people charged for parking will make it easier for resident to park. Change the effected roads, or sections thereof, to permit parking only.

I have been informed of this proposed change by Wimbledon Dance Academy, where my wife and I attend classes at 2130 each Monday evening. There is always sufficient parking on Woodside at this time, and I see no reason why the CPZ needs to be extended to hamper our ability to make this late night journey when public transport is less frequent. I have observed a small volume of antisocial parking, however I do not believe the perpetrators of such will be deterred by extended CPZ operating hours. I further understand the Dance Academy has patrons who are both very old and very young, who will be further adversely impacted by this change.

There are no reasons for these changes to be made. I am a student dancer of Dance Academy which is located in Woodside, my evening classes run from 9:30pm to 10:00pm, I feel strongly that it would be safer if I drive to attend the class.

We are users of Wimbledon Dance Academy and feel that these proposed changes will adversely affect the Academy, its staff and clients. The Academy provides a much-needed service to the community especially in these days of obesity, generating health benefits and general well-being in a client base ranging from 3 to 73 years of age. Merton business rates already put significant pressures on small businesses like WDA; this creates another, unnecessary layer of cost. Given the client base, any increase in CPZ hours will directly target vulnerable groups - young families who need to be able to drop off a child for a class and senior citizens who utilise WDA to sustain and improve their quality of life. We ask you to reject the proposed changes to the CPZ hours of operation.

I'm not a business, but a customer of a Wimbledon Dance Academy in 71 Woodside. I think it will be detrimental to this business to extend the CPZ charging times. As you can see I live in Wandsworth where in the evening and on Sundays parking restrictions are lifted, even near the shopping centre. I'm assuming the new draconian proposals will, by default, include public holidays. I think it's extremely mean-spirited of Merton Council to consider these proposals. Don't you want visitors to your borough and to encourage the support of local businesses?

This change will greatly disadvantage young and elderly who come to Wimbledon for different reasons. It is expensive enough to park and hours are long enough. How can the people at the Council think that extending the hours and including SUNDAY would be acceptable to locals and visitors? My wife and I go for dancing lessons at the Wimbledon Dance Academy and some of the classless end at 22:30. To be skied to pay to park at this time of the night seems totally unacceptable. Please DO NOT change the parking regulations.

The CPZ W2 roads nearest the town centre i.e. Alwyne, Compton, Worcester and Woodside need to be hived off and the parking control hours extended to account for the booming night-time economy and the opening of venues such as the Merton Arts Space. Parking spaces should be maximised on the streets and business and other non-resident parking restricted as it is very often abused with business parking being used by employees who are just using it to drive to and from work and leaving cars parked all day. More could be done to utilise parking in St Georges Car Park

The proposed changes to extend the CPZ hours will be too restrictive and will mean less flexibility for permit holders as well as visiting family and friends. The current CPZ hours work well.

Some residents in adjacent roads under Zone W2 with off street parking facility rent out their space & park in Compton Rd, this needs sorting.

I feel the current system is adequate

The council is promoting air quality. Having parking so close to the public transport links means that people are at the weekends driving to park in these roads so that they can then use the mainline services. We should be encouraging the use of the local public transport rather than increased road usage.

Conversion of bays to "Resident" only will greatly impact businesses in Compton Road, especially those relying on one vehicle for efficient operation of their business. There could be potential for business relocation. Prior to re-designating bays, LBM should survey the businesses in the zone, disclosing the number of Business permit holders with business premises in Compton Road and demonstrate a fair allocation.

Trying to park on our road is frustratingly difficult, especially on Sundays and most evenings. I have spotted friends (& our MP) who live nearby on, Pine Grove, Dora & Kneilworth Roads, park on Compton regularly to go to station. When making your decision please take into account, Wilmington School who takes up parking bays, and all the business permits. WE PAY for our permits and our elected council needs to listen to this small community of people.

It has become increasingly difficult to park our car in Compton Road or Alwyne. On one occasion I had to wait 45 minutes before a parking space became available. On average during the week it can take 10-20 minutes, particularly at lunchtime. This is NOT satisfactory particularly with the huge increase in the cost of residents parking permits due shortly. On Sunday it is virtually impossible to park between the hours of 10.30am-5.30pm due to the fact that there are no parking restrictions. Please, please could consideration be given to residents and the proposals outlined in the newsletter of 16th May in order that they be implemented.

It has become increasingly difficult for residents to park in Compton Road. I feel there is a disproportionate amount of parking spaces available as "Ringo" spaces being shared with resident bays. There needs to be more "resident only" spaces available. The parking difficulties for residents have been worsened by giving permits to several estate agents, other business and Zip cars. I feel my ever increasing costly resident parking permit is giving me very poor value for money. I have chosen 2pm-6pm for the Sunday parking time choice, however, I feel a time frame of 12pm-6pm would be more appropriate.

We welcome this consultation as the pressure on parking in our street is getting worse and worse. As a resident it is often a problem and impossible to park anywhere near our street. There is an inflow of parking from businesses from 8 am in the morning and the evening is often a problem due to activities in the town centre especially at St Marks.

Biggest issue we residents face is the amount of cars parked belonging to employees of nearby companies. Yes they have permits, but especially in Compton Road & Alwyne Road, we do not have the capacity to house them and the residents. Surely the residents must take priority...

Too many business users in our local roads. With shops open most of Sundays nowadays, parking even on the quietest of days is very difficult.

It would make so much sense to see the parking restrictions on the roads so close to the town centre altered. The roads are so busy with people parking to use the facilities in the town and the cars driving round looking for spaces is becoming more and more dangerous for the residents and their families

It is very difficult to find car parking spaces within the current CPZ hours. On many occasions I have had to drive around for 20 minutes or more trying to find a space which is exceptionally difficult when I have heavy bags of shopping with me or my children are in the car (especially when it is cold or raining). I would like to extend the CPZ hours to the maximum amount of time. There are plenty of public car parks and paying meters than non residents could use. Extending the CPZ will offer the maximum protection against short and long term parking which completely outweighs the less flexible hours for me and my visitors.

