

# Merton Council Sustainable Communities Overview and Scrutiny Panel



Date: 19 January 2023

Time: 7.15 pm

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

## AGENDA

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## Sustainable Communities Overview and Scrutiny Panel Membership

### Councillors:

Stuart Neaverson (Chair)  
Daniel Holden (Vice-Chair)  
John Braithwaite  
Caroline Charles  
Anthony Fairclough  
Dan Johnston  
Gill Manly  
Stephen Mercer  
Martin Whelton  
James Williscroft  
Victoria Wilson

### Substitute Members:

Edward Foley  
Klaar Dresselaers  
Slawek Szczepanski  
Samantha MacArthur  
Max Austin

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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

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## SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL

3 NOVEMBER 2022

(7.15 pm - 10.00 pm)

PRESENT Councillors Councillor Stuart Neaverson (in the Chair),  
Councillor Daniel Holden, Councillor John Braithwaite,  
Councillor Caroline Charles, Councillor Anthony Fairclough,  
Councillor Dan Johnston, Councillor Gill Manly,  
Councillor Stephen Mercer, Councillor Martin Whelton,  
Councillor James Williscroft and Councillor Victoria Wilson

John Bosley (Assistant Director Public Space Contracts and Commissioning), Elliot Brunton and Paul McGarry (FutureMerton Manager)

### 1 APOLOGIES FOR ABSENCE (Agenda Item 1)

No apologies were received

### 2 DECLARATIONS OF PECUNIARY INTEREST (Agenda Item 2)

There were no declarations of pecuniary interest.

### 3 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

The minutes were agreed as a true and accurate record.

### 4 ACTION LOG (Agenda Item 4)

Members agreed that the 'community waste' item stays on the actions log as something we might want to pick up in future after the results of the consultation.

### 5 WASTE & RECYCLING UPDATE FROM THE CABINET MEMBER (VERBAL) (Agenda Item 5)

The Chair invited Councillor Irons, Cabinet Member for Local Environment, Green Spaces and Climate Change, to give an update on the waste consultation and the recent decision by the Council to not extend our current contract with Veolia.

We have kicked off our consultation into the future of waste services. This is a chance to understand what our residents want us to prioritise and focus on and our online survey has had over 1000 responses so far.

The next pop-up road show is on 9 November in Mitcham Town Centre.

The consultation will end on 22 November with results hopefully available in December and the plan is to come back to the Panel for pre-decision scrutiny on next steps.

In response to questions from Panel Members, the Cabinet Member for Local Environment, Green Spaces and Climate Change added:

- There will be a one-off extra meeting of the panel to look at the waste options once all the information is available.
- Every borough in the partnership is doing its own version of the consultation - We adapted the questions for Merton because we wanted to place a focus on street cleaning and add in questions around digital technology.
- There will be external advice and an independent look at what officers are recommending, and we also have a project board set up to work through the options.
- An external partner will be collating the data from the consultation and undertaking an analysis which will then form part of the recommendations about what we should do next.

## 6 CLARION: REPAIRS AND MAINTENANCE (Agenda Item 6)

The Chair welcomed the representatives from Clarion – Vicky Bonner, Marek Witko and Jacqui Thomas.

Marek Witko drew the Panels attention to a few points in the report: There are around 100 repairs a day in Merton. We absolutely accept that not everything goes right on all of these. At 100 per day that's probably less by volume than other Clarion areas and other stock types, however, the spend is far higher. So as an average it shows the complexity of the repairs here (slightly less repairs at a higher price) and I think that goes back to something we've said previously that the type of property and the type of stock here is extremely complex and that's reflected in those statistics.

The planned reactive maintenance team is an acknowledgment of that, as is the complex case team.

The Chair invited the Public Speakers to share their experiences.

**Tony Wells** - In 2016 we had major works done on our estate – there was no detail about the costing of the job and at the end of the job we had an awful argument to try and get refunds. Some of the works were £16,000 over budgeted and back into town back last year in around about this time last year because So many of our tenants had complained about repairs, we had a meeting which Clarion officials attended, and I reported several issues for my immediate neighbours

and other residents on the estate. To this day those issues still have not been dealt with. In April this year we had our first AGM since before lockdown and back in the AGM we had to threaten to go to the Ombudsman or to solicitors to get things done. Finally, after all this, a task and finish action plan has been brought to the table however it is very slow in the process. Personally, I cannot say that we've had a very good experience with Clarion at all.

**Sarah Henley** - Really difficult that Clarion only allows repairs to be reported online, this is less accessible than using the telephone.

There have been issues with windows and doors fitted in the flats that have needed repeated repairs for recurring problems.

Very long wait times for repairs to a hoist, which is a key piece of equipment for her daily life.

Some residents have been told they can't have automatic doors - in the event of a fire they would be stuck inside.

**Charles Odulana** - Many residents are affected by austerity measures, declining healthcare standards, low pay, and inadequate housing.

Energy performance within the properties on the estate rates between B and F.

When the council privatised its housing, with the full support of the then Labour Councillors, tenants were promised a new enhanced life.

The issue with Clarion is that it is not a democratically run local housing association.

In theory it may think it is, but in practice, it's not. Just replacing light bulb in front of your house takes a year for Clarion to replace. Those bulbs are not readily available in the supermarket or high street which leaves the front of the house in total darkness. Clarion give all sorts of excuses as to why they can't come, they promise they will turn up but then don't come.

The porta-cabin right in front of my house is supposed to be an extension of Clarion's office – There is hardly ever anybody there and if someone is there for you to lodge your complaint to, it is never passed forward.

The roof is still a work in progress. No attention paid to ceilings inside where there is damage also.

Vicky Bonner, Director of Housing at Clarion apologised to residents and agreed to follow up on the issues described.

In response to Panel Member questions, Marek Witko provided further information as follows:

- Sadler's close - Committed to come back by December to talk to you about what we need to do on that estate. We accept that the conditions those residents are living in isn't what we would want and that's why we are looking at a longer-term solution for that estate.
- Key performance indicator data is done independently by the leadership factor, which is a well-known and independent organisation. We send over our entire list of people who have had a repair over to the leadership factor and they randomly pick a selection of those residents to contact.

- Action: Marek agreed to send more detail about the satisfaction survey and methodology.
- Attaching photos to all repairs is a key priority.
- With regards to the tracker to monitor repairs, we meet with the leader's office to go through all the active cases that come through that route. I don't think there's any issues in circulating that more widely but we may have to check in terms of confidentiality.
- In terms of leaks from leasehold properties, we don't expect the tenant to sort it out. However, we don't have an automatic right to go into a leaseholder's property. Not everybody lets us in so it's not an easy process and ultimately, we would have to go to court if we wanted to get into that property without agreement. As a Housing Association, we do want to have better powers to go into properties to carry out essential repairs.
- In preparing the Regeneration plans for Ravensbury, flood risks have been addressed in the design. We're re-grading the whole site and so all the potential flow of water has been modelled and we've redesigned the layout of the ground across the whole of the Regeneration site as well as introduced sustainable urban drainage.
- Voids average figures - We have recently taken on two new contractors specifically to look at voids and complex repairs.

The Panel moved to discuss recommendations.

The Panel RESOLVED to recommend to Cabinet that:

1. This Panel recommends that it be a default procedure for all repairs to have before and after pictures.
2. Resident associations are a great tool for Clarion and residents to stay in touch therefore this Panel recommends that Clarion, at least once a quarter, help advertise the Resident Association meetings, including where and when they will be held, and that resident associations are allowed access to the communal boards for them to advertise these meetings.
3. This panel request that Clarion report back on the improvements it makes to communications around repairs and update the panel at the next session they are due to report at.
4. Clarion commit to review all their Merton properties with regards to retrofitting and improving their energy efficiency.



5. The panel recommends that Clarion undertakes a review of all empty or unused Community spaces so that some, if usable, can be allocated for use by resident associations.
6. Clarion to review its protocols for communicating with freeholders and leaseholders on its properties with regards to complaints and repair response times.
7. Recommend greater transparency published about individual estates data on repairs and the satisfaction rates from residents.

The Chair thanked Clarion Management and residents for attending.

## 7 CLARION: ESTATE REGENERATION (Agenda Item 7)

This item was introduced by Paul Quinn, Director of Regeneration at Clarion. We are now working on all three estates and there's been a couple of quite important milestones this year.

- First of which is that we secured planning approval at Eastfields and that paves the way for a start on site in the spring of next year.
- Almost all the 134 new homes at High Path now been moved into (there's just a few leaseholders now to move into the last few homes) and all those homes are being occupied by existing residents of High Path.
- The next 50 new homes are under construction, and they'll be ready early in the summer next year.
- We'll be submitting the next series of planning applications before the end of the year
- Looking ahead to next year - 314 homes across High Path and Ravensbury, all earmarked for existing residents.

Bear in mind we're just at 5% of the total number of homes we have to build. We have got a long way to go so this is all about continuous improvement and learning lessons from these early stages and seeing how we can improve each phase.

The backdrop to all of this continues to be a program of extensive community engagement and supporting people to prepare for and to move into the new Homes.

In response to questions,

New planning applications - planning application is going to be submitted probably around December and it is a significant uplift. This does mean that we're able to build

more affordable homes, which is our core objective, and it also means we can re-house the existing residents quicker because we're building out phase four that much quicker.

Ravensbury Court - When we did the survey that underpinned the decision to move forward for regeneration, every area within the three estates showed a significant majority in favour of the regeneration. The only exception was Ravensbury Court and that's why it's not included within the regeneration project. Having said that our responsibility is still to keep the building in good condition.

Eastfields - around 45 of the homes are right to buy and privately owned so we've been buying those homes back. In total we've bought back around about 230 homes across the board and rather than let those homes just go out to private rent, which is what we could have done with them, as a Local Authority you are nominating people to live in those homes on an assured shorthold tenancy basis

Building inflation is running at 9/10% but the thing to bear in mind is we run a 30–40-year business plan so inflation goes up, goes down, sales rates go up and go down as does sales value, so we have to take a long-term view.

There is 35% overcrowding on the estates, and these are very high levels. The average overcrowding in London for social rent is 14%.

## 8 PERFORMANCE MONITORING (Agenda Item 8)

The Assistant Director of Public Space highlighted a few key points as below.

SP454 in relation to the collection of fly tipping within a specified period currently operating about 90 level. We have put a lot of attention into that in working with our service provider that has improved in terms of that activity

SP568 which is a red indicator and that is the how promptly we are responding to Street Cleansing enquiries That has moved in a positive direction and we are very focused on improving this aspect further. So far this year in September, my inspectors undertook 700 inspections and Year To Date is 4775 inspections so there's a lot of eyes out there making sure that the service provider is delivering on these aspects.

SP405 - amount of leisure centre users. September figures were 92,000 users of our leisure centres and this really echoes our priorities in terms of a borough of sport.

SP 407 - % of FPN's that have been paid. This figure has been flagged as something that we need to recalibrate. Essentially the number reported here is based on the month, so those are the ones that are immediately paid. There's about a three-month process in terms of the payment of the FPN so it doesn't truly reflect that the performance of that annually. If we look at the performance of the FPN's issued by our service provider, it is around the 70% mark. In September we undertook 253 formal enforcement actions and year to date is 2326 as well

9 WORK PROGRAMME (Agenda Item 9)

The work programme was agreed.

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## Sustainable Communities Overview & Scrutiny Panel – Action Log 2022

Area	Recommendation	Status	Officer notes	Cabinet date
Tree Strategy	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	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.	09/11/2021
Green Spaces	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	Amber	This is under consideration. There are several Council strategies that touch upon parks and open spaces particularly Local Development Framework documents.	09/11/2021
Flooding	The Thames Water independent review of the flooding to be shared with the Panel once received.	Green		N/A
Tenants Champion	See reference for full details.	Green	Cabinet response here: <a href="https://democracy.merton.gov.uk/documents/s48404/Housing%20enforcement%20and%20the%20tenants%20champion%20role%20002.pdf">https://democracy.merton.gov.uk/documents/s48404/Housing%20enforcement%20and%20the%20tenants%20champion%20role%20002.pdf</a>	19/09/2022
Fly tipping	Considering lack of access to disposal facilities is a driver, the Panel RESOLVED that "This panel requests Cabinet consider ways of bringing the collection of waste closer to the community	Green	The recommendation made by the Panel was welcomed by Cabinet and contributes to the existing developments being made to the service.	19/09/2022
School Streets	The Council explore the possibility for planters and particular features that make it clear it is a school street.	Pending	Scheduled for Cabinet 16/01/23	
School Streets	Cabinet to review the communication of zones including term times in school streets	Pending	Scheduled for Cabinet 16/01/23	
Active Travel	Cabinet looks at resourcing for and prioritise the walking and cycling master plan.	Pending	Scheduled for Cabinet 16/01/23	

Area	Recommendation	Status	Officer notes	Cabinet date
Active Travel	Recommend to Cabinet that they examine any potential quick wins that are already identified and still relevant.	Pending	Scheduled for Cabinet 16/01/23	
Clarion Housing	This Panel recommends that it be a default procedure for all repairs to have before and after pictures.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	This Panel recommends that Clarion, at least once a quarter, help advertise the Resident Association meetings, including where and when they will be held, and that resident associations are allowed access to the communal boards for them to advertise these meetings.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	This panel request that Clarion report back on the improvements it makes to communications around repairs and update the panel at the next session they are due to report at.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	Clarion commit to review all their Merton properties with regards to retrofitting and improving their energy efficiency.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	The panel recommends that Clarion undertakes a review of all empty or unused Community spaces so that some, if usable, can be allocated for use by resident associations.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	Clarion to review its protocols for communicating with freeholders and leaseholders on its properties with regards to complaints and repair response times.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	
Clarion Housing	Recommend greater transparency published about individual estates data on repairs and the satisfaction rates from residents.	Pending	Originally scheduled for 16/01/23 Cabinet, now pushed back to 20/02/23	

## Sustainable Communities Overview and Scrutiny Panel

19 January 2023

Wards: Wimbledon Village

### Call-in: Wimbledon Championships Traffic Management

Lead officer: Adrian Ash, Executive Director, Environment, Civic Pride & Climate

Lead member: Cllr Stephen Alambritis MBE, Cabinet Member for Transport

Contact officer: Paul McGarry, Head of Future Merton

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#### Recommendations:

- A. That the Panel review and consider the information provided in response to the call-in request relating to the Cabinet Member's decision to approve the temporary traffic management arrangements during the Wimbledon Championships.
  - B. That the Panel refer the decision back to the Cabinet Member for reconsideration, setting out the nature of the Panel's concerns; or
  - C. Decide not to refer the matter back to the Cabinet Member, in which case the original decision stands.
  - D. That the Panel consider and advise as pre-decision scrutiny, the proposed changes due to be consulted on for the 2023 Wimbledon Championships traffic management arrangements.
- 

#### 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. On 12<sup>th</sup> December 2022, the Cabinet Member for Transport resolved to approve the following;
  - *A. Note the outcome of the Experimental Traffic Management Order used to implement traffic management restrictions as set out in Appendix 1 to facilitate the Wimbledon Championship events in 2021 and 2022.*
  - *B. To consider all the representations received, including the petition which are set out in Appendix 2 [of Appx 1] and agrees to proceed with making the Experimental Traffic Management Order permanent. The restrictions are only implemented during the Championships.*
  - *C. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.*
- 1.2. Following the Cabinet Member's decision, the decision was called-in on 13<sup>th</sup> December 2022 by Cllr Thomas Barlow, Cllr Max Austin and Cllr Andrew Howard of Wimbledon Village Ward.
- 1.3. The reasons for the call-in focus on;
  - A presumption in favour of openness,
  - Consideration and evaluation of alternatives.
- 1.4. In addition to the call-in, this report also sets out further amendments to the traffic management arrangements planned for the Wimbledon

Championships. The proposed amendments are a result of the recent consultations and makes adjustments based on the feedback received from residents and the AELTC on the experimental traffic order in 2021-2022.

- 1.5. The proposed amendments will undergo consultation in February 2023 as a new Traffic Management Order. The Panel are invited to give views on the proposed changes as pre-decision scrutiny advance of the Council's statutory consultation commencing.

## **2**      **DETAIL**

### 2.1.      Rationale for the Experimental Traffic Order

- 2.2.      The Championships is a high-profile global event which has grown consistently over the years. It has always been necessary to have the appropriate parking management measures in place to facilitate the event and various activities on the public highway in the vicinity of the All England Lawn Tennis Club (AELTC). These measures are reviewed and agreed annually between the Council and AELTC as well as relevant partners such as TFL and Metropolitan Police.

- 2.3.      In 2021; it was brought to the Council's attention via the Metropolitan Police that due to an increasing number of vehicle-borne terrorist attacks on crowds; that counter-terrorism measures for crowded places would now need to feature in the traffic management surrounding the Championships; principally the closure of Church Road temporarily to vehicles during the tennis events.

- 2.4.      Copies of correspondence from the Metropolitan Police are attached as appendix 4 to this report.

- 2.5.      Both the Council and AELTC as event organisers have a duty to respond to the Police recommendations and to ensure the safety of pedestrians.

- 2.6.      The measures are considered necessary as set out in paragraph 2.3 of Appendix 1.

### 2.7.      Experimental Traffic Order Process

- 2.8.      The Council, as traffic and highway authority can introduce changes to the highway via two types of order; a Traffic Management Order (TMO) or an Experimental Traffic Management Order (ETMO). Typically the Council would use a TMO; whereby there is a consultation period prior to measures being introduced.