I have been a resident in Compton Road for over 20 years and the parking problems intensify each year, when I had small children it was very difficult as I could often not park outside my house and now I often struggle when I want to unload supermarket shopping. The problem seems to be exacerbated by the increased number of vehicles displaying business permits and the growth of leisure and entertainment venues in the near locality which people are driving to and parking in Compton Road. It would be useful to change some of the metered bays into residents bays. I am fortunate that the three households adjacent to me do not own cars - I dread to think how much worse the problem would be if they did! There appears to be no distinct pattern to parking congestion which can be misleading as some days there will be free spaces, but on many other days none.

I cannot obtain a residents nor visitors parking permits from my address. I have access to my car only when I have my young children staying with me which is twice a week. It is hard enough being able to manage getting them in and out of the car safely with the current arrangements. Extending them makes this near on impossible.

It's becoming increasingly impossible to park in Compton Road in the evenings and on Sunday and for family and friends to park anywhere close by. This has been causing much anxiety as the problem continues to grow. Please give our views ample consideration in this consultation.

I think when these timings will be changed, it will be easier for the residents in this area to be able to park their cars in the evenings. At present, we do not get a space and we have to park our cars after 10.30 or 11pm in the designated areas of resident parking.

I think changing the times so the council can get extra money is not fair on the businesses and people who attend businesses after 6.30pm will adversely affect some small businesses. if we now have to pay for parking beyond standard day working hours, those businesses will be affected as people just will not attend if they have to pay.

We often use the zone for parking in the evenings on both weekdays and weekends and have never observed any problems parking at this time. So the suggestion of extending the operating hours seems unlikely to have any practical beneficial impact for residents and it is likely to have a negative impact all of the businesses and restaurants in the local area.

I attend ballroom dancing classes after work at the Wimbledon Dance Academy on Woodside Road and rely on parking being available on this road in order to facilitate attending evening and sometimes Sunday classes. I feel that an extension of the CPZ times will discourage attendance at the Dance Academy from both a convenience and possibly a cost perspective. This would be a terrible shame as the community benefits from the exercise, social interaction and resulting well-being that these classes encourage.

I am a customer of Wimbledon Dance Academy a small business in the heart of Wimbledon, many people drive to attend lessons and park nearby in the evenings, to extend the CPZ would potentially put off myself and other clients especially those with small children or older clients. This business encourages a healthy life style for both mental and physical health and should be supported by Merton Council please.

Extending or changing parking hours into evening hours is nonsense. (i) The cost of changing the signage and software benefits the signage companies and software companies only. (ii) it affects the businesses in the area that depend on evening trade. They suffer enough from all the high street woes. Does the council want more closures thereby reducing income from rates? (iii) What is it going to cost to police the after hours parking? (iv) The people that have to police it, will have to work unsociable hours and probably paid a pittance. Slavery? (v) Where are the statistics regarding parking demand at these silly hours? (vi) Show us the business case. In fact what are the expected losses? When is it going to break even? What is the payback period? Council needs to think outside the box. Help the businesses to thrive, don't hamper them. Be creative

I have been using the Woodside and St Mary's parking bays on Saturday evenings before 6:30pm and to be honest, there are more than enough available bays and hence cannot understand why Merton Council is aiming to further restrict parking and thereby affect businesses in the neighbourhood?

I am strongly against extending the chargeable hours on our parking zone. This would make it considerably more inconvenient for guests, quick pop-ins to collect things etc. This issue relates to 2 streets on the zone, so I don't think everyone should suffer as result. There must be another way to tackle this such as making those two roads permit only at all times instead of changing the hours.

Unnecessary and antisocial for local people, friends and relations and small businesses & restaurants

The extension of operating hours limits the parking options for visitors and will require payment even on Sundays. In my opinion this extension is for the benefit of the council but not the residents. There are no problems with parking on our road or on St Mary's road nearby.

Having lived in Wimbledon for over 50 years I have noticed that following the ever increasing parking restrictions the relaxed outer London character of Wimbledon has progressively been transformed to the restrictive inner city character. Please keep Wimbledon special and do not increase further the parking restrictions in the area.

Generally I believe that residents should always have priority over shoppers/business users in residential areas.

I am very disappointed that Merton is once again wasting time and money on repeating this consultation exercise.

Hello dear Staff As a dancer at Wimbledon Dance Academy we all are concerned about the consequences in changing the CPZ hours in W2 zone, included Woodside rd. This means that many dancers and parents with their children will have problem to go to our Dance Academy..with a secondary important issue: the Academy give an important service in our community and after this decision the risk is who can park the car in Woodside rd, can choose to go in other dance school, creating an economic problem not only to our school but to all shops around it. Please, we know your good proposal but I think that we can find other option together! Many thanks and have a nice super day, Cristian Cairo

I go to the ballroom dancing class on a thursday evening and we park on Woodside. It would be very inconvenient if you stop us parking. It's not the getting there because I come from work on the tube, but going home at night, my partner brings the car. I also do my shopping on the way home at Waitrose which I can't do without the car. He is 66 and I am 61. Trying to stay fit and healthy in our older age!

I think Pine Grove should be excluded from CPZ parking restrictions as we do not have any issues currently. In terms of options my preference would be 1, 2 then 3, we certainly don't want extended controls of this zone for later in the evening or Sundays.

Far too many vehicles in the area, need control. Also the parking round the school on Worcester Road should be enforced around school leaving time - it is virtually impossible to walk past without having a car door slung open regardless. Enforcement seems to work on Lake Rd and was needed there previously.

This CPZ needs to be divided into two zones. Residents in Pinegrove and the immediate surrounding roads are happy with the current arrangements. We do not want the hours to be changed. I understand there may be problems in roads much nearer the town centre.

As you can see, my response is that, for me and for those in Pine Grove within CPZ W2, the current days and hours of operation are satisfactory, i.e option 2 in the consultation paper. If changes have to be made to accommodate Compton, Alwyne & Worcester Rds, then they should be separated from Brockham & Lake Cl, Lake & St Mary's Rd, Pine Gr & Woodside (38-60), i.e option 1 in the consultation paper. What will the effect be on the already dwindling of the town centre?

I am firmly opposed to extending hours beyond 6.30pm. I am less opposed to Sundays, but would still prefer to keep Monday-Saturday only.

It appears that the proposal includes designating existing use bays to residents bays. This may have the effect of pushing traffic up to Lake Road and St Mary's Road. If this is the case perhaps consideration should also be given to designating some of the current mixed bays on these roads to resident-only bays.

I am a pensioner in his 70s who attends Wimbledon Dancing academy in Woodside once a week between 6.30 & 7.30 for fitness & health benefits. Any proposal to extend the parking restrictions after 6.30 will prevent me attending as I have to drive to the venue.

It is not appropriate to split the W2 CPZ into two, as doing so would effectively export parking from Compton & Alwyne Roads etc to Woodside & St Marys Road etc. If any extension to the operational hours is made, it should be across the entire zone to prevent 'hotspots' within the zone. However, it would be useful to extend the boundary of the W2 CPZ to include Belvedere Drive, Belvedere Avenue, Highbury Grove and Church Hill to provide additional capacity, especially for weekends.

I am a customer of the Wimbledon Dance Academy on Woodside (there was no option to select anything other than "Resident" or business) and attend classes there 4-5 times a week. Most of these days are weekday evenings and I have to drive there from work. Changing of the CPZ times would very negatively affect me and therefore the Wimbledon Dance Academy who receive not an insignificant amount of money from me as fees, as well as the local restaurants where I regularly have my dinner after late night classes.

Compton Road is becoming congested and dangerous to get in and out of while people kerb crawl looking for spaces.

You are already killing the lifeblood of local business and therefore the community by seriously limiting and massively overcharging for short term parking for visitors. Commercial and residential streets have always been very close neighbours in Wimbledon. It is sad and disappointing that Merton council does not recognise the need to support businesses to maintain the economic viability of the town for the benefit of residents and visitors

In the web site you state that the majority at the last consultation were NOT in favour of any change. Nothing has changed. Again I strongly reject any change to the parking arrangements. I also object to the outrageously high increase in parking charges being proposed. You state that a factor in the decision to re-run the consultation was a low response rate. Unless the number of requests from Compton Road, Alwyne Road and Worcester Road exceed the number of "No change" replies you received in the last consultation you have no basis to waste our money drawing up proposals and this second consultation.

You have asked for our views on the safety of Woodside. 1. Road markings need refreshing. 2. It needs to be made clearer it is a cycle route. 3. An additional parking bay should be introduced between Worcester Road and Parkwood Rd opposite the existing one. 4. Woodside needs to be made a 20mph zone as a matter of urgency. 5. Lorries over a certain size should be banned. I regularly see skip lorries barreling along the road crashing over the inefficient speed humps, probably at 30mph, whilst school-children are crocodyling along the pavement. This issue has been raised so often, that when an accident happens it will unarguably be at the door of the Council for absolute lack of action on this matter.

Please do not make any changes to the current times of parking restrictions; if you extend the hours it will kill the restaurant and other trades in this part of Wimbledon. Already the extended parking restrictions near Wimbledon theatre make it difficult for theatre goers .. that extra restriction and cost is enough to break the camel's back. The same would happen here.

I am absolutely exhausted with trying to remove my car from my driveway. I am constantly box in. I had many near accidents as well hitting school girls passing by and not been able to see. I have many photos and previously complained only to be told everything is fine.

In my view the parking on Woodside and surrounding area is already too restrictive.

Splitting the CPZ into 2 Subzones is a very good idea. North of Woodside pressure on parking spaces is much lower than in Alwyne, Compton Worcester or Woodside itself.

These roads in W2 CPZ are all densely populated residential roads many flats no garages therefore need residents parking. Also if no parking restrictions this poses risk to children and adults crossing the roads because of the resulting increase in traffic movements all weekend and in the evenings because of leisure shopping and night time economy visitors to the area continually entering and exiting parking spaces. Also increase in pollution - many traffic movements low gear and brakes causes pollution and from tyre particles. There are plentiful parking spaces in town including Wimbledon Shopping Centre, Morrison's, Sainsbury's, Gladstone Road, St George's Road, Alexandra Road by Waitrose and by Wimbledon Theatre and Hartfield Road. These are all very central serving the weekend shopping and night time economy. There are also many taxis at Wimbledon station so people don't engage in criminal drunk driving. If there are also plenty of buses.

Enough multi car parking for night time economy and shoppers not enough for densely populated residential areas. I hope the changes will be implemented.

We are Wimbledon Dance Academy, serving community for 13 years, with customers from the age of 3 to the age of 73. We are open 7 days a week including Sunday. Parents bring their children for ballet classes, often with siblings, teens come for their urban/street style, adults come after work for their weekly latin dance class for couples, older people come for ballroom, often the only exercise they get all week. We already lost 3 parking spaces opposite to electric charging, which remain empty most of the day. At the same time we saw our Business Rates increase this year. In the age of childhood obesity, teenage depression, old age lack of care and loneliness we need help, not hinderance! Please do not make local business struggle!

I believe consideration needs to be given to businesses in W'don Hill Road and visitors using those businesses particularly the restaurants in the evening and on Sundays.

Leave it as is. It's good for our visitors and it's good to have some variety and Sunday is just one day of the week

Residents need parking spaces as Wimbledon is densely populated. Central Wimbledon has many parking places multi car parking etc . There is no need for parking spaces in residential roads to be available for night time visitors or shoppers

The electric car bays outside Woodside House are rarely used and are denying residents the ability to park outside their homes. The conditions attached to parking in these electric bays should be changed so that residents can park there overnight. It is a complete waste of parking spaces at the moment because no one can park there overnight when they are empty. I also highly urge you to move these electric bays to St Mary's Road where the ordinary parking bays are rarely used by residents who have ample off-street parking.