- 2.9.      ETMOs allow for measures to be introduced at the same time as an elongated consultation period takes place. This is useful for measures that cover a broad area and allows the Council to monitor the impact of schemes or consider amendments prior to formalising any decision.

- 2.10.     The Council chose to implement the restrictions via an Experimental Traffic Management Order (ETMO). ETMOs allow for a greater consultation period of up to 6 months and allows residents to experience the changes and provide more detailed feedback. The consultation details are in section 3 of Appendix 1.



- 2.11. The ETMO lasted for 18 months, therefore covering the 2021 Championships (with reduced capacity due to Covid-19) and the 2022 Championships at full capacity.
- 2.12. Throughout the ETMO period, traffic restrictions were only during match-days and Church Road remained open to pedestrians and cyclists and was open to vehicles at night. Restricted access on neighbouring roads was designed to maintain access for residents via a permit scheme operated by AELTC.
- 2.13. Many residents and members will be aware of the current All England Lawn tennis Club (AELTC) planning application for the Wimbledon Park Project and its proposed impact on Church Road. The measures in this report are not related to the planning application and should not be confused with the planning application's proposals which are still under consideration and would be subject to traffic management decisions in future years.
- 2.14. **Reasons for the call-in and responses**  
A presumption in favour of openness:
- 2.15. Those requesting the call in have stated *"It is clear that the decision had already been made before the consultation was held. Local residents have clearly shown their opposition to the proposals with 70% of respondents opposing the restrictions, however the restrictions are being forced through against the express wishes of residents. Therefore, this decision was not made in an open and democratic way"*.  
The Council's response:
- 2.16. The rationale for the temporary traffic restrictions are set out in paragraphs 2.2-2.6 of this report and in Appendix 1.
- 2.17. The measures were introduced under an Experimental Traffic Order on 28<sup>th</sup> June 2021 followed by an open consultation period in excess of 6 months; allowing residents sufficient time to experience the scheme before making representations.
- 2.18. The Council believes it has been open and transparent throughout the process. The consultation, traffic order, statement of reasons, road closure plan, diversion plan and information for obtaining permits has been available on the Council's website since June 2021.  
<https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations/wimbledon-closures>
- 2.19. The consultation also included resident newsletters and on-street public notices. Full details of the consultation are in the Cabinet Member Report; appendix 1 to this report.
- 2.20. A full summary of responses received is also set out in the Cabinet Member report. The top four concerns raised were;

<b>THEME of COMMENT SUMMARY</b>	<b>No of responses per theme</b>
<b>Objections</b>	
1: Church Road: a vital local road, don't close it	40
2: Effect on public transport & cycling	26
3: Inconvenience - longer routes, permits required for residents & visitors, difficult access	38
4. Inconvenience - traffic disruption & congestion on surrounding roads	74

- 2.21. The Council understands that traffic diversions are inconvenient to some; and to some extent the presence of the Championships has always been both a positive and a negative for the immediate local community; though overwhelmingly the Championships are a positive contribution to the borough, its economy and its character.
- 2.22. During the Experimental Order, consultants Burro Happold provided traffic monitoring data to illustrate the impact of the experimental traffic measures. This is available in Appendix 5.
- 2.23. The surveys show that the impact on walking and cycling was neutral as the roads remained open to both. Despite bus routes being diverted, journey times were more reliable as the routes avoided the Championships and journey times improved. Church Road, when open during previous Championships events was always a busy road carrying both through traffic, event traffic and crowds. This in itself caused congestion regularly prior to the changes.
- 2.24. On balance, between meeting the security needs of a major event and the desires of local residents; the Council must prioritise safety; particularly following the recommendations of the Metropolitan Police.
- 2.25. The decision to formalise the traffic management arrangements was not pre-determined before the consultation held; as suggested in the reasons for call-in; however, the measures are now, due to counter-terrorism reasons, a necessary component of safety and emergency planning around major events.
- 2.26. In response to the public consultation, there are still improvements that can be made; should the decision be referred back to the Cabinet Member.
- Longer lead-in times to notify residents of the annual traffic measures for the event.
  - More coordinated communications from AELTC and LBM to local residents regarding resident's permits and access points.
  - Making reasonable adjustments to some of the road closure points to meet resident's requests (set out in further detail in section 2.32 of this report)

### Consideration and evaluation of alternatives.

- 2.27. Those requesting the call in have stated *“The report states that the only alternative option is not to implement the restrictions, however, there has been no exploration or consideration of viable alternatives which would not unnecessarily inconvenience residents”*.

The Council’s response:

- 2.28. When considering the outcome of the consultation, consideration must be given to the nature and validity of the comments / representations and the objectives. Whilst we recognise some inconvenience to motorists; this does not outweigh public safety considerations. As already mentioned, the restrictions are in response to public safety and counter-terrorism and are therefore considered necessary in safeguarding both residents and visitors in the vicinity of the grounds.
- 2.29. There are no real viable alternatives to the temporary closure of Church Road. The key public safety risk is that of hostile vehicle attacks on pedestrians. This inherently means not having motorised vehicles in the vicinity of the crowded pedestrian areas surrounding the AELTC.
- 2.30. Elsewhere, measures such as counter-terrorism bollards have been installed; though this tends to be in permanently used locations such as football grounds or arenas. For Church Road this would mean bollards installed permanently which; for the location will seem over-engineered and detrimental to the street scape and setting of the conservation area; given that the Championships is a two-week event. During the Championships, Church Road remains crowded with people crossing; so the counter terrorism bollards alone do not mitigate the potential risk.
- 2.31. Not to implement what is a critical and necessary safety and risk-mitigating scheme. This would be irresponsible and contrary to the request and advice received from the Police and would have serious high risk implications on both the local traffic authority and AELTC.

### **Pre-Decision Scrutiny on proposed amendments to the Wimbledon Championships traffic management arrangements**

- 2.32. Following the consultation on the ETMO, and pending the outcome of this scrutiny meeting; the Council intends to make further amendments to AELTC Championship traffic management scheme to address the concerns of some local residents who provided feedback on ways of making the restrictions work better for the local community. There are also a number of different traffic orders relating to the Championships, from various years which would benefit from being consolidated into a single TMO.
- 2.33. The Council intends to consult on the proposals formally in February 2023; but welcomes the opportunity to raise the proposals here as a pre-decision scrutiny discussion.

The proposed alterations (to the ETMO proposals) are

- 2.34. Move the closure point in Church Road at the junction with Burghley Road south by a few metres to reduce queuing at the roundabout
- The current ETMO wording is:
- 2.35. *Church Road, between its junction with Burghley Road and a point 2 metres north of its junction with Somerset Road.*
- Changes to:
- 2.36. *Church Road, between an imaginary line extending from the north-east kerb line of Burghley Road and the extended north-eastern kerb line of St Mary's Road and its junction with Somerset Road.*
- 2.37. Prevent through-traffic from using the residential roads contained within the area bounded by Parkside, Somerset/Burghley Road, Church Road and High Street Wimbledon by:
- 2.38. Prohibit left and right turns from Parkside into a) Somerset Road, b) Calonne Road, c) Parkside Avenue, d) Marryat Road except for Authorised vehicles, care worker vehicles, coaches, courtesy cars, delivery vehicles, emergency vehicles, pedal cycles, press/media vehicles, resident badge holder vehicles, VIP vehicles and taxis.
- 2.39. Prohibit vehicles from entering Burghley Road at its junction with Church Road except for emergency vehicles, pedal cycles and authorised vehicles.
- 2.40. Move the closure in Bathgate Road at the junction with Seymour Road south to the junction with Somerset Road and add an additional closure point in Lincoln Avenue at the junction with Somerset Road.

The current ETMO wording is:

- 2.41. *Bathgate Road, between its junction with Seymour Road and its junction with Queensmere Road.*

Change this to:

- 2.42. *Bathgate Road, between its junction with Somerset Road and its junction with Queensmere Road and Lincoln Avenue between its junction with Somerset Road and Seymour Road.*

### **3 ALTERNATIVE OPTIONS**

- 3.1. See paragraph 2.29 of this report.

### **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. Details of the consultation undertaken for the ETMO is set out in section 3 of Appendix 1.
- 4.2. Proposed: Following the pre-decision scrutiny discussion on minor amendments proposed for the scheme, a statutory consultation will take

place February-March 2023 on a new, consolidated Traffic Management order for the Championships' traffic management.

## **5 TIMETABLE**

5.1. None for the purpose of this report.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

6.1. None for the purpose of this report.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

7.1. Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.

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. 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. None for the purpose of this report.

## **9 CRIME AND DISORDER IMPLICATIONS**

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

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

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

- 9.4. Feedback from the Metropolitan Police received 20<sup>th</sup> December 2022.
- 9.5. “The ETMO has provided significant benefit in relation to the separation of Pedestrians and non approved vehicle traffic in the areas of Sussex and Church Roads and the approaches in the zone and also reduced the turnarounds at the HVM (Hostile Vehicle Mitigation)
- 9.6. The ETMO and the proposed TMO use of the soft closures has also provided a layer approach to the overall hostile vehicle mitigation with additional deter, deny and delay effects in a wider footprint which over the last two years as SecCo has been part of the recommended measures for use of vehicle as a weapon. It has also provided additional assurance around VBIED (Vehicle-borne Improvised Explosive Device).”
- 9.7. “There were no reported issues from the local Borough Command Unit either regarding impact on their ability to respond to calls.”

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1. The Government is proposing to introduce a new Protect Duty from early 2022. This legislation, and the changes it brings, will enhance the protection of the United Kingdom's publicly accessible places from terrorist attacks and ensure that businesses and organisations are prepared to deal with incidents. This will place greater emphasis on local authorities, venues and event organisers to plan for mitigation and increase preparedness for responding to major attacks.
- 10.2. This brings into sharper focus, the rationale for why hostile vehicle mitigation measures and the temporary closure of Church Road to support the safety of the Championships is not only proposed, but deemed necessary by the Metropolitan Police in their correspondence with the Council (Appendix 4)

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

- Appendix 1:  
ETMO Cabinet Member Report and its appendices 6<sup>th</sup> December 2022
- Appendix 2:  
Cabinet Member Decision sheet 12<sup>th</sup> December 2022
- Appendix 3:  
Consultation response mapping
- Appendix 4:  
Correspondence from the Metropolitan Police CT unit.
- Appendix 5:  
Traffic impact survey outcomes
- Appendix 6:  
Emails relating to the reports.

## **12 BACKGROUND PAPERS**

- 12.1. <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations/wimbledon-closures>

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**Committee:** Cabinet Member Report

**Date:** 06<sup>th</sup> December 2022

**Agenda item:** N/A

**Wards:** Village

**Subject:** The Wimbledon Championships Traffic Management – Experimental Order results

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

**Lead member:** Councillor Stephen Alambritis, Cabinet Member for Transport

**Forward Plan reference number:** N/A

Contact Officer: Mitra Dubet [mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk) & Paul Garrett [Paul Garrett Paul.Garrett@merton.gov.uk](mailto:Paul.Garrett@merton.gov.uk)

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**Recommendations:**

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

- A) Notes the outcome of the Experimental Traffic Management Order used to implement the following traffic management restrictions set out in table 1 to facilitate the Wimbledon Championship events in 2021 and 2022.

Table 1

Restricted Roads	Event hours	Restricted periods	Vehicles exempt
Church Road (between AELTC Gate 1 and Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police and Emergency vehicles
Somerset Road (between Newstead Way and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)
Church Road (between Bathgate Road and AELTC Gate 1)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Church Road (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Church Road (between Somerset Road and AELTC Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)
Somerset Road (between Burghley Road and Newstead Way – Cedar Court and Newstead Way included)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)

Somerset Road (between Church Road and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Marryat Road (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Bathgate Road (between Queensmere Road and Seymour Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)

B) To consider all the representations received, including the petition which are set out in Appendix 2 and agrees to proceed with making the Experimental Traffic Management permanent. The restrictions are only implemented during the Championships.

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

## 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report details the result of the Experimental Traffic Management Order used to introduce the necessary traffic management restrictions during the 2021 and 2022 Championship events.

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

## 2.0 DETAILS

- 2.1 The Championship is an annual high profile event that attracts a great deal of visitors as well as a worldwide media audience. It has always been necessary to have the appropriate traffic and parking management measures in place to facilitate the event and the various activities on the public highway within the vicinity of the All England Lawn Tennis Club. The mitigating measures are reviewed on an annual basis amongst various partners including the Council, TfL buses and the Police. In terms of security, this is essentially reviewed and managed by the Police. In 2021, a letter from the Assistant Commissioner of New Scotland Yard to the Council made a number of counter-terrorism recommendations which included the various road closures as set out in table 1 of this report.
- 2.2 To facilitate the 2021 event and in response to security issues, in partnership with the Police and AELTC, the Council introduced a number of motorised vehicular access restrictions as set out in table 1.
- 2.3 The measures are considered necessary to manage event traffic flow during tennis event days at the All England Lawn Tennis Club without unduly impacting on access requirements for local residents, emergency services and visitors. It is considered that the measures enhance and increase the safety of visitors to the Championships and pedestrians in the area during the event by:
- Reducing crowding and increasing the standoff distance on each side of the Grounds effectively away from the main gates at peak times.
  - Restricting vehicle access to these crowded areas during the Championships.
  - Creating a safer environment which mitigates vehicle-borne threats within crowded spaces and is in support of prevailing guidance such as the National Counter Terrorism Security Office (NaCTSO) "Crowded Places Guidance".
  - Increasing space available for people arriving or departing to adhere to guidance in relation to Covid19. This includes introducing new controls and restrictions on vehicle access on Church Road and Somerset Road.
  - Diverting unnecessary through traffic from the area during the Championships.
- 2.4 The main reason for proceeding by way of an Experimental Traffic Order is to assess the effects of the proposals for a trial period before consideration is given to whether the provisions of the Experimental Traffic Order should be made permanent. This also allows minor modifications and improvements to be made.
- 2.5 Many residents and members will be aware of the current All England Lawn tennis Club (AELTC) planning application and associated proposed restrictions for Church Road. The measures in this report are not related to the planning application and should not be confused with the planning application's proposals.
- 2.6 Access Provisions  
As agreed by the Council, AELTC distributed letters dated 21<sup>st</sup> May and 16<sup>th</sup> June 2021 informing residents within the catchment area, how to apply for permits that ensures access to individual properties are maintained during the restricted periods. Provisions are also made for residents' visitors through permits. Copies of these letters can be found on the Council's website. Deliveries are managed by marshals controlling the closures. Please note that residential vehicular access cannot be permitted at Church Road (between AELTC Gate 1 and Gate 5) and Somerset Road (between Newstead Way and Marryat Road) closures.
- 2.7 Full details including diversion plans, bus diversion, event day closures, permit applications etc can be found on the Council's website:

### 3. CONSULTATION

- 3.1 The measures have been introduced under an Experimental Order which came into effect on 28<sup>th</sup> June 2021. This type of Order enables the implementation of a scheme during the statutory consultation stage. An Experimental Order allows the restrictions and the Order to be in place for a maximum of 18 months before a final decision is made. Anyone can make a representation within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force. The EMTO allowed the Council to meet its extremely tight deadline upon receiving the letter from the Police but it also residents, visitors and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. It also allows the Council to make minor adjustments. Consultees had in excess of 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making a representation.
- 3.2 The ETMO came into effect on 28<sup>th</sup> June 2021 which started the consultation. Newsletters were delivered to all those properties in the area. Copy of newsletter is attached in appendix 1. The newsletter detailed the consultation process and the proposed measures.
- 3.3 Residents were encouraged to submit their feedback on the Council’s website using specific on-line feedback link. All available information was also posted on the website. Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 3.4 The statutory consultation resulted in 226 representations. All the representations are detailed in appendix 2. Although during a statutory consultation consideration is given to validity of comments i.e. it is not a vote, for ease of understanding, consultees were also given the option of agreeing or disagreeing with the proposed measures. Of those who responded, 17 gave no indication of a preference, one failed to give an identifiable address and there were 27 responses that were duplicates or additional comments. Multiple responses have been combined as per adopted practice. This resulted in 180 valid online responses plus one response received via email after the consultation closed but has been included. The results show 82% of respondents against with 14% in agreement with the remaining either making observations or ‘don’t know’. Of the respondents 89% included comments with their responses. This was only marginally higher for those who disagreed with the proposals.
- 3.5 Various analysis of responses are set out below:

#### 3.5.1 No of Responses

	%	No. of responses	With Comment		No Comment	
			No.	%	No.	%
Strongly Agree	8	15	13	87	2	13
Agree	6	10	8	80	2	20
Don't Know	4	7	5	71	2	29
Disagree	12	22	20	91	2	9
Strongly Disagree	70	126	114	90	12	10
<b>TOTAL</b>	<b>100</b>	<b>180</b>	<b>160</b>	<b>89</b>	<b>20</b>	<b>11</b>

### 3.5.2 Location Analysis

The following represents the respondents' borough which shows almost an even split between respondents between Merton and Wandsworth boroughs.

<b>Borough</b>	<b>%</b>	<b>No. of responses</b>
Merton	50	90
Wandsworth	48	87
Kingston	1	2
Bromley	1	1
<b>TOTAL</b>	<b>100</b>	<b>180</b>

### 3.5.3 Responses by Ward:

The Ward level results show the majority of respondents are from the West Hill ward in Wandsworth and Village Ward in Merton, which are the closest to the AELTC tennis ground. This represents 112 (62.2%) of the 180 respondents. The next largest responses are from the adjacent wards namely Wimbledon Park and Southfields which accounts for 146 (81.1%) of the 180 respondents.

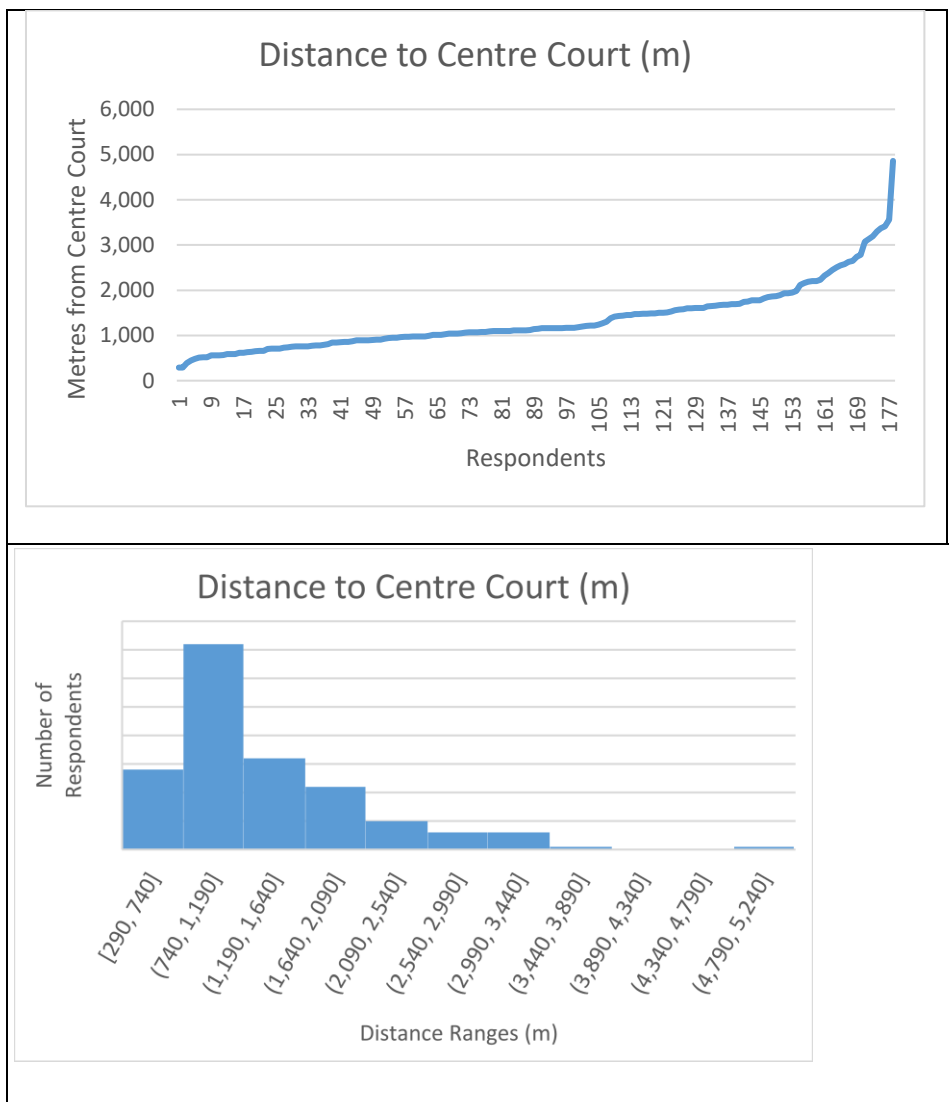
<b>Ward</b>	<b>%</b>	<b>No. of responses</b>	<b>Borough</b>
Abbey	0.6	1	MERTON
Cannon Hill	0.6	1	MERTON
Colliers Wood	0.6	1	MERTON
Coombe Hill	0.6	1	KINGSTON
Hillside	5.0	9	MERTON
Hook & Chessington North	0.6	1	KINGSTON
Kelsey & Eden Park	0.6	1	BROMLEY
Merton Park	1.1	2	MERTON
Raynes Park	4.4	8	MERTON
Southfields	11.1	20	WANDSWORTH
St. Helier	0.6	1	MERTON
Tooting Broadway	1.1	2	WANDSWORTH
Village	26.1	47	MERTON
Wandle	1.1	2	MERTON
West Hill	36.1	65	WANDSWORTH
Wimbledon Park	7.8	14	MERTON
Wimb. Town & Dundonald	2.2	4	MERTON
<b>TOTAL</b>	<b>100</b>	<b>180</b>	

3.5.3.1 The table below shows the four wards that yielded the highest number of respondents

<b>Percentages %</b>				
	<b>Strongly Agree/Agree</b>	<b>Don't Know</b>	<b>Disagree/Strongly Disagree</b>	<b>TOTAL</b>
West Hill (LBW)	13.8	1.5	84.6	<b>100.0</b>
Village (LBM)	14.9	2.1	83.0	<b>100.0</b>
Southfields (LBW)	25.0	5.0	70.0	<b>100.0</b>
Wimbledon Park (LBM)	7.1	0.0	92.9	<b>100.0</b>

3.5.4 The results show that the objections remain high in areas closest to the AELTC site. Only Southfields shows a slightly higher number of people in agreement. However, this only equates to five actual respondents.

3.5.5 Analysis has also been undertaken by distance of respondent address to the centre of the Centre Court. For this analysis the two furthest respondents have been removed as they are statistically anomalous, being 10km and 13km from the AELTC site. The first chart shows that approximately 85% of respondents are within a 2km radius of Centre Court. The second chart splits the responses into distance range and shows that there is a clear peak at the 740-1,190m range. Overall, the charts show that the vast majority of responses are within relatively close proximity to the AELTC tennis ground.

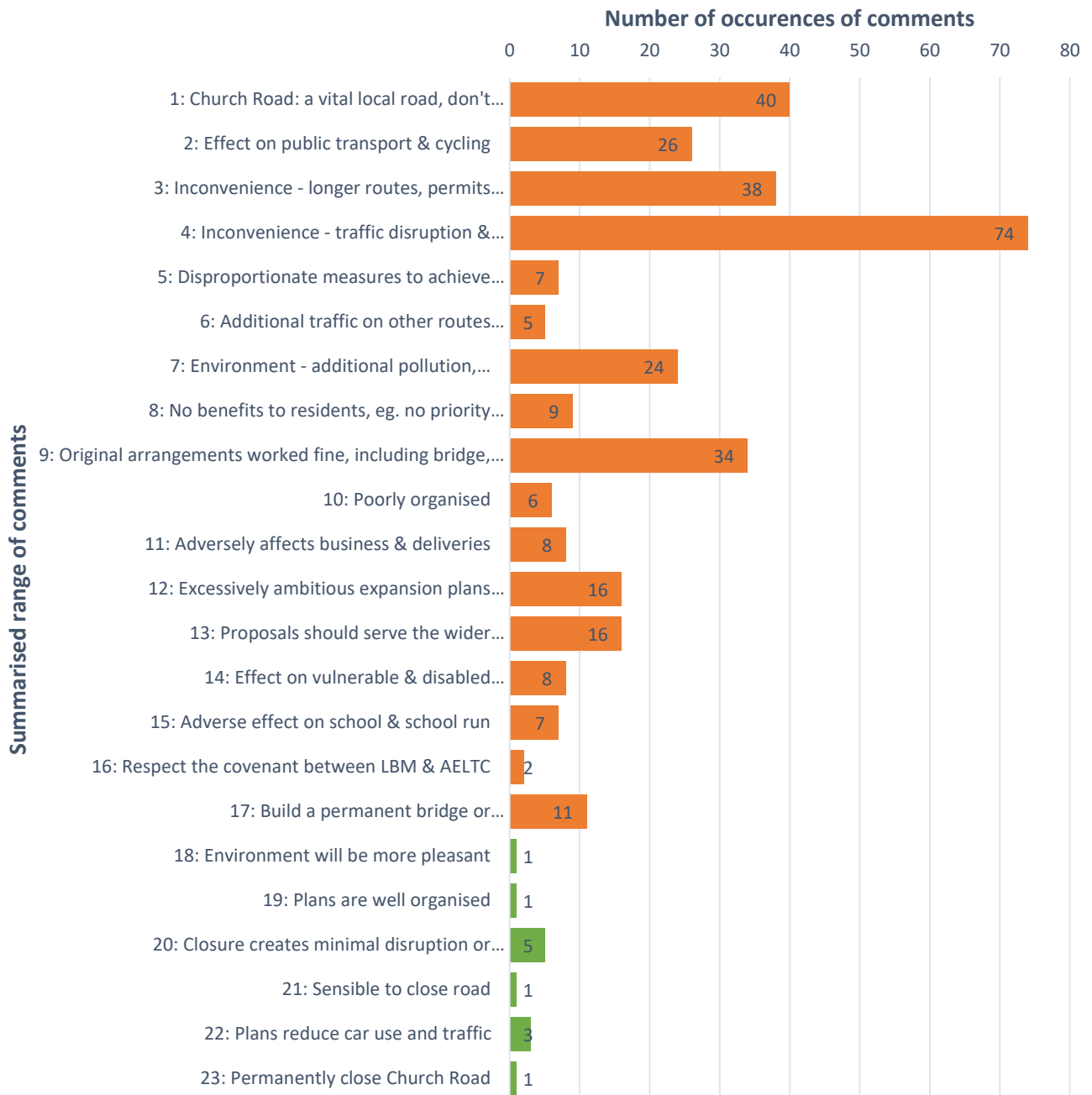


### 3.5.6 Analysis of Comments

The comments have been analysed and summarised into 23 different categories based on theme of the comments. The first 17 categories are reasons given in opposition to the proposals; the final six categories are reasons given in support of the proposals. Some comments go beyond the road closure proposals and mention the wider plans of AELTC. The chart below shows the distribution of comments, however, the full comments are detailed in appendix 2.

<b>THEME of COMMENT SUMMARY</b>	<b>No of responses per theme</b>
<b>Objections</b>	
1: Church Road: a vital local road, don't close it	40
2: Effect on public transport & cycling	26
3: Inconvenience - longer routes, permits required for residents & visitors, difficult access	38
4: Inconvenience - traffic disruption & congestion on surrounding roads	74
5: Disproportionate measures to achieve stated aims	7
6: Additional traffic on other routes causes safety issues	5
7: Environment - additional pollution, damage to the park from car parking	24
8: No benefits to residents, e.g. no priority for tickets or other residents amenities	9
9: Original arrangements worked fine, including bridge, just need enhancing - no security risk to justify current plans	34
10: Poorly organised	6
11: Adversely affects business & deliveries	8
12: Excessively ambitious expansion plans & hours of closure	16
13: Proposals should serve the wider community, not solely AELTC & its visitors	16
14: Effect on vulnerable & disabled residents and hospital access	8
15: Adverse effect on school & school run	7
16: Respect the covenant between LBM & AELTC	2
17: Build a permanent bridge or underpass plus better traffic management	11
<b>Support</b>	
18: Environment will be more pleasant	1
19: Plans are well organised	1
20: Closure creates minimal disruption or inconvenience	5
21: Sensible to close road	1
22: Plans reduce car use and traffic	3
23: Permanently close Church Road	1

## Distribution of comments



3.5.7 The results show that the respondents are questioning the need for the proposals and feel that the previous arrangements, with some modifications would be adequate. They cite a range of adverse effects on residents which they feel seriously impact their lives and are unnecessary to achieve the stated aims of AELTC. The majority object to the severe inconvenience and that there is nothing given in return. Respondents feel that there are alternatives, such as better traffic



management or building a permanent bridge or pedestrian tunnel. The comments in support show that there is some differing opinion on the level of impact on the community, but this is rather minimal in its volume. Full details of all the comments are detailed in appendix 2.

3.6 In response to some of the points raised by the objectors, it is noted that the restriction may cause inconvenience to some residents and every attempt has been and will be made to accommodate the residents' vehicular access needs by means of permits. However, these measures are to address safety risks to the area and it is only for the duration of the championship. Notwithstanding the need for the restrictions, issues regarding the permit have been noted and the Council will endeavor to make improvements by longer lead times, better organisation and closer working with AELTC and residents.

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

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

3.6.2 With regards to bus journey times, data provided by Transport for London (TfL) show that public transport (493 bus) performed better in 2021 and 2022 when the road closure was in place compared to 2019, when Church Road was open to all traffic. Journey times were generally more predictable and shorter than they were in 2019 due to buses experiencing less conflicts and congestion on the diversion route.

During the peak (spectator arrival period 10:00-12:00), the average bus journey time from Wimbledon station to Southfields station (northbound) was 30 minutes in 2019. This reduced to 24 minutes in 2021 and 27 minutes in 2022. The average bus journey time during the same time period between Southfields station and Wimbledon station (southbound) was 27 minutes in 2019, reduced to 20 minutes in 2021 and 26 minutes in 2022. This shows that the road closure resulted in improved and more reliable journey times along the diversion route, compared to travelling on Church Road during The Championships.

3.6.3 During the 2021 and 2022 Championships, Church Road was open to cyclists; any future restriction imposed on cyclists would be based on safety and security subject to Police recommendations / instructions.

3.6.4 With regards to the hours of the restrictions, hours of closure reflect the times at which safety and security concerns are at their highest. The hours of closure will be reviewed each year and updated as necessary in consultation with AELTC and the Police and as per adopted practice, the measures including the hours will be subject to an annual review.

3.6.5 In response to the parking issues raised by some objectors, the car parking arrangements for the 2021 and 2022 Championships were very similar to previous years, with better signage to the car parks. Although not part of the Experimental Traffic Management Order, there is a commitment

from AELTC to reducing car parking over time which will reduce the congestion and environmental impacts. During the 2022 Championships AELTC reduced the capacity of Car Park 10 from 500 to 350 spaces. Although some believe that this may lead to displaced parking in the area, parking can be addressed as it has been over the years by means of the appropriate parking management during the Championships.

- 3.7 All the residents within the affected roads (area bounded by Somerset Rd, Bathgate Rd, Church Rd and) Burghley Rd were sent a newsletter (appendix 1) regarding the scheme and all available information were also available on the website. In addition, A newsletter attached as appendix 4 was posted to 16000 residents on the AELTC community mailing list.
- 3.8 It is essential to note that when making a decision based on the outcome of a statutory consultation, consideration must be given to the validity of objections rather than the number of objections. And in this case, serious consideration must be given to the security risk implications if the appropriate measures are not put in place during the events. It is also essential to note that the measures will only be implemented during the events.
- 3.9 All statutory bodies have been consulted and no objections have been raised.
- 3.9.1 Positive feedback was received from TfL Bus Operations Service Delivery.
- 3.10 It is acknowledged that some reasonable adjustments may be required to address some of the issues raised and where possible the Council will work in partnership with the AELTC, the Police and residents to ensure that those issues are addressed.
- 2.11 In addition to the feedback received during the consultation, on 6<sup>th</sup> September 2021, an on line petition was also received against the proposed measures. The submission contained a list of signatories and a list of comments by some of those who signed the petition. There were 700 responses at the time of submission; however, the change.org webpage showed that there had been 743 responses; the organiser has not sent any updates since the e-mail on 6 September 2021, so only the data that is held has been analysed. Not all signatories provided a full address thereby making it challenging in identifying those who are directly affected by the restrictions i.e. local residents; however, based on the information provided, it appears that the majority of the respondents are from the SW19 and SW18 postcode. The petition and a full analysis are detailed in appendix 3.

#### **4. OFFICER'S RECOMMENDATION**

- 4.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the objectives. As already mentioned, the restrictions are in response to safety and anti-terrorism and are therefore considered necessary in safeguarding all those in the area.
- 4.2 It is, therefore, recommended that the Experimental Order is made permanent which will allow the implementation of the restrictions during the annual event.

#### **5. ALTERNATIVE OPTIONS**

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

## **6. TIMETABLE**

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

## **7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

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

## **8. LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.

- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

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

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The scheme includes special consideration for the needs of people with blue badges, local residents, and businesses without prejudice toward charitable and religious facilities.

- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

## **10. CRIME AND DISORDER IMPLICATIONS**

- 10.1 There are terrorism implications associated with this annual event which can be addressed by the proposed measures along with other measures managed by the Police.

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 There may be some dissatisfaction amongst the objectors but the needs and benefits of the measures that are only in place during the championship events outweigh majority of the comments made against the measures.

- 12.2 The risk of not implementing the restrictions would have safety and security implications.

## **13. ENVIRONMENTAL IMPLICATIONS**

- 13.1 When determining the type of schemes to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining improved movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the need to reduce road collisions.

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

## **15. APPENDICES**

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

Appendix 1 - Newsletter

Appendix 2 - Representations to statutory consultation

Appendix 3 - On - line petition

Appendix 4 - ALL ENGLAND LAWN TENNIS CLUB Newsletter

### **Background documents**

Cabinet Member report dated 7<sup>th</sup> June 2021, titled The Wimbledon Championships Event - Church Road and Somerset Road Closure

MERTON COUNCIL

# Wimbledon Championships 2021 Road Changes

Statutory Consultation Newsletter



21 June 2021

Dear resident,

As you may be aware, Merton Council have published an Experimental Traffic Order approving part-time closures of Church Rd for the duration of this year's Championships.