There are already difficulties for visitors or tradesmen parking in the streets and finding free spots. Further parking times would make it almost next to impossible for someone to find a park on the weekend. As a resident at 38A Worcester Rd, the three houses 38, 38A and 38 B are not even allowed residents permit for the zone or visitors passes which is extremely unfair.

The reason I am against the extension of the CPZ timing is because myself and the neighbours (38, 38A, 38B) could not get any visitor parking permits due to a previous restriction was put in place when the new houses were built. This greatly made life very difficult for any visitors we have or any workman who needs to carry work on my premises. If the time is extended further, we will not be able to have any visitors who has cars in the future.

I do not want to extend the times

W2 CPZ is very close to the centre of Wimbledon and has excellent access to every form of public transport as well as to the excellent shopping facilities. Private vehicles belonging to local residents spend most of their life parked up in the street outside their houses. The Council should be encouraging local residents to reduce the number of such private vehicles, not to demand additional parking purely for themselves to detriment of local businesses.

First, there should be no need for business permits in Compton Road, Alwyne Road or Worcester Road (except 2 school mini coach spaces). Businesses should be encouraged to use the public car park in St Georges' Road which is less than 5 minutes' walk from the businesses along Wimbledon Hill Road. Secondly, some of the 'shared bay' use should be converted to exclusive residential use e.g. residential use only from outside 14 to 32 Compton Road and outside Alwyne Mansions. There is enormous demand on the car parking spaces in Compton Road, Alwyne Road and Worcester Road. Given the proximity of the public car park in St George's Road, parking in these streets should be exclusively for residents, other than at the beginning of Compton Road as far as the end of the library building. Shoppers and other day time visitors to local businesses and facilities can easily use the car park in St George's Road. Likewise, with customers of the night economy visiting the 2 local pubs and several restaurants. The conversion of 'shared bays' to residential permits holders, has the added advantage of cars being less frequently driven around the one-way system in these streets, thereby reducing the detriment to the environment. Thirdly, restrict car parking permits to a maximum of 2 per household.

Need more parking bays in Worcester, Alwyn, Compton Roads. Plenty of space in Alwyn for more bays. These three roads should change to 20mph limit and into a one-way system (there's a primary school in Worcester Road), entering from Alwyn, around through Worcester, into Compton Road. Double yellow lines needed on road at entry to household drives. Very worried about traffic impact of proposed new hotel on corner of Compton and Wimbledon Hill Roads.

I attend Wimbledon Dance Studio in the evenings. If I have to pay for parking I will be forced to relinquish my membership. I believe this is the same for the others in my classes. The likely outcome is that the studio will either close or have to move out of the borough. You will then lose the rent from yet another business.



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

Direct Line: 020 8545 3837

**My Ref : CPZ/W2Review
Please Ask For: Caroline Stanyon
Your Ref:**

Date: 14 June 2017

Dear Resident / Business

W2 CONTROLLED PARKING ZONE (CPZ) REVIEW CONSULTATION – JUNE 2017

The safety of our residents and visitors to the borough is of high priority for us and the quality of the street scene is of equal importance. As part of this commitment, a Controlled Parking Zone (CPZ), the W2 CPZ, was introduced in May 1996, following extensive consultation with local residents.

Since its introduction the CPZ appears to have been working well. However, the Council has recently received a petition from residents who are experiencing parking problems in their road(s) after 6.30pm and on a Sunday, when the CPZ does not operate. Generally, residents feel the problem is being caused by an increasing number of non-residents visiting the area for evening shopping and the growing number of entertainment/leisure activities in Wimbledon town centre.

As a result, the purpose of this leaflet is to seek your views on proposals to extend the operational hours of the W2 CPZ from Monday to Saturday 8.30am – 6.30pm to Monday to Saturday 8.30am – 11.00pm and Sunday between 2pm and 6pm.

As part of this review consultation, we would also like to take the opportunity to ask you if you have any other suggestions as to how you consider the W2 CPZ could be amended to improve road safety and better benefit you as residents.

Potential outcomes of this consultation could include:-

- Retention of the status quo e.g.: no change to operational days/hours or zone boundary
- A change in the operational hours
- Amendment to the boundary of zone
(subject to the outcome of the informal consultation the zone may be sub-divided between those who opt for extended hours of operation and those who do not i.e. retention of the 'status quo')
- Changes to waiting restrictions
- Changes to types of bays

A plan of the existing CPZ is enclosed, although due to the scale it may be preferable to view this from the website, and we would also suggest that to help you when making your decisions and, before you complete the online questionnaire, you consider the following text overleaf.

Operational hours

If the CPZ hours are extended to Monday to Saturday 8.30am – 11pm and Sunday 2pm – 6pm, although offering maximum protection against both short and long term parking, the scheme will be less flexible for both you and your visitors.

Residents, who currently do not park on-street during the daytime and have no access to off-street parking facilities, would now need to purchase a permit to park in their road in the evening. In addition, anyone visiting after 6.30pm and parking on-street, would need to display a visitors' parking permit in their car.

If the CPZ hours are extended and you have a supply of existing W2 CPZ half-day visitor permits (valid 8.30am – 2pm or 12pm – 6.30pm) they will remain valid.

Permit costs

The standard annual parking permit charges apply regardless of the operational hours and days of the zone. The Council has recently agreed the introduction of a new diesel levy for resident, business and trade parking permits and reduced permit charge for electric vehicles. This levy is in addition to the cost of the permit. For information on the diesel levy please visit <http://www.merton.gov.uk/transport-streets/parking/parkingconsultations/diesellevy.htm>

Further information on how CPZs work and details of permit costs can be found on the Council website at the following links <http://www.merton.gov.uk/transport-streets/parking.htm> and <http://www.merton.gov.uk/transport-streets/parking/cpz.htm>

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve statutory consultation, will be subject to the responses received during this consultation. This informal consultation will 'go live' on Monday 19 June 2017.