Working in partnership with the Metropolitan Police and AELTC, the Council is introducing the following vehicular access restrictions from Monday 28 June to Sunday 11 July 2021.

Restricted Roads	Event hours	Restricted periods	Vehicles exempt
<b>Church Road</b> (between AELTC Gate 1 and Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police and Emergency vehicles
<b>Somerset Road</b> (between Newstead Way and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)
<b>Church Road</b> (between Bathgate Road and AELTC Gate 1)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
<b>Church Road</b> (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
<b>Church Road</b> (between Somerset Road and AELTC Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)
<b>Somerset Road</b> (between Burghley Road and Newstead Way – Cedar Court and Newstead Way included)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
<b>Somerset Road</b> (between Church Road and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
<b>Marryat Road</b> (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
<b>Bathgate Road</b> (between Queensmere Road and Seymour Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)

[merton.gov.uk/restrictions-wimbledon-2021](https://merton.gov.uk/restrictions-wimbledon-2021)



The measures are designed to manage event related traffic flows during tennis event days at the All England Lawn Tennis Club. The proposed restrictions will create a better and safer environment and enhance and increase the safety of visitors and pedestrians. It is also a mitigation response to threats related to crowded spaces and is in support of prevailing guidance such as the National Counter Terrorism Security Office (NaCTSO) "Crowded Places Guidance".

As set out in letters from AELTC to local residents dated 21<sup>st</sup> May and 16 June 2021, as a resident within the catchment area, you can apply for permits to ensure access to your property is maintained during the restricted periods. You can also apply for your visitors' permits. Copies of these letters can be found on the Council's website. Deliveries will be managed by marshals controlling the closure points and won't affect resident's deliveries. Please note that vehicular access will not be permitted at Church Road (between AELTC Gate 1 and Gate 5) and Somerset Road (between Newstead Way and Marrayat Road).

## LET US KNOW YOUR VIEWS

### Statutory Consultation

The proposals are being introduced under an Experimental Traffic Management Order which allows us to monitor the impact and effectiveness of the scheme. The feedback gathered during the experiment will influence whether the scheme is repeated in future years.

The Experimental Traffic Order comes into effect on **28<sup>th</sup> June 2021** and the consultation will commence on this date. The consultation will remain live for 6 months. The Order will be in place for a maximum of 18 months and a final decision will be made between the 12<sup>th</sup> and the 18<sup>th</sup> month. Although the order remains in place, **all roads will be re-opened on 11<sup>th</sup> July 2021**.

We ask that you submit your feedback online using this link <https://consult.merton.gov.uk/survey/860>

**Please note that officers cannot provide individual responses to emails received during the consultation period. You are advised to respond via the online survey.** You will be informed of the Cabinet Member decision once a final decision is made.

## FURTHER INFORMATION

For all updates and additional information such as diversion routes, bus diversion routes and applying for a vehicular access permit please refer visit; [www.merton.gov.uk/restrictions-wimbledon-2021](http://www.merton.gov.uk/restrictions-wimbledon-2021)

## WHAT HAPPENS NEXT?

The results of the consultation along with officers' recommendations will be shared with all Ward Councillors and presented to the Cabinet Member for Regeneration, Housing and the Climate Emergency for a decision. Once a decision is made you will be informed accordingly.

## YOUR VILLAGE WARD COUNCILLORS

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

Cllr Thomas Barlow - [thomas.barlow@merton.gov.uk](mailto:thomas.barlow@merton.gov.uk)

Cllr Andrew Howard - [andrew.howard@merton.gov.uk](mailto:andrew.howard@merton.gov.uk)

Cllr Najeeb Latif - [najeeb.latif@merton.gov.uk](mailto:najeeb.latif@merton.gov.uk)

Cllr Martin Whelton - Cabinet Member for Regeneration, Housing & Climate Change. [martin.whelton@merton.gov.uk](mailto:martin.whelton@merton.gov.uk)

Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health [rebecca.lanning@merton.gov.uk](mailto:rebecca.lanning@merton.gov.uk)

[merton.gov.uk/restrictions-wimbledon-2021](http://merton.gov.uk/restrictions-wimbledon-2021)



<b>OBJECTIONS</b>
Closing Church Road is draconian and has led to backed up traffic and pollution in surrounding roads. With reduced numbers of spectators and without players and their staff staying in the local area, the data you are collecting from cameras and speed / traffic sensors are unrepresentative of a normal year and will dramatically underestimate the scale of the disruption.
No issues in previous years with Church Road being open. This year pedestrians walked on church road despite it still be in use for some vehicles which seems less safe. 493 bus on multiple occasions had difficulty on Queensmere road (both from Parkside and Bathgate road) causing large amounts of traffic.
Whilst I appreciate the desire to limit crowding around the AELTC during the tournament, the effect of these closures is to dramatically worsen traffic for residents in the surrounding areas and to force increased traffic past the Church and a number of nearby nurseries and schools, putting children at risk. In addition it creates a precedent for the AELTC to push for similar or even more widespread restrictions in the future which overwhelmingly benefit them to the detriment of the local community.
The local area has coped perfectly well for many years without such a road closure and to the extent that the system needs good safety management the AELTC has more than enough resources to pay for it. Local residents were affected and very inconvenienced this year by the closure and emergency vehicles were prevented from driving past the grounds - I know as I was a patient in an ambulance trying to get to St Georges which had to be diverted resulting in a longer journey.
The closure of church road is very inconvenient and unnecessary, it has worked in the past with one way system and partial closure
Am concerned about the consequent increase in traffic on surrounding roads. I haven't noticed it particularly this fortnight, unsure whether this is because of 50% capacity.
I strongly disagree with the AELTC Wimbledon Park Project subject to the Planning Applications submitted to the LBM 21/P2900 and LBW 2021/3609. Until new comprehensive proposals are developed for consideration and to the satisfaction of our local community and all stakeholders, I cannot support proposals for road changes to deliver the Wimbledon Championships with solutions that may prejudice the long term benefit of Wimbledon Park.
Safe delivery of The Championships - it's almost impossible to tell. On the other hand if the scheme nudged people not, not, not to arrive by car but rather to walk, cycle or use public transport then it would achieve a goal on par with England 2 Denmark 1.
Whilst I understand the AELTC's desire to increase retail space (as indicated on their consultation artists' impressions), improve passage from one side of the road to the other, and enhance security measures, this obviously impacts residents of both Merton and Wandsworth. The most obvious immediate impact is on vehicle traffic, both cars and buses, but it appears that this will also have a detrimental effect on pedestrians and cyclists. This year, pedestrians (walking and running) could pass AELTC without restrictions and cyclists appeared to be able to dismount and walk past. However, and again based on the artists' impressions accompanying the consultations, it would seem that this will not necessarily be the case under a "permanent" scheme. Depending on destination, evidently, preventing pedestrian access past the grounds greatly increases the time and distance involved for the large number of walkers, runners and cyclists currently using this route. I would have thought that many of the aims of AELTC could be met by alternative solutions such as bridging the road, or, better from a visual standpoint, installing one or more appropriate pedestrian tunnels.
Road closures negatively impact local residents to benefit visitors to the championships. There are no benefits provided by the AELTC to local residents and any disruption will justifiably cause hostility.
Just who pays Council Tax and has to live with the disruption during the 2 weeks of the Wimbledon Championship! I may live slightly further away but the knock on effect is quite frankly a pain in the arse!!! Please note I am a Wandsworth Resident!!
I have now experienced those road closures for the Championships over the last two weeks. I am a tennis fan and see the important role that some traffic management can play in the timely arrival of traffic to the event. However these changes have the opposite result. The queues of traffic going through the village are horrendous since it is the only route available. My daughter trains at Wimbledon Park track twice a week and we had to drive along Parkside then turn down Queensmere Road to the bottoms of Bathgate road and then go that way to the park entrance. The traffic was really bad in Parkside. Perhaps a compromise could be that local

residents or people using the local facilities ie the athletics track could be given a badge allowing access to those roads.
The original walk way through the park was save and did not require road closures which pushed the traffic down Granville Road passed the primary's school and pollution definitely rose in this area. So you are actually harming children by closing these roads.
The roads and public transport is already busy enough during the championship and congestion for the ordinary local driver would be very stressful
What about people who need to use public transport i.e. number 493 bus during Wimbledon fortnight? It is not acceptable that their needs are being ignored.
Too much toadying to the Corporate Championships
Closure of Church Road has significant impact on local residents. In addition, the restrictions on roads leading off Parkside mean more traffic on Parkside which causes delays at peak hours for local residents. In previous years this was not necessary. I strongly disagree with using Wimbledon Park as a car park. This is a community resource and should not be used for parking. Recent rain has caused damage to the grass which will take months to repair - all at a cost to the local Community.
I wanted to make representations to the ETMO on four counts especially as this is a public road paid for out of council tax : i) Ensuring cycle access is maintained throughout. More clarity and communication to council officers that cyclists should continue to be allowed to use church lane throughout the championships. My experience was mixed where in some cases officers said the road was closed and you couldn't pass any further. ii) It feels like the order is too extensive for motor vehicles and would be a fairer balance to be more targeted in terms of time length including starting time. For example starting at 8.30am when the majority of spectators arrive much later in the morning / lunchtime and separately applying to late into the evening when those arriving for the tennis and hence planning to use church lane would of already arrived. iii) Potentially more practical would be establish bridges over church lane potentially allowing direct entry to the championships with ticket / security checking on the golf course side of the road. This would also increase security with not having large number of spectators on church lane. iv) Taxi access was allowed whereas other motor vehicles were not which seems discriminatory. Thank you
The closures of the roads mentioned means our travel to and from Putney will be affected.
Unable to drop off passengers near to Centre Court Unable to approach taxi rank unless approaching from Wimbledon Village.
The current restrictions (which I will ignore) mean that I now have to display a ' residents permit' to drive to and from my own home vis ' checkpoints' which is on a private road (which I part own) I have lived in Somerset road/cedar court for 10 years, there is no precedent for these type of impositions which are totally unnecessary completely unnecessary and unprecedented restrictions. I have lived in <b>XXXX</b> for 10 years + and my family and I feel like prisoners in our own home. Disgusting behaviour by AELTC and Council The measures are entirely disproportionate . I have lived near AELTC for years and such measures have never been in place or were needed. I feel like a prisoner in my own home. Disgusted !
I live in <b>XXXX</b> . We are inconvenienced by pre Wimbledon traffic going to the site (although I believe they are not supposed to use our road to access). During the Championship all manner of traffic passes us (driving in excess of 20 mph speed limit) and uses our road as per normal to bypass Parkside. Then they realise they cannot continue through Burghley Road to Church Road so a traffic queue builds up whilst they adjust to travelling up Marryat Road. There have been 10 -20 cars in a queue at times. In the latter part of the day chauffeurs and drivers sit outside the houses at our end of the road on residents parking spots and over driveways for several hours. Only move off when asked by officials (if they are forceful) do not move off of Zi ask. I did ring the ALL ENGLAND LAWN TENNIS CLUB tel no who agreed to follow up - someone came round to move them off on Fay I but illegal parking has continued raver to day bar Sunday. My don tried to cycle along Church Road (past the club) and said it was dangerous with the number of people walking on the toad. He has now taken to cycling a long way round or when the tennis has either not started or is over. We have a pass. It difficult for any unexpected visitors or family visiting who do not know they can ring us before hand and we can ring the number from ALL ENGLAND LAWN TENNIS CLUB to give them access. Too much to do so just have to be redirected the long way round. Or a good experience! I could go on x d on and on No advantage for locals - having a tournament so close but still so difficult to get tickets.
As a side road, <b>XXXX</b> , we see an increased traffic flow and endless parking of vehicles, specifically cabs for spectators



<p>The power of the AELTC and its grandiose plans for expansion have got totally out of hand. This road closure and its plans to build on Wimbledon Park golf course are totally unnecessary and for the sake of their greed the AELTC will completely desecrate a glorious open space and blight the neighbourhood. This tournament has successfully been held in its present state for years and should not be allowed to ruin the lives of local residents.</p> <p>The Wimbledon tournament is already very large and places a burden on the AELTC neighbourhood and Southfields' facilities that is just bearable. The planned expansion is unnecessary and to my mind just a grandiose revenue expansion exercise by the AELTC. I do not believe 'Safety considerations' play any part in the AELTC's reasoning and planning request.</p>
<p>Why are event cars transporting players not allowed to use Burghley rd. Wimbledon is about the players, yet they are not allowed through barriers to use the quickest route to the grounds. They are forced to take the long route round from Arthur rd, mixing with heavy traffic and through spectators on their way to watch them! A bit more common sense, joined-up thinking and pragmatism, please.</p>
<p>Church Road s a vital through route between Wimbledon and Southfields. There simply is no alternative. Please DO NOT close it. Don't close Church Road. If the all England are worried about the safety etc of entry arrangements they should use a different entrance gate.</p>
<p>We object to Church Road and other surrounding roads, which normally provide routes through the area being closed at any time. It is an important route for all vehicles travelling around this area and its temporary closure causes much inconvenience to residents in the area together with the associated traffic congestion and pollution that occurs at the points where the road closures are made. It seems that the closure of a public road so that a private organisation can better organise their activities is unjust. Wimbledon Tennis has grown and grown in terms of the extent and intensity of its use over the last two or three decades to the point where it's impact on the surrounding area during the tournament is now excessive.</p>
<p>Access for residents is important! Easy access is important! It is important to me to allow free access to Steeple Close, a turning off Church Road.</p>
<p>If church road is closed we As residents should be allowed to use other roads eg. Marryat road, Burghley Road, Bathgate Road etc. However we are not able to do so without a yellow permit. This makes for a lot of inconvenience since we use these roads to visit our local businesses and amenities. Consideration to local residents has not been taken into properly. This definitely needs to be addressed.</p>
<p>It is hugely disruptive to residents of this road and surrounding roads. People cannot catch the 493 bus easily as the rd is blocked. Roads off Church road are subjected to increased traffic n larger vehicles moving down quieter streets. Wimbledon tennis seem to take over our area and streets and residents suffer as a consequence.</p>
<p>Even though traffic to the AELTC Championships was reduced this year because of reduced spectator numbers and Covid-19 restrictions, the closure of all the roads within such a wide area for such a prolonged period each day, caused huge disruption for residential movement and travel, necessitating longer routes with associated additional traffic, pollution and noise. I do not see why the residential population should be subjected to this. In past years road access limitation during the late morning and early evening was perfectly adequate for the control of tennis related traffic when most spectators were arriving and leaving. The local population get no benefit but have to suffer the consequences. It is grossly unfair, draconian and unreasonable.</p>
<p>The road closure has turned Victoria Drive into a rat run for black cabs and Uber drivers. Most of whom appear to be driving well in excess of the 20mph limit. In addition we now have to drive about 3 times the distance to return from school in the morning and l'm both directions for the afternoon pickup. Extra time taken and pollution caused in the areas. AELTC should be building large underpasses and a temporary bridge to join the 2 sites, not causing local residents even more inconvenience in their daily life.</p> <p>The road closure created various dangerous rat runs in the area. Angry diverted drivers regularly sped dangerously fast up Victoria Drive trying to find alternative routes whilst taxis and Uber drivers used the area for pick ups and drop offs. In addition, locals like ourselves had to take long daily diversions to carry out normal simple tasks like the school run, shopping trips and travelling to/from work. Please do not allow this experiment to be repeated.</p>
<p>The closure of Church road and surrounding roads is insane. It creates so much traffic around the area. I work as a deliveroo driver paid per order in Wimbledon area. This is massively affecting my income as I have to spend more time on the road and earn less. I understand Wimbledon Tennis takes place on the stadium, not on Church road. In addition, the traffic marshals standing at each closed end of the road have no idea how to re direct us to a different route. They also don't know which other surrounding roads are closed too. Also, there</p>

<p>are no signs other than "road ahead closed". I believe that when a road gets closed there should be signs to re direct drivers to alternative routes. I am a resident in the area and I haven't been made aware of the road closed prior to it taking place. Finally, I would like to know what the local authority will do to compensate for closing the road without announcing the local residents and not being able to offer alternative routes.</p>
<p>"It is considered that the proposals will enhance and increase the safety of visitors and pedestrians in the area during tennis events" What it has not considered is the safety of the Local Residents on the other roads which will have increased traffic due to these closures. One of these is St Mary's Road which already has too much (fast) traffic coming onto it from Arthur Road and going past the Church and Oaktree Nursery which has a lot of people (including the elderly and Mums with buggies) trying to cross at an inadequate crossing.</p>
<p>Awful idea, no consideration for residence, even saw contractor allow "who they please through" even those without permits etc.</p>
<p>It seems that certain residents are incredibly inconvenienced without any attempt at compensation whatsoever By this I don't mean monetary but instead some gesture of priority tickets or something similar - at the moment the residents take all the pain .</p>
<p>My wife and I are in our 70s. My wife is severely disabled and in need of constant assistance and care. My daughter lives in Southfields with her family and makes daily visits to help. This is as well as managing the state school activities of two young daughters. Interfering with good access between the two homes will cause major disruption and a worrying issue when sudden help is required. If our daughter can't get here it may well result in added demands on precious nhs resources. Church road is a lifeline at all times. If some sort of closure , which we utterly oppose, does go ahead there should be a system of passes to allow needy residents the ability to get through. Total closure is wrong and should not be permitted.</p>
<p>We live right in the middle of this area. The current system works well. Whilst it does get busy, the traffic keeps moving and we can get in and out of home to go to work etc. The proposals as suggested would create unnecessary restrictions.</p>
<p>The bloated ambitions of the AELTC seem to be supported by Merton Council whatever the consequences on local residents. We are residents and live here, the AELTC don't, why don't Merton Council put us first for once. Shame on Merton councillors for buckling to every whim and proposal that the AELTC make; we know you get priority tickets for the tennis tournament but please, occasionally, remember the smaller people who live in the area.</p>
<p>The requested closure of Church Road by the AELTC private members sports club has little if anything to do with security. It has everything to do with their own personal needs for joining the two parts of their land ownership together. What security issues does closure of the road mitigate that temporary bridges and lifts and an underpass do not? With the latter all the residents would not be inconvenienced either, although that seems to have little weight with this type of decision.</p>
<p>The Championships are getting too big for their own good. They are destroying the ambience of the fortnight in the pursuit of yet more revenues. Local residents get nothing back from the AELTC other than disruption to our lives and these closures are yet another example. They are also potentially part of the 'mission creep' that the AELTC indulges in when looking to expand their site further into the protected metropolitan land of the Wimbledon Park golf course.</p>
<p>It cuts off the Southfields and Wimbledon Areas and has a very high negative impact. Residents of Wimbledon have been forced to make large detours adding to the burden on their routines, business and daily life. The annual closure will force extensive disruption upon the local community and add to the already burdensome period during the annual championships. AETLC should not be allowed to continuously add to resident inconvenience in order to enrich themselves: their annual event is no more than a hosting exercise. Their track record in creating new world class tennis stars in England is appalling.</p>
<p>Church Road is a vital link between Southfields and Wimbledon with several stops in between for the 493 bus route which provides an essential service between the two. The loss of some of those stops would cause a major problem for the elderly and infirm.</p>
<p>We object strongly to this scheme.</p>
<p>Partial closure of Church Road, Somerset Road, Bathgate Road and the rerouting of bus 493 were unnecessary and caused traffic to use Queensmere Road and the rat run through Thursley Gardens to gain access to the A3/West Hill/Roehampton. No temp bus stops on the rerouted section of 493 bus. This scheme ensured only Wandsworth residents not Merton residents were inconvenienced. NIMBY mentality, AELTC mentality</p>
<p>Church Rd is a main road, with a bus route. Why should it be closed for a private money making enterprise, inconveniencing local residents</p>

<p>The disruption has been significant with lengthy detours and heavy traffic on the distributor network. For all practical purposes, connectivity between the communities of Wimbledon and Southfields has been lost. The road closures created large traffic jams in Wimbledon Village and at the roundabout at the top of Church Road queues have built up on Church Road at each end of the closed area. Traffic has backed up at St Mary's roundabout. On average the road closures have added at least 10 minutes to our car journey's which are unavoidable for us as my wife is disabled. For us the disruption was far worse than in previous years.</p>
<p>The AELTC have ignored residents. I was given no notice at all of the closure and traffic in all surrounding residential roads have been badly affected.</p>
<p>The closure of Church Road has severely impacted on the footfall for businesses, such as mine, during the tournament. Parking restrictions have impacted on deliveries, visitors and customers. It has pushed idling cars and taxis into residential roads also impacted bus routes disrupting those who need to travel. It has worked in previous years not being closed without any problems, why is there a need to change it now?</p>
<p>You need to remember that you are OUR representatives, the residents of Merton. You are not the representatives of the elitist membership of the All England Club and what they are proposing is excessive, damaging to the environment and not in the interests of the community. You must enforce the covenant and at the very least greatly reduce the proposed development and absolutely refuse permission for the new show court.</p>
<p>I have read the reasons that Merton gave for supporting this temporary closure and confirm that if there are no further social distancing Covid requirements in 2022 support for closure in 2022 should be rescinded. Merton should consider a temporary ban just on commercial vehicles unless making a delivery. I, and many commercial photographers, have filmed the astonishing emptiness of Church Road during the Championships. The board of the AELTC should be ashamed by the many traffic snarl-ups between Merton road and Parkside whilst our thoroughfare, Church road, lay unused. The right way to ensure visitor safety in this 20 mph zone no road closure should be allowed but the AELTC should be enabled to provide two bridges to carpark 8 and carpark 6 and the Church Road (east side) pavement should be doubled in width.</p>
<p>I strongly object to the road closure and diversion of the 493 bus route which is the bus used by local residents to travel to and from St George's hospital. The roads into which the bus would be diverted are unsuitable for large vehicles and likely to cause gridlock.</p>
<p>it is unacceptable that this road which is a main route for locals to move between Wimbledon and Southfields/Wandsworth and beyond should be completely closed for the entire 3 weeks of the (proposed extended) championships. It should not be about the "safe delivery of the championships" but should be about the local community and how this impacts. Your questioning is entirely round the wrong way. The Championships are welcome in Wimbledon for the two weeks but it is quite wrong to be shutting this road. That is an extraordinary question to ask which is completely loaded. Why just ask about the championships? What about ALL your residents who live locally who are hugely affected in their ability to move about locally by the closing of church road. It is a through route for local people to get to the businesses &amp; shops in Southfields and beyond. This is not all about the championships but Merton Council seem to be only interested in facilitating the growth of this club.</p>
<p>I object to the closure of Church Road during the tennis fortnight. I drive my disabled daughter through Church Road twice daily to access her special needs school, <b>XXXX</b>. Any additional journey time or driving risk will affect her wellbeing. There will be other pupils who also use Church Road to get to the school also. Pupils at the school come from a wide reaching area, often from substantial distances, the school is a specialist school for sensory impairment. The closure will add unnecessary journey time to these vulnerable children's days. In our case, this year's diversion caused my daughter additional fatigue and an earlier start leaving less time for essential therapies and medication needed prior to school. The closure of Church Road is not an acceptable proposal for our family and others.</p>
<p>The road closures are unnecessary and are very disruptive to local residence. Parkside has been very busy and with the Wandsworth restrictions in place about turning off parkside thus congestion has significantly increased. AELTC need to remember that local residence need to be able to continue with their daily lives without being impacted for potentially 3 weeks when they bring the qualifying tournament to the club. If road closures are going to remain then the permits need to be extended to the immediate roads into Wandsworth so they are not adversely affected by the closures. Very poor communication from AELTC to local residence about the roads other than church road that would be closed.</p>
<p>Stopping up Church Road cuts off Southfields from St George's Hospital and creates traffic in other routes, it means that getting my extremely vulnerable son to hospital in an emergency situation is now an unnecessarily dangerous affair, putting his life at risk as well as lots of other vulnerable people at risk. Wimbledon has never required this road to be closed, this is mission creep by AELTC and Merton need to be strong enough to stand</p>

up to them.

Church Road is a key channel for many local residents, particularly for people trying to get to St George's Hospital from Southfields. It has been kept open for all the previous Championships up until now. Nothing has changed. It just creates huge traffic on the other roads.

From the AELTC's recently published myth buster: "It is our longer-term aspiration, as part of the AELTC Wimbledon Park Project, to temporarily close Church Road for three weeks over The Championships and Qualifying period only." This is a horrendous scenario for Southfields residents. A lot of our shops (Wimbledon Village) schools (both my son and daughter attend school in the Village and Town), hospitals (St George's Hospital) and work/social lives are based down Church Road. They go on to say that : "During those three weeks, the 493 Bus will be rerouted locally to avoid Church Road. Data from 2021 showed this had little impact on local traffic, and improved bus journey time and reliability." They were measuring this in the middle of the pandemic!!!! What a ridiculous sample to take. Anyone who lives in Southfields knows what the Plough Lane junction and Parkside look like with traffic jams in rush hour and when there are road closures, this causes huge delays to all. We are a residential area in Zone 3 London, this is not an area with the road infrastructure to allow a permanently closed road in such a key location for 3 weeks. The myth buster makes clear AELTC's intention, i.e. this is not to do with H&S or Terrorism, the tournament has run for decades with Church Road open and everything has been fine - this is to do with them wanting to make more money and enlarging their racquets tournament in an unsuitable Central London location, and in the process making local residents lives worse for 3 weeks - 50% longer, and 100% worse traffic impact than before.

The Wimbledon Championships should not be allowed to block essential communications in the Borough

700 residents signed a petition objecting to the closure of Church Road during the Wimbledon championships. I will send you the signatures and comments separately since this form does not provide sufficient space. The petition: The All England Lawn Tennis Club have asked LB Merton to close Wimbledon Park Road/ Church Road for the entire duration of the Tennis championships this year. The closure hours proposed are from early morning until almost midnight, 7 days a week for 2 weeks+ I believe this is an unnecessary hindrance to residents needing to travel this route e.g. using the 493 bus to St Georges Hospital which would be diverted and sets a precedent for the AELTC to "take over" this public thoroughfare. By pushing traffic away from the Tennis, pollution would increase in already heavily congested roads and minor residential streets totally unsuited to this traffic. If you oppose the total closure of this road, please sign our petition. Thank you. I have today sent you a report "Impact of the Closure of Church Road, Wimbledon, during the Wimbledon Tennis Championships" . This illustrates the impact this proposed road closure has. The report estimates that an additional 150 tonnes of carbon are released into the atmosphere by this road closure in addition to increased noise, pollutants and unnecessary delay to residents and local businesses. This ETO should not be allowed to continue.

There are too many roads closed. Why have you closed Burghley? It is not mentioned on any of the signage and it is a good through road to get traffic away - at the moment you are making traffic turn road and go through the village to get up to the A3 which has more traffic and pedestrians than Burghley.

This scheme severely impacts on residents' ability to go about their business. There will be major impact on parents dropping off children at school, some negotiating two different schools and a very tight schedule, residents with mobility issues, young children or who don't live walking distance who depend on their cars or bus route that runs along Church Road to access local shops or the hospital. There is already considerable disruption in terms of increased traffic on local roads and suspension of parking. Closure of Church Road and the detour that will be needed as a result will be a nail in the coffin for residents already stretched by pressure the tournament creates. As a resident I strongly oppose the closure of a road that is key to our community for any length of time, specially for weeks on a yearly basis. The AELTC's desire to close Church Road, which is a key access road around our park in this way is in my view a gross infringement of residents' rights for their own convenience. The AELTC has never closed this road in the past and has proven year after year that the tournament can run smoothly without doing so. Wimbledon tennis tournament and residents have happily coexisted for years, please do not allow the AELTC to use excuses that do not stack up to put convenience over the rights of the local residents. The excuse of 'terrorism' is flimsy when taken into account that the threat of terrorism has been much higher in previous years yet this road was not closed. The running of the tournament during these years has proved that closure of this road is not necessary. As for air quality improvement? Yes on the pedestrianised road not enjoyed by residents but neighbouring roads will suffer increased pollution from extra cars and long detours. The AELTC needs to act sensitively to the needs of local residents and not impose punitive long and yearly sanctions over its neighbours. I ask the council to protect local residents' rights and reject the closure of the road.

<p>As a local resident, I strongly object to the 2021 experimental traffic scheme. I live very near the AELTC and use Wimbledon Park Road every day for daily life (shopping, work etc). The three week closure was extremely disruptive for my family's life. It also meant that there was more traffic passing along our street, and others locally, which are not designed for significant traffic volumes. I understand that roads are sometimes closed for major sporting events (e.g., roads around Wembley) but a road closure for a full three-weeks is unrepresented and unpreventably disruptive. (E.g., perhaps the road is just closed for Finals Weekend?). It is particularly annoying when AELTC does absolutely nothing to support amenities for local residents. We are being asked to suffer very major disruption in our lives for a private members' club which contributes nothing back to us despite making many hundreds of millions from the tennis tournament each year.</p>
<p>We use this road regularly to look after an elderly parent who lives in Wimbledon and we drive from Southfields close to the AELTC. The alternative route is congested and take much longer.</p>
<p>The 0800-1000 no left turn restriction from Tibet's corner on to Withycombe road should generally be repealed but particularly so during the championships as the traffic it creates elsewhere is ridiculous</p>
<p>It's absolute lunacy to completely close off Church Road between certain hours during the Wimbledon Championships. The re-routing of traffic has caused mayhem in the local area. Every single round which surrounds the AELTC has been reduced to a snails pace throughout the day and the consequences of this are horrendous for local residents and for tennis visitors. I can smell and taste the pollution from the cars which are backed up everywhere. This better not be repeated next year! Closing the neighbouring roads in and around AELTC is a nuisance (particularly Church Road) and causes a huge disruption to local residents like us. We have three children and frequently need to drive to Wimbledon Village and beyond, which causes no end of stress having to follow diversions through very narrow roads and increases journey times significantly.</p>
<p>Unnecessary - please publish the "security concerns" that lead to road closure. Merton lets the AELTC get away with too much.</p>
<p>Please consider and compare to other major sporting events. Strongly support tennis (that is a business) but keep road open with necessary protective measure (e.g. bollards like in Westminster) and build underpass between stadia and golf course. Community and business being impacted at cost of business. As an aside, I am not impacted but big business bullying is not right</p>
<p>I use Church Road (either by driving or using the 493 bus) fairly regularly to and from Wimbledon or Tooting for various reasons. There is NO inconvenience to either pedestrians or commuters during the over 40 years of my living in this area during Wimbledon Matches. Restricting and blocking the residents' use only serves the AELTC and is a grave disservice and inconvenience to the residents who have every right to use this road.</p>
<p>Although not happy about it, I accept for this year only, given the pandemic, there MAY have been justification that because of security reasons, Church Road needed to be closed off, however, going forward, the AELTC SHOULD EITHER BUILID A BRIDGE OR TUNNEL UNDER THE ROAD. I am sure they could raise the funds</p>
<p>There are no local traffic problems during the tennis that require new laws.</p>
<p>With road schemes stopping traffic outside of all local schools between two periods each day, further road closures make it even more difficult for residents to get to where they need to go. Most of us avoid unnecessary car journeys, while paying high taxes and fees for the privilege of parking on our roads, etc. For the council to inconvenience residents further by closing more roads shows scant regard for residents. This council should be putting its 'customers' first.</p>
<p>The traffic usually flows well during Wimbledon thanks to parking suspensions along the Road. Last year however, the closure of church road created huge bottle necks at the top of st Mary's road snd fed through everywhere.. I also had to make huge detours as couldn't get through church rd.</p>
<p>This has a negative effect on local residents who work in the Borough. I work as a GP in Merton and would normally drive past the tennis to get to and from work. I am also concerned that the 493 bus that connects to St Georges Hospital is disrupted for local residents.</p>
<p>Given reduced numbers versus previous years it seems counter intuitive that road closures were necessary or would be in the future when balanced against the disruption to residents usage and consequent delays</p>
<p>Current arrangements related to parking restrictions across the wider area (all along Parkside, Marryat Road, Somerset Road, Southside Common and many other roads in the Village) and re-routing of traffic have resulted in a substantial increase of vehicle congestion level throughout the day. Many people looking for parking are turning in circles, repeatedly going down the same roads or lingering in the streets. There is virtually no possibility to park. During the tennis tournament, the local traffic is reaching an overflow state thereby ruling out any further deviation of increased traffic that would occur due to the lack of parking on the golf course in the future once the planning proposal from AELTC has been submitted. We are extremely concerned how a further expansion of the Championships will be successfully managed in terms of traffic without displacing and inconveniencing local residents even further than is already the case. It's mayhem</p>

especially on the weekend when many people (including residents) are going around the Village and vicinity. The parking restrictions are far too wide reaching, i.e. SW18, SW19 and SW20 which is absurd. Traffic implications around SW19/SW18 1. The proposed plan is not at all clear about the parking arrangements and from what is shown it would appear that very little allowances have been made for Championships related parking requirements. This is in particular when considering that there are currently 10 (ten!) different parking areas allocated and all dotted around the current golf course. In light of the proposed increase of capacity overall this seems a significant oversight. As a consequence of the lack of parking the plan fails to indicate how the external 'park and ride' volume will be achieved? 2. Current arrangements related to parking restrictions across the wider area (all along Parkside, Marrayat Road, Somerset Road, Southside Common and other roads in the Village) and re-routing of traffic have already resulted in a substantial increase of vehicle congestion level throughout the day. During the tennis tournament, the local traffic is reaching an overflow state thereby ruling out any further deviation of increased traffic that would occur due to the lack of parking on the golf course in the future. 3. We are extremely concerned how a further expansion of the Championships will be successfully managed without displacing and inconveniencing local residents even further than is already the case. From our perspective it is totally unacceptable that there will be a "no pedestrian access" for residents between Wimbledon Village to Southfields, forcing locals to walk around the whole area to bypass? This is not only unacceptable during the Wimbledon Championships but the concern is extended also to other tennis events where this enforcement might be applied.

The thing is that if you cut off the main roads then the traffic goes everywhere else. Wandsworth council have already blocked the routes from the A3 into Southfields - it pushes the traffic everywhere else and then it stagnates and adds to pollution. Can't you just build a lovely bridge

The event has been running for decades without Church road closure and diversion of the bus. terrorist alerts have been much higher in years gone by and that seems to be just an excuse to get this through as a permanent feature for the Championships. The event has seen far less crowds this year and the road closure was totally unnecessary. I live in Merton and have signed up for email nod but knew nothing about this consultation until it iOS too late. The residents of Southfields in the Borough of Wandsworth are affected far more but they are not consulted about this or the use of the Park. Re car parking in the park, it seems utter hypocrisy on the part of Merton council to permit this when it's residents in Wimbledon, Wimbledon Park etc are being hit by double/triple charges on the basis that they live near public transport and therefore shouldn't use cars. How can it's selling of car parking in Wimbledon a park be conducive to the use of public transport instead of travel by public transport. Again the users of the park in the Borough of Wandsworth are never consulted let alone he users on the Merton side. We residents need that park.