We would ask that you submit your questionnaire online using the following link <http://www.merton.gov.uk/transport-streets/parking/cpz/w2review>.

The online system has been created to keep costs down and allow the Council to process your views more efficiently. Anyone who does not have access to a computer can contact the Council and a hard copy of the questionnaire will be provided. Please let us have any comments or suggestions you may have by Monday 10 July 2017.

We regret that due to the number of responses received during an informal consultation it will not be possible to individually reply to each respondent.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Cabinet Member for Regeneration, Environment and Housing. Once a decision is made you will be informed accordingly. The website will also be updated.

Yours sincerely,

A C Stanyon

Caroline Stanyon
Parking Engineer |futureMerton|
Environment and Regeneration |London Borough of Merton|
Email: caroline.stanyon@merton.gov.uk

However, it is important to note that the Council has just completed a statutory consultation on making a number of changes to parking charges throughout the borough including the permit tariff structure. Although you are being consulted on the existing permit prices, should the proposed parking charges be implemented, you would need to pay the new charges upon the renewal of your permits. The information can be found on the Council's website using the following links. www.merton.gov.uk/parkingconsultation2019

YOUR VIEWS COUNT

The decision on whether or not to proceed with the next step, which would be a statutory consultation on the proposals, will depend on the number and content of the responses received during this consultation. We would ask that you submit your questionnaire online using this link www.merton.gov.uk/cpzw2review

As part of this review consultation, we would also like to take the opportunity to ask you if you have any other suggestions as to how you consider the W2 CPZ could be amended to improve road safety and better benefit you as residents.

The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **7 June 2019** and it is only one vote per household or business.

We regret that due to the number of responses received during an informal consultation, it will not be possible to individually reply to each respondent. We welcome your comments on this proposal, which will be noted and included within

the proposed measures where appropriate.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Transport. Once a decision is made you will be informed accordingly. The website will also be updated.

HILLSIDE WARD COUNCILLORS

Cllr Daniel Holden

phone: 020 36385394

Email: daniel.holden@merton.gov.uk

Cllr David Simpson

Phone: 020 85433764

Email: david.simpson@merton.gov.uk

Cllr David Williams

Phone: 020 89478835

Email: david.williams@merton.gov.uk

Cabinet Member for Regeneration, Transport and Housing.

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)

Controlled Parking Zone (CPZ)

Zone W2 review - Compton Road area



ISSUE DATE : 16 MAY 2019

Dear Resident / Business

You may remember that the Council conducted an informal consultation in June 2017 on proposals to extend the existing days and hours of operation of your parking zone. However, due to the poor response rate and lack of overall support the proposals did not go ahead. Since then the Council, the Cabinet Member and ward Councillors have received a number of communications from Compton Road, Alwyne Road and Worcester Road, asking for a fresh consultation to be carried out.

As a result, the purpose of this leaflet is to seek your views on proposals to extend the operational hours of W2 CPZ, currently Monday to Saturday between 8.30am and 6.30pm to between 8.30am and 11pm and also to include Sunday between 2pm and 6pm or 10am and 4pm.

There are several potential outcomes of this consultation; these include:-

1. Amendment to the boundary of zone - there may be 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. Retention of the status quo e.g. no change to operational days/hours or zone boundary
3. A change in the operational hours and days of the whole controlled zone

Regardless of the outcome, the Council will progress the introduction of new and additional parking spaces where it is safe and convenient as indicated on the plan. We will also recommend the introduction of the proposed double yellow lines where it is considered essential to maintain access at all times.

It is also proposed to convert some of the existing permit holders bays in Compton Road, Alwyne Road and Worcester Road to Resident permit holder only bays. Business permits will **not** be valid in those parking spaces.

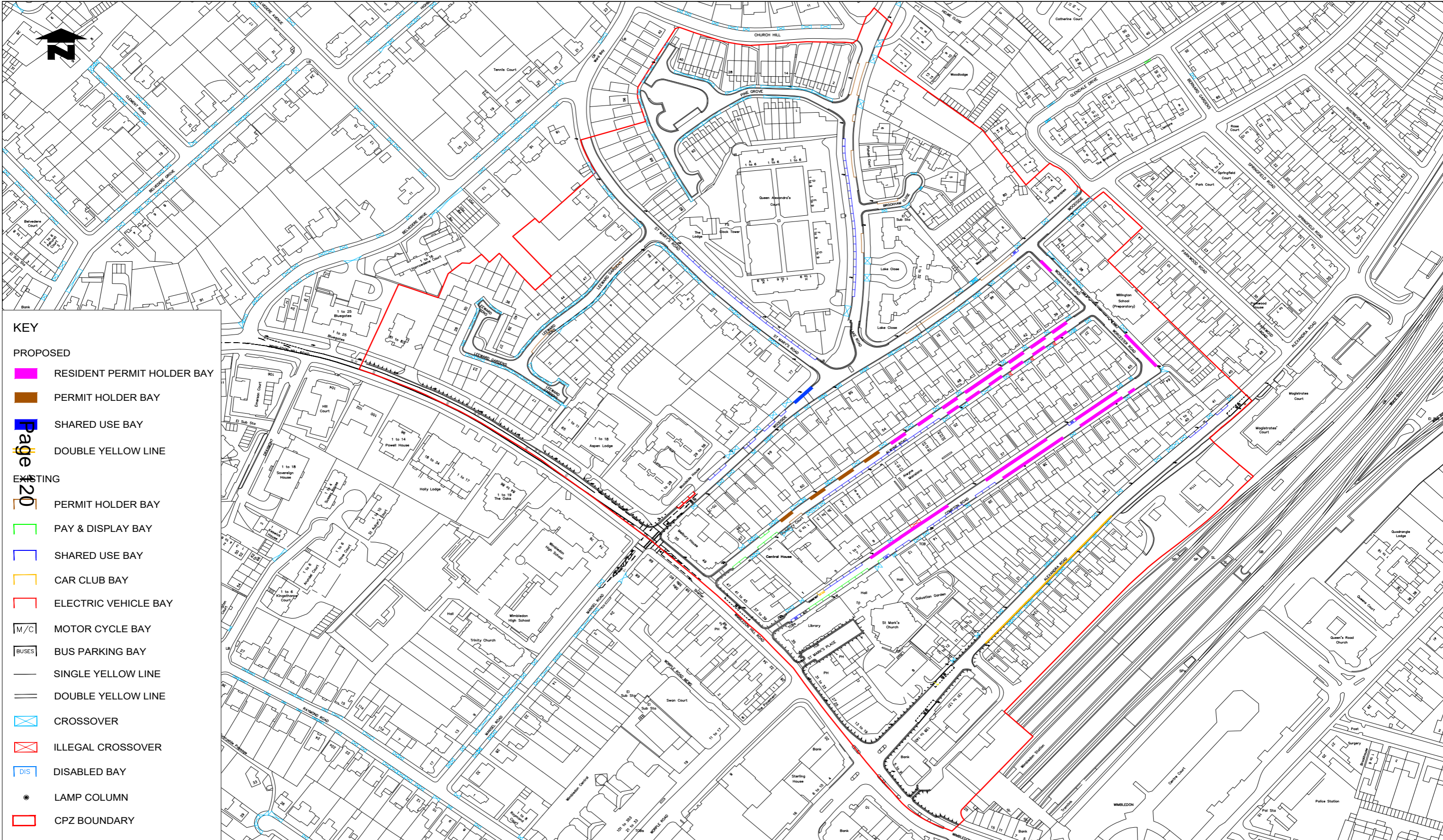
A plan of the proposal is enclosed. Due to the scale it may be preferable to view this from the website www.merton.gov.uk/cpzw2review