Since the Queue for the championships has been managed through the golf course and overhead bridge, the pedestrian and vehicle through Church Road has worked perfectly well. the Police always cite objections on security grounds, but this has been situation for many years and prior to 2021 has not necessitated a road closure. It is grossly unfair to local residents and those reliant on the 493 bus service to close Church Road and divert traffic onto residential streets already impacted by "School Streets" and three no right turns off Parkside (under Wandsworth Borough Council). The trial closure during Covid19 and consequential reduced attendance at the Championships in 2021 would not have provided an accurate assessment of the impact.

Closing the local roads is farcical. The increase in traffic on other surrounding roads and the more pollutions that this brings to the local community is absurd. Why do local communities have to tolerate such disruption for a tennis championship. Its a disgrace.

Closure of the road has a significant impact on accessibility for local residents both driving and buses.

Closing Church Road and re-routing the buses doesn't work. The only way buses can turn out from Queensmere onto Parkside is with traffic marshals to stop the traffic - madness.

This is too much of a burden on the community as Church road is a major thoroughfare for residents, local businesses and deliveries.

Church road closures means huge disruption for us living on Wimbledon Park road. This road connects us easily and quickly to Wimbledon village, Wimbledon Broadway, South Wimbledon and Tooting. For 14 months, from 2019 to 2020, I was going up and down this road to take my husband to his 33 Chemo and radiation appointments to Royal Marsden followed by emergency trips to St George's hospitals A&E when he was very ill. Have you ever made a car journey in winter at 5:00am with your husband in the back seat about to have a seizure? I dread to think what I would have done had the roads been closed at that time?

I strongly oppose closing church road for 3 weeks during championship. As local residents we already suffer heavily due to pedestrian and transportation noise and pollution day and night throughout this event. Please do not add to our misery by cutting off this straight road that takes us to St George's hospital and Wimbledon.

Don't want closures it's hard enough on residents as it is with heavy crowds, park swamped with cars and parking outside ones home becoming a problem. Blocked roads, pollution, and now more proposed closures! Not sustainable cannot express more dissatisfaction with these proposed further closures and consequential disruption.
Don't close our roads
This causes major issues for local residents for everyday journeys like getting children to and from school. Our local park has also been ruined by turning it into a completely unnecessary overflow carpark. Parks are for children to play in and adults to exercise in and enjoy - not for cars!
The road closure is very disruptive to locals. Church Road is the arterial route between Southfields and Wimbledon and many people make this trip several times daily. Closing the road from early morning to late night is excessively punitive and completely unnecessary. If the AELTC are concerned about safety why not have zebra crossings at key gates which are manned during peak hours instead?
As a resident of Wimbledon Village needing daily access to Southfields this closure puts a huge amount of stress and wasted time onto my journey. The surrounding roads become gridlocked and access is almost impossible with economic and mental health consequences. We have not needed to close Church road in previous years and more use should be made of park and ride and the bus service from the station which is currently far too expensive. The residents suffer for a month and inconvenience is tolerated but this closure heightens and exacerbates congestion.
The bus would not take me to Wimbledon or St George's Hospital in tooting if you close church road
Why should local people be banned because a private club wants to make huge amounts of money. They should bridge the road permanently anyway as they are going to destroy the golf course with another stand and numerous " practice courts' Slippery slope for closing the road during the pre competitions. Ban it. For a private tennis club to close a major thoroughfare for their exclusive benefit is a scandal. The attempted breaking of a restrictive covenant is also scandalous and potentially illegal
The bus route is now much longer and on a busier road. The public should not be stopped from using the 493 just because of the Championships. AELTC does not own Church Road and residents should not be inconvenienced in this way. More people should be encouraged to use public transport to get the Championships. Have AELTC considered maybe having an underground passageway so that spectators can get to the other side of Church Road?
The closing of church road and surrounding access road is extremely inconvenient. It substantially increased the length of the school run and greatly increased traffic on Augustus Road.
On the two occasions I needed to use the 493 bus there were major traffic hold-ups along Wimbledon Park Road solely due to the closure of Church Road. The bus I was on was further delayed as a large vehicle came into Bathgate Road from the far end and there was no room for the bus to pass safely. The closure of Church Road also exacerbated the traffic problems on Wimbledon Park Road with huge tailbacks, which also occasioned the 39 bus service to be curtailed. Whilst the AELTC may well feel closing Church Road is a better option, it causes major disruption to local residents and to the bus services. I see no reason why the overhead gantries cannot be erected as in previous years, with special measures being put in place for a safe crossing for those in wheelchairs or unable to negotiate the stairs. Closing Church Road shows a blatant disregard for all residents of the surrounding area.
Not necessary, it has worked reasonably well in previous years without road closures. I suspect the real motivation is not security, but an attempt to prepare for the inclusion of a good part of the current golf course into the championship grounds.
The road should not be closed during the tennis tournament
I live here. I love the tennis championships. I wish to continue living with the championships all around me and me a part of them, whether I am in the grounds or not. I do not wish to be cut off from the championships/grounds.
I do not support the road closures. The pedestrian bridge makes it safe for pedestrians to cross.
It's causes way to much traffic in our local area with all roads being blocked.
Church Road should not be closed at all - it is a public road, vital to local amenities, and the AELTC has no right whatever to commandeer it. Question 4 is loaded in favour of agreeing to the proposals; the Championships can already be safely "delivered", as you call it, using the temporary bridge.
As a local Southfields resident, I regularly use Church Road both by car and by bus, and see no good reason for even a temporary closure - as a public highway, it should be accessible to all, not effectively turned into a private road. Surely it makes more sense to build a simple walkway over the road, and keep the road open for public use at all times!

<p>The changes caused gridlock on Burghley Road. Also trying to return home they had blocked the access from Burghley Road onto St Marys/Arthur Road at the junction with Church Road. This was not part of the proposed scheme but AELTC felt they could do this without any consultation or consideration for their neighbours</p>
<p>Means directing traffic through village and obstructs access for locals to Wimbledon Common. Private enterprise should not be allowed to close public roads for any extended amount of time</p>
<p>Local residents are being denied access through this part of Wimbledon. With the exception of close of play, which can cause a mass exodus, there is no reason why Church Road needs to be closed for the whole day for the entire Wimbledon Fortnight. Maybe it would be better to reduce the temporary car parks that spring up for the tournament and encourage more use of public transport/shuttle buses. That would reduce the air pollution and traffic congestion that happens every year. The present speed restriction of 20mph in Church Road and adjoining roads should be vigorously enforced.</p>
<p>Church Road needs to be kept open during the championships. It is the route of the 493 bus which links 2 major hospitals. Patients from Richmond, through to Roehampton and other areas of Wandsworth need to be able to travel along this route as there is very limited parking at both hospitals. Church Road needs to be accessible for residents needing to use the 493 bus who have appointments/treatments at St George's and Queen Mary's hospitals during the championships. It is shameful that the wealthy attending the championships for their entertainment take priority over the basic needs of people who cannot afford to travel to hospitals other than on public transport and will be massively inconvenienced by road closures. Take note I am and have been an avid tennis fan all my life.</p>
<p>Church road should not be closed - alternatives such as a road bridge should be considered</p>
<p>I regularly (most days) use Church Road past the Championships as do many of those that live in the area and to close the road which is a main artery for the area would make it very difficult for local residents travelling around the area. On the safe issue residents know that they have to travel carefully for the safety of others in the area and there is the pedestrian bridge from the golf course to the main pavement.</p>
<p>If we are local residents then we should be able to use the roads? Can ANPR not be used as I am a local tradesmen and am currently unable to commit to work in the area where I am unable to gain access or pay for parking? I would suggest this is almost an infringement on my civil liberties and rights as am being forced to reject work for 2 weeks in the year. If you can prove via your registration number plate or a visitors permit that you have a Merton permit I cannot see a reason why you cannot travel as normal. I see taxis are allowed through? And the transportation for players and officials so why not local residents?</p>
<p>I disagree because if, as we have been told, it is for security reasons, there are a myriad of other discreet but very effective security measures the AELTC should be employing instead of inconveniencing thousands of local people, as seen at various sporting and other events around the country and world. They are going for the easy option for them, not for those affected by it. They should invest in proper security now, if the risk is deemed to be so great.</p>
<p>It's a major disruption to the area . The park green area will be usable for the near future. Why don't they use the near empty golf course , which they own , and has no public access ? ( even during lock down when we asked to use it and was refused )</p>
<p>Church Road is an important through road for residents between Wimbledon and Southfields - it is a majorly used road. During this year's championships it's closure created traffic problems throughout the local area. It also cut off residents of Wimbledon and Southfields from one another including rerouting the 493. For example I live in Wimbledon and my sister who provides childcare support for my children lives in Southfields - it took nearly 40 minutes during the mornings to travel between our addresses. This not only has a negative impact on residents but also the environment through pollution from idle vehicles. On a second note I am very concerned about the impact of the proposed changes on reduced footfall through Wimbledon Village during the championships and the impact of this on local businesses, restaurants and cafes who really need the support of visitors. Merton should not be closing a major road for such a long period of time - this is not for a couple of hours during a football match - we are talking about several weeks - it is really disproportionate.</p>
<p>The AELTC appear to think the entire area exists to facilitate the expansion of their site and their tennis tournament. The closure of Church Road and the expansion on the Wimbledon Park site is all part of a gross over-development of what is already a World class facility. The AELTC is very well resourced and can manage their event safely on their site as they have done for over a century, in closing the road for weeks every summer the AELTC is making Wimbledon residents pay the price for their security concerns, if residents are not compensated in some way then all this does is hand more space and freedom to operate to a commercial organisation at the expense of local residents.</p>
<p>Aside from the road being a public right of way, closing just one road will not make anything safer, other than being a convenience for the club. In fact, it will encourage traffic in other areas.</p>



<p>The closure of Church Lane effectively closes off Southfields forcing traffic that needs to get from Southfields to Wimbledon (or vice versa) onto Augustus Road and Inner Park Road then onwards onto Parkside. The top of Augustus road where it meets Inner Park Road is single lane as is Inner Park Road, neither are suitable for the volume of traffic. The impact on those who live in Southfields is considerable and does not appear to have been considered by the AELTC. You can't 'turn off' a major road without considering where the traffic will go. This should not be allowed in future years.</p>
<p>I am deeply concerned at apparent bias in this Consultation. Question 4 describes the road-closures 'to support the safe delivery of the Wimbledon Championships'. The implication is that delivery is not 'safe' without these measures. The Wimbledon Championships have been run perfectly 'safely' for many years without the need for extensive road-closure, eg by the simple use of temporary bridges across Church Rd. Even on a bicycle, I was deterred from riding parts of Church Rd during the 2021 Championships. In this extremely hilly landscape, other routes involve multiple hills, and are therefore completely impractical for many bike-users. AELTC's current Planning Application suggests that no-one without a ticket for the tennis events would be allowed to pass the 'closed' roads - principally Church Rd. This would include walkers &amp; cyclists, with substantial detours necessary. Completely impractical.</p> <p>This is a supplementary submission from me. There is worryingly little detail in this 'Consultation', and no indication that Qu 5 is the final question, until you have pressed 'Next' and find that it is the end. I was shocked at my first submission to find that was the case. It has the feeling of 'going through the motions' of a Consultation without any real substance. Even the Closing Date is not made clear, just a vague indication that the Consultation lasts for 6 months from the 28th June. In my first submission, I complained at the context of the use of the word 'safe' in the description of the reason for the ETO. The temporary bridge erected each Championships appears to do that job well enough. The Consultation appears loaded towards appeasing AELTC. The current Application (21/P2900) already gives that impression - ie allowing Outline Application for some elements, on Heritage/Conservation Area land. I would like to register a Complaint at the compilation of this brief 'Consultation'.</p>
<p>Considering the volume of people that attend the Wimbledon fortnight, I have always been impressed over the decades at how well the championships are run, including traffic control. However, the proposals to include more roads closures during the fortnight will cause more congestion for the local residents and business who need to use the public roads in that area.</p>
<p>It is unacceptable to close a road for two weeks for a private enterprise to conduct business</p>
<p>This is excessive and an unnecessary burden to residents</p>
<p>If AELTC wants safety on Church road , build an underpass or re-instate the overhead walkway.</p>
<p>I have lived in this area for 48 years and at my current address <b>XXXX</b> for 22 years. The closure of roads off Wimbledon park side sw19 made it impossible for me to get home. I live in a cul de sac off west hill and my go and chemist are in inner park Ed and Victoria rd. both you needed parking permits to park there also I'm disabled and had to drive all around the houses to get home. It really disrupted my life and time journey to hospital appointments too. Even though I live in the Wandsworth borough Merton borough is on my doorstep but I believe you gave little or no consideration of the impact you caused. Especially to those whom live in close proximity of the tennis and more to those visiting and going to the event</p>
<p>The road closures are totally unnecessary &amp; would cause huge disruption &amp; inconvenience to me as a local resident. The existing bridge that gets installed each year is all that is required to keep the ticket holders safe. Generally Church Rd is quiet after play starts &amp; perfectly safe for locals to go about their business.</p>
<p>I work in this area and do home visits. Majority of my clients are elderly so they count on me! Having to pull 25kg of luggage with me because some of the roads are closed is ludicrous. I have lived in this area for over 10yrs and never had any issues with traffic during the tennis. With all the restrictions it actually makes traffic worse!</p>
<p>I totally disagree with the proposed changes to roads and bus routes in Wimbledon for the AELTC championships. This is causing a major traffic disruption for local residents. I object to the rerouting of the 493 Bus due to the closure of Church Road. There will be no direct bus link from Wimbledon to Southfields .</p>
<p>I strongly object to these changes as these road closures are excessive. There is limited access to Southfields from Wimbledon during the Wimbledon Championships as Church Road is closed. The 493 bus has to take a longer detour through Parkside which is inconvenient and not of any benefit to local residents as this route is already covered by the 93 bus. These proposals simply increase traffic in other areas of Wimbledon as more vehicles will be forced to travel there. Furthermore, this will lead to air quality being worse in those areas too.</p>
<p>I also object to the biased way that question 4 is worded. It should be worded in a neutral way . The words support and safe have been introduced to get a biased response.</p>

<p>Unnecessary to close the road. Build a bridge as in past few years. That works at Twickenham!! Arrogant to reroute a bus up a residential road. Causes far more traffic and far more pollution on residential roads or else adds to congestion and pollution on West Hill and Parkside. Who decides what is 'unnecessary through traffic'? Who decides what unduly affects local residents? Arrogant for AELTC to decide! How much was Wandsworth Borough Council listened to when disapproving of the closure on behalf of local residents affected by it? This year it was quite unnecessary to close the road, due to reduced numbers. Bridges have proved perfectly feasible in the past - as is permanent near Twickenham which is in use far more often . The one way system in the past also worked OK. Why are visitors valued above local residents who get no benefit from the tennis and a lot more traffic, noise and congestion eg at Southfields and along the roads returning to central London.? I hope it will be possible for pedestrians to use the public highway? If not they have a v long way to walk extra. The traffic order only refers to motorised vehicles/access. If there is to be additional parking on local roads this is a real hassle for local residents . The road closure in 2012 Olympics is not analogous as there were FAR more visitors and it was a one off special arrangement (once in ?50 years?) for the Olympics. Diversions will ADD to local pollution with diverted traffic going a longer route, meeting more traffic/congestion on say West Hill and so using more fuel and producing more pollution! Somewhere in the papers it refers to only 2 objecting emails being received - how were the public informed of the survey? Were there press articles inviting comment? Or notice boards ? Or what? The road closure from 8.30am to 11.30 pm is very long. Please and do NOT impose these restrictions in the future</p>
<p>I totally object to this. This is a bad precedent to set. All this has done is cause congestion for local residents and other local Roads to become more polluted- which again affects residents. It feels like the needs and views of residents who pay Merton council tax are totally disregarded and the tennis club are allowed to do exactly what they want.</p>
<p>All England club have no right to be allowed closure of Church Road. residents should not be inconvenienced for two weeks. All England Lawn Tennis Club have no regard for us, they are just a money making machine, NO benefit for us.</p>
<p>Significant inconvenience to public transport. Road closure diverts traffic through residential areas. Route to Inner Park Road is in reality one way traffic as car parking narrows the streets. AELTC have plenty of money to dig a tunnel, build pedestrian bridges backed up by manned pelican crossings</p>
<p>Church Road is a major route down to Southfields and beyond. If Church Road is inaccessible, all that will happen is that Arthur Road will get even more clogged up than it already is, and lorries which are too big to go that way because of the road width restrictions will be driven miles out their way causing congestion, frustration and pollution.</p>
<p>The residents of the area put up with extra traffic and disruption to transport. This is hugely disruptive .</p>
<p>Why do the roads needs to be closed? It's a nightmare for us residents and I don't understand why we can't have the roads open like we've done for years.</p>
<p>All London's roads are so badly messed up and every time local authorities come up with these genius ideas, they do nothing but increase traffic, pollutions and mayhem on our roads. Please stop messing out roads up and just leave them alone.</p>
<p>Church Road is a vital link between Southfields and Wimbledon and its closure has required some significant detours.</p>
<p>By all means, put up signs to advise vehicles to use alternative routes, and prohibit parking at any time along the proposed roads. Most vehicles will avoid the area if they are given an alternative route as they do not want to get caught up in congestion. But to prohibit most vehicles is excessive. You have not allowed anyone with a disabled badge to use the roads. How are disabled badge holders to get to / from the event if they are not permitted to drive on the roads leading to / from the AELTC? Also, while it is right to prohibit parking on the roads, as long as they do not wait for long, private vehicles should be permitted to drop off and pick up visitors to the event. Not everyone is nimble. There are, for example, elderly and injured visitors, who do not have a disabled badge but who will struggle with public transport. People should not be forced to pay for a taxi to be dropped off to / picked up from the event.</p>
<p>It is annoying.</p>

## SUPPORT

For this year only I can see why it was necessary but I strongly object to the closure of the roads for future years. I've lived in Southfields since I was born - I'm now 57 - and I understand why the tennis championships have become so commercialised but there has been no consideration to local residents at all. We put up with the thousands of people, the campers, the additional traffic etc each year, but the closure of the roads this year has meant that the traffic in the surrounding area has been horrendous. We really don't need this every year from now!

I can understand closing Church Road and parts of Bathgate Road but is it really necessary to close parts of Burghley Road (between Church Road and Marrayat Road). Means we have to divert via High Street where there is a lot of traffic. Not sure why this is necessary.

So long as this is a temporary arrangement, I have no objection.

AELTC reference a report from the anti terrorist team which recommended the closure of Church Road. Have you had sight of that report? Is it standard for this order to be in place for 18 months? I travelled the diverted 493 route last week and it did not negatively impact me.

We could do with more notice of this locally, not just hidden away online or in free newspapers, and in the affected areas in both Wandsworth and Merton.

Overall I feel some road closures have been beneficial to all, especially the closure of Church Road. However I believe it has been rather excessive with the number of roads closed, especially Burghley Road which doesn't directly lead to the championships and is a key thoroughfare. Instead by closing this it forces all traffic to go through the village high street instead when trying to access A3/Tibet's corner/Putney and beyond and caused heavy congestion and dangers to pedestrians there.

Southfields was much quieter and local businesses did not benefit as much as in other years as there were no taxis or buses at Southfields Station For the 2 weeks championship takes place locals cannot use Church Road whether it is open or not as it is busy with tennis traffic. I cannot understand objections to it closing

I feel that there was a lack of communication to those manning the various check points or their interpretation of the plans ,which attributed to the smooth supply of taxis .Having said this it did improve as the days moved forward. I would like to thank **XXXX** for their help.

The traffic changes have come into effect today and the operation is superb. I think it is a much nicer environment for visitors to walk down to the tennis courts and when I saw the Anti Terrorism barriers I reminded me that this sort of closure is necessary to provide the best protection for all. I also think it is great that the roads remains open for bicycles

Traffic down Bathgate road is generally very heavy. Given the residents pay the maintenance, this is unreasonable.

I live on **XXXX** , and until this year, often got caught up in traffic for the Championships, during the event. Having Church Road closed minimised this disruption significantly, and I felt much more able to go about my business unhindered.

Totally unnecessary. The championships have run for years without the need to close the road. The disruption to local traffic, buses, cyclists, school children and walkers using the route between Southfields and Wimbledon and beyond is huge. The fact that this will increase to be for 3-4 weeks each year is incomprehensible to local people. The road does not belong to the AELTC. This "bowing " down to them should stop.

It caused long queues of cars and taxis waiting for people at the top end of Church Rd stretching back from the roundabout and cars trying to pass and turn around on an already narrow road approaching the roundabout at the junction of it and St Mary's Rd which is a danger. It forces people to drive long detours, increasing time, carbon emissions and concentrating traffic on other already busy roads. The Tournament has always operated perfectly well with bridges and crossing points. The roundabout junction at the Wimbledon Village end has regularly been rather chaotic with tail backs. It is also a route I and many local residents take and it has meant additional traffic on other routes. This is a vanity project for AELTC. I am unaware of accidents or injury in the past. They used to have a pedestrian bridge - this/several would enable easy and safe access to temporary visitors to the tournament and club using hospitality and the huge number of additional courts planned without causing the very significant disruption to those of us who live (and work) in the area. Residents should come first - at best the proposal is a 'nice to have' for AELTC (who frankly have no where else to go now).

Nobody would choose to drive past the All England Club during the Championships if they could avoid it so it makes sense and little difference to local residents like ourselves.

<p>It creates total chaos for the local residence. The main link to Wimbledon is cut off completely , creating traffic issues in other roads like Parkside etc</p> <p>The road remained open during all the past championships. This year is an exception due to COVID restrictions. However opening of the road should continue from 2022 onwards as normal during the championships. It hasn't ever been an issue in the past.</p> <p>As a resident, Church Rd is our main access route to Wimbledon and beyond. My children's school bus uses that route on a daily basis and it will lengthen their already, long journey. Plus there is no pedestrian/cyclist access either! The temporary bridge has worked in the past.</p>
<p>The current closure has resulted in a much reduced traffic flow along Wimbledon Park Road towards Southfields traffic lights. The night time traffic flow has similarly been much reduced. I am in favour of this proposal.</p>
<p>The closure of Church Road for the Championships this year has been sheer bliss. Over the last few years Wimbledon Park Road has become increasingly busy with Church Road providing a through route. Traffic this fortnight has been much reduced, virtually absent at night and no long queues forming towards Southfields traffic lights in the morning. It would be great to close Church Road permanently and not just for the Championships.</p> <p>Further comments having taken the 493 on the diversion route to and from Wimbledon Village. • The diversion makes very little difference to anyone going to St George's Hospital. It's a slightly different route, possibly a couple of minutes longer, but it still goes to the hospital from Southfields. • Two bus stops are missed on the diversion. The first at the All England Club makes no difference as the 493 doesn't stop there during the Championships. The stop between Somerset and Burghley Roads is little used so few will be inconvenienced. • There are no schools near the bus stops missed by the diversion so schoolchildren should still be able to access their schools. • The diversion along Bathgate and Queensmere Roads seems straightforward and not as challenging as the 39 bus route through the estates to Putney. • There is a potential problem for the buses making the left turn from Queensmere onto Parkside. This has been accommodated, and presumably funded by the AELTC, with 2 people ready to control the traffic when needed to allow the buses to swing round safely. This seems a satisfactory temporary solution. The T-junction could also be controlled by traffic lights as on the exit from Inner Park Road. • Naturally at certain times the bus will be delayed by tennis traffic but this would happen on Church Road if there was no diversion. Many roads are affected during this time and this is to be expected with a major sporting event taking place in the area.</p>
<p>The changes effected this year caused major disruption to local residents and businesses. The numbers attending the Championships this year were greatly reduced because of Covid restrictions. This made the changes completely unnecessary. Further there was much less parking for dignitaries, those enjoying hospitality packages and debenture holders at the Parking areas on the Wimbledon Park Golf Course and indeed there were far fewer attendees who had lunch or tea in the hospitality tents. Very few people needed to cross Church Road which might otherwise justify it's closure. In future years we know that there will be no parking or hospitality or overnight camping by fans queuing for tickets on the Golf Course. It will be used for pre- tournament qualification and the 8000 seat new stadium. Access to both can be by a temporary foot bridge as in previous years.</p>
<p>The closure this year caused unbelievable chaos to the residents of both Wimbledon and Southfields adding significant delays to our journeys. I have to drive to Southfields regularly and my journey via Merton Road took an additional 20 minutes, this is extremely unreasonable. The Championships already cause real disruption to those of us who live in areas affected by the parking restrictions brought in by Merton. As a example my daughter and family live <b>XXXX</b>, they have only 5 resident parking spaces and rely on the remaining parking in <b>XXXX</b> that forms part of their residents parking zone. During the championships Woodhayes Road (and many other zones) is closed to them making parking extremely stressful. I think what has been lost over the years is the acceptance that the championships is a commercial venture, run to make a profit. It is in no way run for the benefit of local people. We feel really concerned that the proposed closure of Church Road should even be on the table for consideration. This is a public road!! If the tennis wants to join the two areas either side of the road together to make it easier for them to operate why not suggest to them to pay for a temporary footbridge to go over Church Road that can be taken down after the tennis is over. Please do not facilitate this, I do not know of any resident who supports this closure and it is extremely unfair to inflict this on us for a commercial venture's benefit. I strong object to the proposal.</p>
<p>To protect us from terrorism. And it is only for three weeks and local residents still have access.</p>
<p>All it will do is add problems and traffic to neighbouring roads</p>

## DON'T KNOW / COMMENTS

I want to make sure there won't be extra traffic coming down Alan Road as a result

The order seems to allow pedal cycles to use Church Rd. This is not mentioned in your introduction to the consultation or the AELTC information sheet on the road closures. Can we please have an explicit statement on which roads cyclists can use.

I have said don't know because I am not clear about what the safety issue is. The road closure is a minor inconvenience to me personally. If I need to get to Wimbledon I can take the tube or use other routes. However there are local people who work or have appointments at St Georges Hospital whose journeys have been extended significantly by the rerouting of the 493. Local rumour is that the closure is due to the risk of a terror attack. On the other hand it could be to do with traffic congestion due to the large numbers of vehicles filtering into the active road from the car parks. Whatever the reason it would be good for AELTC to explain the rationale more clearly. Above all I think that the club should do more to encourage travel by public transport to the Championships. The closure of the road has to be set in the broader context of traffic flow and the loss of a large section of Wimbledon Park as a car park. The bad weather today means that it has been badly churned up and a large area of grass damaged. It won't be useable to local people for several months.

I am confused and concerned about what appears to be an expansion of parking provision in the vicinity of the Championships. In particular there is car parking in Wimbledon Park. This will reduce the amenity of residents and risks damaging the grounds which took quite a long time to recover from the "heated Xmas big-top" which was in place a few years ago. The tennis club has plenty of space available now it has taken back control of the former golf club. I do not see that space is required in Wimbledon Park. There is also a contradiction with the aims of the 2019 and 2020 parking consultations which were designed to cut pollution and congestion attributable to the 23% of vehicles in Merton with resident permit (council estimate from January 2021 Cabinet Report) Some car parks are not booked in advance which runs the risk of drivers not being able to find a space and driving around looking for alternatives which will add to pollution, congestion and road danger in the area. All Championship car parking should be subject to pre-booking to avoid unnecessary journeys. Drivers going directly to the Championship may reduce footfall and business takings in local centres such as Wimbledon, Village and Southfield. At the very least any additional Championship car parking should be "emissions based" so that the most polluting vehicles pay more. It was always a bit of a nightmare getting along there at championship time. The road was very congested with taxis, buses and official championship SUVs. I am concerned about the permanent increase in parking within Wimbledon Park. The AELTC has enough land it should not have to use public parks for car storage.

I don't understand why the experimental traffic order is in place for 18 months, but consultation only for 6 months ? This year's Wimbledon Championships are not typical due to lockdown, nor is local traffic because of people working from home and normal Wimbledon facilities (eg Park & Ride operating). Apart from failing to publicise these measures adequately across the borough, I don't think that what residents will observe up to 31 December 2021 will be typical. So people cannot judge the impact of this being a permanent arrangement. While the Championships are an asset to the area, there needs to be greater regard for local people needing to go about their daily business. This includes people using public transport who also get affected by these schemes.

To whom it may concern RE: **ES/ETOWIMBLEDONTENNIS**

I am writing with regards to potential closure of Church Road during future Wimbledon Tennis Championships, following the trial closure during 2021/22 Championships.

This letter is a request that if permission is granted for future road closures during tennis championships, that it should only be granted **conditional upon**:

**1. Improved Communication with Local Residents**

**2. Enforcement of Traffic Management Measures**

**3. Acknowledgement that that this is not a Precedent for other events or other times of year**

**1. Improved Communication with Local Residents**

**• All local residents should be given advance warning of road closures each year from Merton Council, and I would suggest also from AELTC as a courtesy.**

I did not receive notification of the 2021/22 road closure trial to my house, despite my address being just two houses along from the point of closure of Church Road.

After searching online later, I found a Wimbledon tennis newsletter from 2022 which gave very clear information and it said that residents within the closed zone catchment area should have received an access

pass already, so presumably they were contacted directly, but I would argue it is just as important to inform surrounding area residents.

• **To ensure a fair and balanced consultation process, all local residents should be given clear instruction about where/how to provide feedback.**

I did not receive information about how to give feedback on this trial.

Actively researching ahead of writing this letter I came across an article that said Merton residents group meetings had been held and also that only 2 objection letters received. I received nothing, so can only presume others didn't either unless they were already part of some kind of local group or living within the closed road zone.

A Wimbledon tennis 2022 newsletter stated "feedback we received last year (2021) on the road closure was almost entirely positive." Considering I was negatively impacted and yet not contacted for feedback, I'd like to know about the consultation methodology behind this statement.

**Lack of clear instructions and requests for feedback to all local residents** excludes some opinions by design and may lead to **bias amongst any consultation responses**. For example, if only with residents within the closure zone were actively consulted, there may positive feedback bias since these residents likely experienced improved traffic in the vicinity of their house. Such a bias effect is compounded if residents just outside of the closure zone are not consulted with, as they are likely experiencing a negative change but not consulted.

## **2. Enforcement of Traffic Management Measures**

Closure has high impact to surrounding area residents due to traffic, high number of parked cars, cars turning in the road, cars coming down driveways onto private property (I experienced this a lot more 2022) and general mayhem on St Mary's road and Church Road:

- Many cars doing U-turns in the road after dropping off/picking up, and also were pulled up waiting close to church road as vehicles which held a lot of traffic up.
- Despite the temporary "no stopping" road signs put up during this period, cars were waiting lined up on road/pavement all way along to the checkpoint at certain times of day.
- People knew they were breaking the rule, so the issue is not a need for better signage. People were propping up their car bonnets pretending they had broken down but then when passenger arrived back from tennis they would drive off. I saw this one daily!

I presume these problems have always existed, but the difference is they have been dispersed away from the tennis to the new checkpoint areas. The difference is that when these issues were in from of the tennis grounds there was a lot of traffic management going on in that area, with officials moving cars on and police/traffic management/security people around to enforce rules. Now that the issue is further away from the tennis, there appear to be less people to enforce rules and manage traffic.

### **Traffic officer or police needed to better enforce rules than measure during the trial**

Cabinet Member Report on the trial, section 9.2 states that *"the experimental measures may cause some dissatisfaction amongst some residents who do not live on the affected roads as some of traffic could be diverted onto the surrounding roads. However, the impact is likely to be minimum due to dispersion rather than concentration. Also, this can be minimised by ensuring reasonable level of enforcement in the surrounding roads many of which are subject to parking controls."*

However, I saw no evidence of "reasonable level of enforcement in the surrounding roads" and I am talking about an areas ust 2/3 houses away from the checkpoint.

Checkpoint staff were focussed on checking entry passes and most were quite young, so I wouldn't expect them, as inexperienced drivers, to feel empowered about traffic management.

AELTC should arrange and fund experienced traffic management professionals not just for checkpoints but along affected roads in surrounding areas.

### **Minor change in location of checkpoint waiting area suggested**

The 2022 location of the checkpoint for entry to the closed zone on Church Road was just after the roundabout linking Church Road, Burghley Road and St Marys Road. From observation whilst I frequently waited in the traffic it was apparent that the checkpoint was located too close to the roundabout and through road. This meant that when cars were waiting to be checked, or when they incorrectly tried to enter and ended up doing a turn in the road, it caused traffic to build up.

A simple solution to keeping traffic moving (a little) better would be to move the stopping checkpoint a few car lengths down toward the tennis. You'd probably still need the initial quick checkpoint at the roundabout to stop

people using it as a drop off zone, but it would mean that when the cars fully stop to have passes checked etc then the rest of traffic behind can keep moving.

**3. Acknowledgement that road closures during tennis Championships are not, now or in the future, to be considered as a precedent for closure during other events or times of year.**

**• Consultation with local residents has been inconsistent and, to the extent this has occurred, is only relevant in the context of short-term road closure during summer tennis championships.**

As stated above in (1), I consider the level of public consultation to be inadequate.

Any feedback received is only in the context of summer tennis period. As a local resident I like many am willing to tolerate (or avoid by going away as many locals do) some inconvenience during the tennis, however, if such measures were proposed for a longer time period I would have very different feedback, as would many others I'm sure.

With the AELTC planning application looming it is important that feedback on the short-term road close during tennis is not taken/applied out of context.

**• Traffic data gathered during 2021/22 trial should not be considered representative of data for other times of year.**

Many locals away on vacation due to school holidays and/or to avoid tennis season in the village.

Many houses rented out, with renters less likely to be travelling by car as in town for the tennis

Local residents who remain in the village tend to reduce driving during the tennis to avoid the traffic.

2021/22 years quieter than usual/potential future years due to ongoing COVID19 impact on tourism.

**• Data gathered during 2021/22 trial from Church Road monitoring system should not be considered representative of full traffic movement in the vicinity.**

Given the temporary traffic management instructions/flow, the location of the monitoring system (wire on road to record vehicle count) on Church Road should have been sufficient to capture all traffic coming up St Mary's Road and then continuing onto Church Road towards the village, or vice versa.