Operational hours

- If the CPZ hours are extended to Monday to Saturday 8.30am – 11pm and Sunday 2pm – 6pm, it will offer maximum protection against both short and long term parking from non residents; however, the scheme will inevitably be less flexible for both you and your visitors who will need to display a visitor parking permit.
- If the CPZ hours are extended and you have a supply of existing W2 CPZ half-day visitor permits (valid 8.30am – 2pm or 12pm – 6.30pm) they will remain valid.

Permit costs

Currently the standard annual parking permit charges apply regardless of the operational hours and days of the zone.



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
- BUSES BUS PARKING BAY
- SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- ▢ CROSSOVER
- ▢ ILLEGAL CROSSOVER
- ▢ DISABLED BAY
- LAMP COLUMN
- CPZ BOUNDARY

Notes
Do not scale from this drawing

Rev	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

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Drawn by	Sig.	Date
SC		Apr' 17
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT	CONTROLLED PARKING ZONES	<p>Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk</p>	Drawing No. Z78-361-01
TITLE	W2 ZONE REVIEW SCHEME LAYOUT		Revision -
		Classification CONSULTATION	Scale NTS

Committee: Sustainable Communities Overview and Scrutiny Panel

Date: 08th March 2022

Subject: Housing Enforcement Update

Lead officer: Elliot Brunton, Interim Head of Housing Needs and Strategy

Lead member: Martin Whelton, Cabinet Member for Housing, Regeneration and Climate Emergency.

Director: John Morgan, Interim Director of Community and Housing

Contact officer: Elliot Brunton, Interim Head of Housing Needs and Strategy

Recommendations:

A. No decision will be required as the report is for information only

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1. The purpose of this report is to provide a further update on the activities of the Housing Enforcement Team, in particular providing details on how hazards are identified under the Housing Health and Safety rating system (HHSRS) and details on the investigation and licencing of Houses in Multiple Occupation (HMOs).

2 HOUSING HEALTH AND SAFETY RATING SYSTEM (HHSRS)

2.1. Repairing obligations are the responsibility of Landlords and this includes both private sector landlords and housing associations. It is a mandatory requirement that all Landlords have an electrical inspection every 5 years and a gas safety inspection every year and provide a certificate for both inspections. Under s11 Landlord and Tenant Act 1985 the Landlord is always responsible for repairs to-

- The property's structure and exterior
- Basins, sinks, baths and other sanitary fittings including baths and drains
- Heating and hot water
- Gas appliances, pipes flues and ventilation.
- Electrical wiring

2.2. The Housing Health and Safety Rating System (HHSRS) is a method used by Environmental Health Officers for assessing the health and safety risks in dwellings. The basis of HHSRS is that a dwelling should provide a safe and healthy environment for someone to live in. The rating system compares the risks associated with different types of hazards. It must be noted that all homes contain inherent hazards such as stairs and electrical equipment.

- 2.3. The Housing Health and Safety Rating System (HHSRS) is prescribed by Housing Act 2004, Part 1. The Government publishes operating guidance to assist officers with carrying out their enforcement role.
- 2.4. During an inspection of the officer will note defects (potential hazards) found and assesses the hazards and the likelihood of an accident causing harm to an occupier or visitor over the next 12 months. The officer will then calculate a score representing the degree of risk of each of the hazards identified. The assessment is based on the most vulnerable potential occupant or visitor and the vulnerability of the current occupant when deciding the best course of action to remove any hazard. Hazards are assessed according to how serious they are and the effect they are having or could have on the occupiers of a dwelling.
- 2.5. There are 29 identified Hazards under the HHSRS

Physiological Requirements	
1.Damp and Mould Growth	6.Carbon Monoxide and flue combustion products
2.Excess Cold	7.Lead
3.Excess Heat	8.Radiation
4.Asbestos and manufactured mineral fibre	9.Un-combusted fuel gas
5.Biocides	10.Volatile Organic Compounds
Psychological Requirements	
11.Crowding and Space	13.Lighting
12.Entry by intruders	14.Noise
Protection against Infections	
15.Domestic hygiene, pests and refuse	17.Personal Hygiene, sanitation and drainage
16.Food Safety	18.Water supply
Protection against Accidents	
19.Falls associated with baths etc.	24.Hot surfaces
20.Falls on level surfaces	25.Collision and entrapment
21.Falls on stairs or steps	26.Explosions
22.Falls between levels	27.Ergonomics- position and use of amenities

23.Electrical hazards	28.Structural collapse and falling elements
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- 2.6. The assessment process involves spotting defects, carrying out a risk assessment, outcomes and effects. When an inspector finds a hazard, two tests are applied – what is the likelihood of a dangerous occurrence due to this hazard and if there is such an occurrence, what would be the likely outcome?
- 2.7. Each hazard is given a rating and are banded from A to J. Those scores that fall within Bands A, B or C are deemed to be Category 1 hazards, while all scores that fall within Band D and below are classed as Category 2 hazards. Where the local housing authority consider that a Category 1 hazard exists on any residential premises, it must take the appropriate enforcement action in relation to the hazard. Where the local housing authority considers that a Category 2 hazard exists on residential premises, it has the power to take enforcement action in relation to the hazard by serving notices.
- 2.8. Officers will take the most appropriate enforcement action in line with the Council enforcement policy to reduce the risk of harm to the occupants. The policy sets out that The Council will not normally take on cases of disrepair reported by tenants of housing associations. This is because social landlords have programmes of planned maintenance and repair in place and, unlike private landlords, have complaints policies which their tenants can follow if they are dissatisfied. Housing association tenants have a final right to complain to the Housing Ombudsman. The exception would be if there are clear Category 1 Hazards, as defined by Part 1 of the Housing Act 2004 in the property which the social landlord has failed or refused to address.
- 2.9. The Council’s website contains information and contact details regarding Landlord responsibilities and how to make a complaint to the Housing Enforcement Team. There are links to further information on rights and responsibilities provided by Shelter and the Citizens Advice Bureau and details of the tenants champion. The Council also works with other voluntary sector groups regarding matters of private sector enforcement.
- 2.10. Appendix 1 shows the details of example category one and two hazards including pictures.

3 LICENCING OF HOUSES IN MULTIPLE OCCUPATION

- 3.1. Some privately rented houses are let to people from several different families, either as bedsits or as shared houses. Houses like this are known as Houses in Multiple Occupation (HMOs).
- 3.2. HMOs provide a valuable source of rented housing to primarily single persons in our area. However, this form of housing can increase the risk to the occupants and increase the severity of the hazards.
- 3.3. HMOs present higher risk accommodation particularly when considering fire safety. For that reason larger HMOs (housing 5 or more people)

require a licence. This applied to all HMOs with 5 or more people in a building with 3 stories since 2006 and all HMOs with 5 or more people (no floor requirement) since October 2018.

- 3.4. At the present time there are 388 licenced HMOs in the borough and officers are working hard to identify any others to safeguard the occupiers.
- 3.5. Identifying, inspecting and licensing of HMOs became more challenging when the requirement to licence was extended in October 2018, where previously there was no requirement to register these dwellings.
- 3.6. Landlords operating licensable HMOs without a licence are committing a criminal offence. It is our legal responsibility to monitor and enforce the legislation to improve housing conditions within the borough.
- 3.7. Many Landlord's are aware of their responsibilities and apply to the Council for HMO licences voluntarily. These are processed accordingly. However Council officers are proactive and investigate reports of unlicensed HMO's from members of the public and other forms of intelligence.
- 3.8. Investigations are carried out using a number of methods including checking official sources such as the electoral register, land registry, and housing benefit and Council tax records, as well as visits to individual properties to gain entry and collect evidence. Officers will than analyse the information and determine the appropriate enforcement action, which could take the form of a prosecution or the issue of a CPN.
- 3.9. The table below shows the number of proactive investigations that have been carried out and/or are in progress since October 2018.

Status	Number
Under investigation	23
Not licensable	308
Licence application received	13
Licenced	73
Total	423

- 3.10. It should be noted that in many cases following investigation individual properties are not licensable. This can be for a variety of reasons, which are set out below-

Not Licensable - split	Number
HMO - 4 people or fewer	126
Hostel Accommodation	1
Owner Occupier/single household	153

Social Housing Association	8
Vacant Property	16
Under Development	4
Total	308

4 ENFORCEMENT/IMPROVEMENT NOTICES SERVED

- 4.1. As set in the Council's housing enforcement policy, the Council can serve both informal and formal notice to reduce the risks and remedy associated with disrepair. In the Council's Business Plan there is an annual target of 80 such notices to be served. The table below shows the performance to date for 2021/22.

Notices issued Jan 2022 - YTD	Total
HMO Management Notice	41
Hazard Awareness Notice	6
Prohibition Notice	4
Prevention of Damages by the Pest Act 1949 Sec 4	1
Preliminary Improvement notice	81
Formal Improvement Notice	2
Public Health Act 1936 Section 83 Filthy & Verminous Premises	1
Local Gov Misc Provisions Act 1976 Section 16 (request for info)	50
Housing Act 2004 Section 235 (request for documents)	3
Public Health Act 1936 Notice of Entry S287	1
Total	190

5 SUMMARY

5.1. This report seeks to explain the processes of the housing enforcement team observes in its investigation and classification of hazards and its approach to proactively investigate reports of unlicensed HMO's.

5.2.

6 ALTERNATIVE OPTIONS

None for the purposes of this report

7 CONSULTATION UNDERTAKEN OR PROPOSED

7.1. None for the purposes of this report

8 TIMETABLE

8.1. None for the purposes of this report

9 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

9.1. None for the purposes of this report as information only

10 LEGAL AND STATUTORY IMPLICATIONS

10.1. None for the purposes of this report as information only

11 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

11.1. None for the purposes of this report as information only

12 CRIME AND DISORDER IMPLICATIONS

12.1. None for the purpose of this report

13 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

13.1. None for the purposes of this report as information only

14 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT

-

15 BACKGROUND PAPERS

15.1. None

16 APPENDICES-CATEGORY 1 & 2 HAZARD EXAMPLES

Category 1 Hazards with Justifications

Hazard 1 - Damp and Mould in a Pre 1920 Ground Floor Flat



A self-contained ground floor flat within a 2 storey block converted into four flats during the 1970's.

The external wall construction is of solid stone. The ground floor flat comprises of a kitchen, bathroom, living room and one bedroom.

- Bedroom: rising dampness and mould growth plus penetrative dampness due to missing pointing to the external face of the external wall and rainwater overspill due to a partially blocked rainwater down-pipe
- Living Room: rising dampness to a height of 1000mm above finished floor level due to a lack of an effective damp proof course to the walls. All walls of the room show dampness (significantly damp to the touch) with salted and perished wall plaster and mould growth present.
- Kitchen: rising dampness evident to the external walls due to the lack of a damp proof course and missing external pointing. Mould growth present

Justification: The presence of severe dampness in most areas of the flat means there is a high likelihood of harm occurring in the next twelve months. There is constant dampness and also mould in the main rooms, which will have a psychological effect on the occupants

Hazard 17 Personal Hygiene (sanitation and drainage)-The house converted into flats



The four completed flats are self-contained, each with a combined bathroom and wc and separate kitchen. Soil pipe: The soil and vent pipe serving the first floor back addition bathroom is leaking at the joint between the pipe and the waste pipe from the ground floor back addition bathroom. In addition, the drain, which runs directly to the main sewer, appears to be partially blocked causing foul and wastewater to back-up and leak out onto the common rear yard.

Justification: There have been recent works to the house, including alterations and additions to the drainage system, the main drains are still suitable to a pre-1919 dwelling occupied by a single family. Although the first floor flats are less likely to be affected than the ground floor flats, the discharging of foul water on to the common yard means there is a very high likelihood of an occurrence within the next twelve months

Hazard 16 – Food Safety - Pre 1920, Semi-Detached House



Narrow kitchen: The small kitchen is 2.5 m long by 1.5 m wide. Arranged at one end of one of the longer walls is a 1000 x 500 mm, single drainer sink above a sink unit, with a drawer and cupboards below, and a 500 x 500 mm free standing gas cooker at the other end

A crudely cut and bowed 750 x 500 mm sheet of strawboard spanning between the sink and cooker provides a worktop. Other than the cupboards and drawer under the sink, there are no provisions for the storage of food or kitchen equipment. Provision for a small refrigerator under the worktop is given by the single socket in the wall above the edge of the cooker, but this is the one and only electrical power outlet in the

kitchen. This would also put the refrigerator close to the existing, poorly insulated cooker.

Justification: The unstable worktop is not sufficient to accommodate the normal range of kitchen equipment and ensure the separation of cooked and uncooked foods and its porous surface and poor clean ability. With only one socket available the chances of any refrigerator being accidentally left disconnected is also increased. Overall, the risk of food poisoning over the next twelve months is extremely likely.

Category 2 Hazards

Hazard 1 - Damp and Mould- First Floor Rear Bedsit In House Constructed In 1949



This is a three storey detached house. There are four bedsits, a large shared kitchen and shared bathroom to the ground floor, three bedsits and shared bathroom on the first floor, and two bedsits on the second floor. There are wash hand basins in each bedsit. The shared bathrooms lack space-heating provision, are internal and rely on artificial lighting and mechanical extraction. Ground floor bathroom contains 2 showers, 2 baths, and a single WC. There is also a separate WC to the ground floor. The first floor bathroom contains a shower, a WC, and wash hand basin. The extractors to both bathrooms are inoperable, and both are affected by severe mould growth

NB-The dwelling being assessed is the first floor rear bedsit.

Justification- Although there is no evidence that there is dampness and mould in other locations, the presence of mould in both bathrooms means that occupiers of this bedsit will be exposed to mould spores over a twelve-month period. Even though this may be for relatively short periods, this exposure will increase the risk of causing or exacerbating asthma or other respiratory conditions.

Hazard 17 Personal Hygiene (sanitation and drainage)- 3 bedroomed mid terrace house



3-bedroomed early Victorian house modernised in the 1970s when the original external door to the south facing back addition was made into a window and a new back porch/lobby was constructed to give a new back door and internal access to the original outside w.c. At the same time, a new bathroom with a bath and wash hand basin, but no w.c, was installed at first floor level in the small back addition above the kitchen. Central heating was also installed, including the installation of a radiator in the cold ground floor W.C ground floor w.c:

Despite the modernisation, the narrow downstairs W.C. compartment was left without a wash-hand basin. Although the W.C's single leaf brick wall was rendered externally, the floor was also never adequately damp-proofed, the consequent rising damp leading to the lifting and break-up of the thermo plastic floor tiles. The lid to the W.C is also missing

Justification: With no wash-hand basin on the ground floor and the upstairs bathroom being the furthest possible walking distance in the house , anyone using the ground floor w.c., particularly children, are likely to forego washing their hands. The inconvenient location of the W.C. and its extreme separation from the w.h.b. is also likely to have some physiological effects. The related risk of washing hands in the nearby sink is scored under food safety; the unhygienic floor to the W.C. compartment is also scored under domestic hygiene

Hazard 16 – Food Safety - 1930, 2 Storey, Semi-Detached House



Kitchen floor



Work surface



The property is brick built with pitched slate roof. There is linoleum missing from several areas of the floor exposing a damp and worn concrete surface, the base units are rotted and broken and in one or two places, the doors to the base units are missing. The bottom area of glazing to the rear external door has been broken and a piece of plywood has been crudely fixed within the doorframe. The work surfaces are loose, damaged and worn, and the shelves in the cupboard units are in a similar condition. The tiles to the splash backs behind the work surface and sink are also loose, cracked, and affected by mould growth. There are one double and one single electric sockets.

Justification: The lack of adequate food storage facilities, which could lead to food spoilage. The food preparation surfaces (and other surfaces) are inadequate in size, and are not capable of being cleaned and kept free from bacteria. As well as the mould

growth, the splashbacks are in disrepair and cannot be kept clean. The condition of the floor also prevents ready and thorough cleansing of the floor. All these factors increase substantially the likelihood of a food related illness over the next twelve months