However, in practice it was not able to count many cars as they were approaching via St Mary's Road, illegally stopping to drop off/pick up despite the no stopping signs, and then doing turns in the road to go back down St Mary's Road. This means that they will not have been picked up by the Church Road traffic monitoring system. I urge Council planning officers as well as AELTC to consult with local residents and consider these suggested improvements, which would be easy to implement changes that would somewhat improve the level of disruption to local residents.

*“The All England Lawn Tennis Club have asked LB Merton to close Wimbledon Park Road/ Church Road for the entire duration of the Tennis championships this year. The closure hours proposed are from early morning until almost midnight, 7 days a week for 2 weeks+*

*I believe this is an unnecessary hindrance to residents needing to travel this route e.g. using the 493 bus to St Georges Hospital which would be diverted and sets a precedent for the AELTC to "take over" this public thoroughfare.*

*By pushing traffic away from the Tennis, pollution would increase in already heavily congested roads and minor residential streets totally unsuited to this traffic.*

*If you oppose the total closure of this road, please sign our petition.”*

**The table below details the additional comments from change.org petition**

"Unnecessarily closing Wimbledon Park road will cause so much for the residents living around the area. Closing the road is not a solution to the problem."

"Ridiculous scenario, to hinder the local residents. There are schools that ate on that route and it will increase car travel. Lets move the tennis instead!\_"

"A tennis tournament has no right to shut down the locality for the locals."

"It is inconvenient and unfair"

"This is an essential road and provides a route for the 493 bus - a vital service for ST Georges Hospital."

"This is a crazy idea that will create even more traffic chaos for local residents. This is an elitist tournament that offers very little to the average Merton resident."

"Wimbledon AELTC do not have jurisdiction on what roads are closed during Wimbledon fortnight. There are so many current roadworks/building works in the Southfields area, these road closures will cause utter chaos, upset, and much inconvenience, not to mention the non communicated re-routing of the 493 bus route to St. George's Hospital."

"It disrupts normal local life too much. It makes residential side roads too busy which may endanger children living there."

"How can this even be a request. This will have a massive impact on the schoolchildren travelling from Wimbledon to Southfields and back via bus. Surely they have suffered enough throughout this pandemic?!"

"The park is central to the community. Wimbledon tennis does not compensate the residents in anyway for the hassle of the tennis and now they want to take the park away too - no way!"

"This closure is completely unnecessary and an imposition to the local working community who will be affected by this closure. Considering the reduced footfall for the Championships for 2021 there is no justification for this decision."

"As a local resident, this is heavy handed"

"This is outrageous and a massive imposition on the locals."



"I use these roads daily and will suffer due to this closure. Also, surrounding roads will be a nightmare with significant increase in traffic volume during closure resulting in significant additions to travel time"

"They're flaunting their power. Just ..... no!"

"As a local resident this would negatively impact myself and my neighbours"

"I think it is unnecessary, another thing Wimbledon tennis think they can bully Merton residents. We have managed all these years so why now. Another inconvenience to residents."

"AELTC is arrogant and detrimental to the area in its pursuit of dominance for one marquee event a year"

"Of course the road is only closed to locals. Drivers who pay AELTC to park on the golf course have access, as well as the celebrities and invited guests of the corporate sponsors. Church Road has been turned into a private driveway for the AELTC without any consultation and unsuitable residential roads will become a bus route."

"I am signing this petition because of the inconvenience for all of us living in the area. I have lived in the area for over 50 years and there was no need to close off our roads before."

"I live in this area and I am against the road closures. It will increase the traffic elsewhere which is already a problem due to new road closures"

"This is completely unnecessary and against any rational environmental policy! All done to encourage more people to drive to the tennis, causing chaos and polluting the local environment."

"Closing that road causes chaos for all the surrounding area with traffic hold ups"

"I do not agree with this proposal"

"I am signing the petition as it causes great disruption to local residents. Why now? The tournament isn't even at full capacity!!"

"This route is one that I use regularly on foot by bus and by car. Any diversion would be much more time consuming and cause congestion and pollution elsewhere. This a public highway and belongs to the public not the AELTC. They should look to other solutions. Footbridges maybe!"

"It's not necessary; the tournament has functioned happily for years without closure of the road (I worked as a driver for the AELTC). It will only cause unnecessary congestion & delays."

"As a bare minimum, the road should not be closed to the 493 bus, nor the school bus. This is the bus to our local hospitals, St. George's and Queen Mary's. The local roads are not suitable for the bus and are already subject to "school streets" closures. Travelling by vehicle locally will be hell."

"This will disrupt any regular journeys to and from the hospital and all school runs."

"The proposed closure will create more problems not only for the residents but also for others living and working around Wimbledon Park"

"Its very simple. Don't comply. Politely but clearly ignore the checkpoints."

"I feel this move will cause a lot of inconvenience to lot of local residents."

"Traffic has moved fairly freely on this road in previous tournaments. Closure would cause inconvenience for Southfields residents, and for what purpose? The AELTC can't be allowed to regard this road as their own private thoroughfare."

"Disgrace."

"This is an unacceptable infringement on public right of way."

"I'm signing because I live just off of this road & just to get in & out of my house would be a nightmare-let AE use the many car parks in the spaces that they commandeer every year to house all the hundreds of vehicles that are required there all the time."

"It will cause great inconvenience"

"The proposed change will create massive issue for local residents including making it harder to travel in the area to local hospitals and other amenities, as well as diverting traffic and public transport and pollution to other streets locally, which are less suited to heavier traffic. It is also a totally disproportionate request. The current arrangements for Wimbledon Tennis have operated well for years - there is no need to change them. Local residents already suffer from enough inconvenience caused by the tennis - which many local residents are unable to enjoy anyway, as most tickets go to corporate sponsors. Merton and Wandsworth Council should insist that more visitors come by public transport to the tennis not in vehicles"

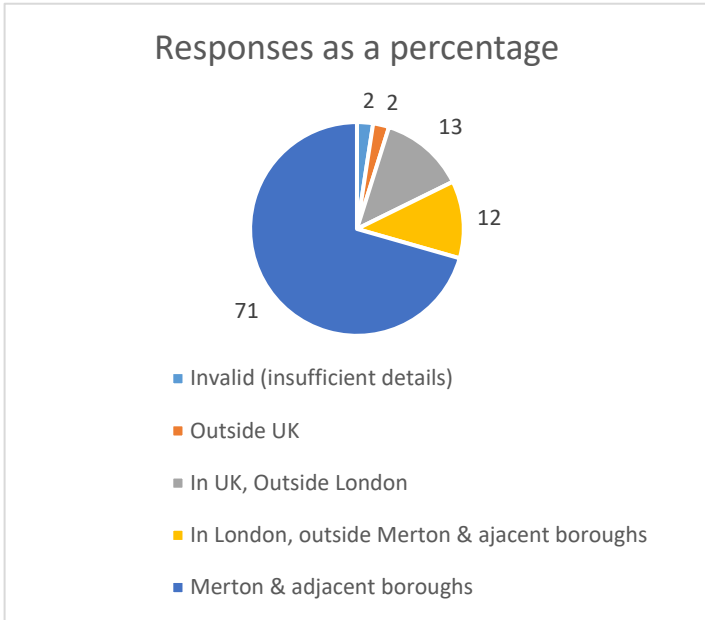
"The road closure has a disproportionate account on local residents who need to get between Wimbledon and Southfields. Any road closures should be limited to a few hours per day at most, on tennis days only and certainly not for the 18 months mentioned in the relevant order."

"I use these roads to get to work. Closing them would add inconvenience and time to my journey. It has not happened in the past and has only been congested during the times of play. Please do not shut these roads. I question the legal basis as it does not seem to fall within the requirements of the Road Traffic Regulation Act."

#### Officer's comments

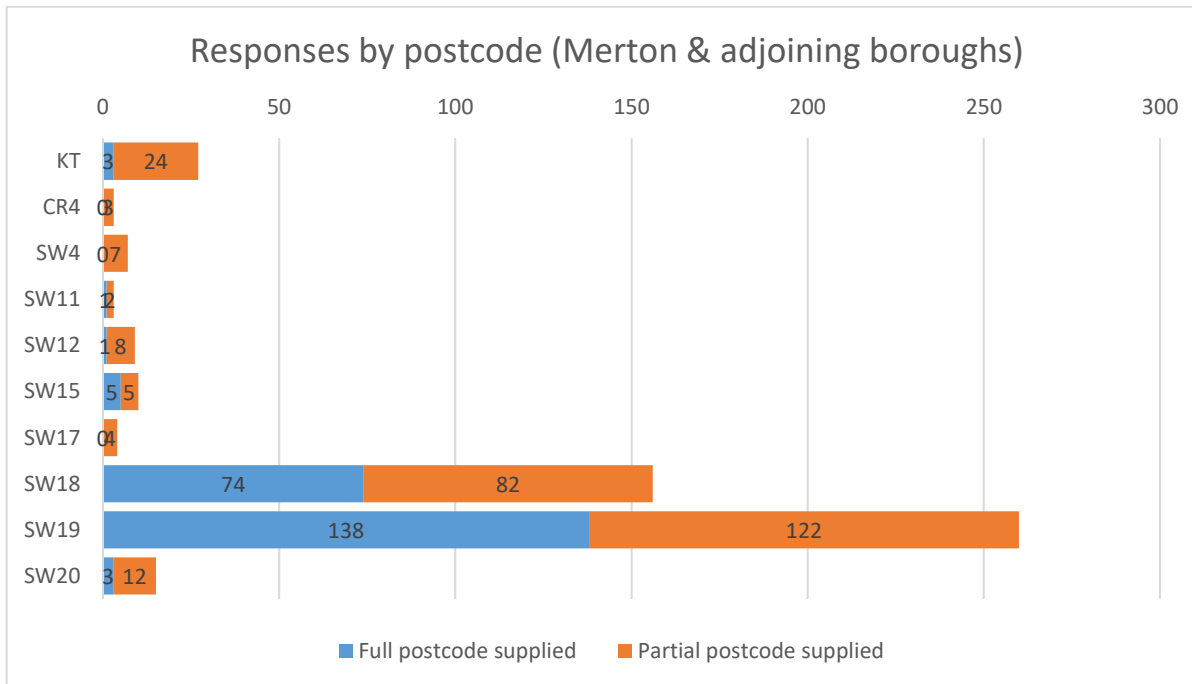
This basic analysis shows that nearly 1/3 of responses are either invalid, or not from the local area. This leaves 494 responses from people who are likely to be local residents or who experience the effects of the tennis championships directly. Of these respondents, many have only given the first part of the postcode and in the absence of a full postcode it is not possible to identify those directly affected. For the purposes of this analysis, only respondents from Merton and adjacent boroughs have been analysed further.

	<b>No. of Responses</b>	<b>%</b>
Invalid (insufficient details)	17	2
Outside UK	17	2
In UK, outside London	90	13
In London, outside Merton & adjacent boroughs	82	12
Merton & adjacent boroughs	494	71
<b>TOTAL</b>	<b>700</b>	<b>100</b>



The table below shows the number of full and partial postcodes that were submitted within the petition. This information serves as an indication of where the opposition to the proposals is most concentrated. However, the chart below shows a clear indication of where the responses are from, and the fullness of the postcode seems to have no bearing either way.

Post code Area	Full postcode supplied	Partial postcode supplied	TOTAL	Percent %
KT	3	24	27	5
CR4	0	3	3	1
SW4	0	7	7	1
SW11	1	2	3	1
SW12	1	8	9	2
SW15	5	5	10	2
SW17	0	4	4	1
SW18	74	82	156	32
SW19	138	122	260	53
SW20	3	12	15	3
<b>TOTAL</b>	<b>225</b>	<b>269</b>	<b>494</b>	<b>100</b>
<b>Percent %</b>	<b>46</b>	<b>54</b>	<b>100</b>	



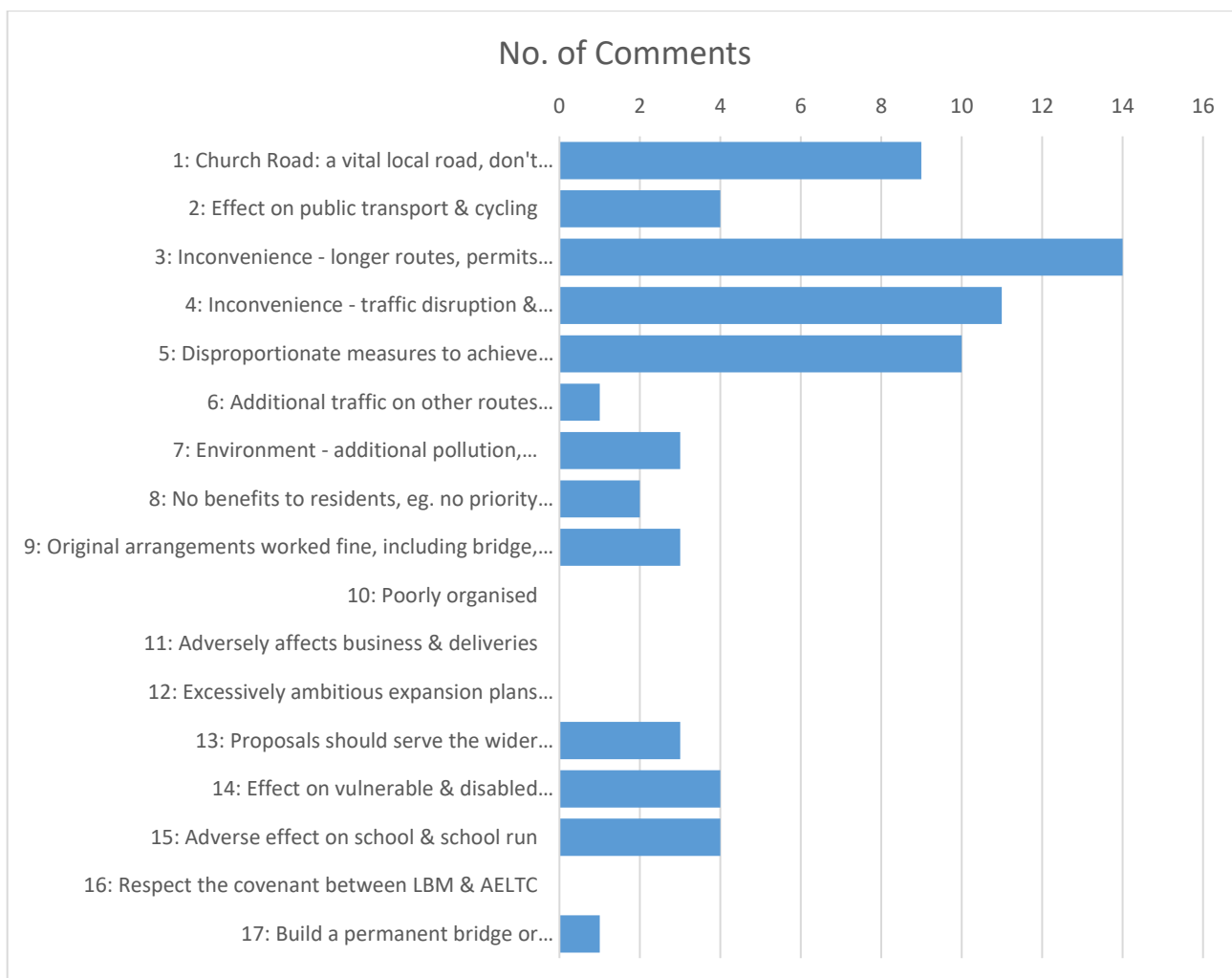
The table and chart show that the majority of respondents are from the SW19 and SW18 postcode.

### Analysis of Comments

The same comment categories have been used to identify common themes from the responses in this petition. Only comments from respondents in Merton and adjoining boroughs have been analysed in the table and chart below.

Comment Categories	No. of Comments
1: Church Road: a vital local road, don't close it	9
2: Effect on public transport & cycling	4
3: Inconvenience - longer routes, permits required for residents & visitors, difficult access	14
4: Inconvenience - traffic disruption & congestion on surrounding roads	11
5: Disproportionate measures to achieve stated aims	10
6: Additional traffic on other routes causes safety issues	1
7: Environment - additional pollution, damage to the park from car parking	3
8: No benefits to residents, eg. no priority for tickets or other residents amenities	2
9: Original arrangements worked fine, including bridge, just need enhancing - no security risk to justify current plans	3
10: Poorly organised	0
11: Adversely affects business & deliveries	0

12: Excessively ambitious expansion plans & hours of closure	0
13: Proposals should serve the wider community, not solely AELTC & its visitors	3
14: Effect on vulnerable & disabled residents and hospital access	4
15: Adverse effect on school & school run	4
16: Respect the covenant between LBM & AELTC	0
17: Build a permanent bridge or underpass plus better traffic management	1



The results of this analysis are similar to that of the Council's consultation in that majority are opposed to the restrictions due to the additional inconvenience and feel the measures are unnecessary for the tennis Championships to be held successfully and safely.



## AELTC COMMUNITY NEWSLETTER SUMMER 2022

### HELLO AND WELCOME.

Summer is upon us and with it, The Championships 2022. We wanted to take this opportunity to provide you with an update on the arrangements for this year's event and highlight how you can get in touch if you have any questions.

All of us here at the All England Club are excited to welcome back a full capacity Championships in what is a historic year as we celebrate 100 years since our move here to Church Road and also the centenary of Centre Court.

We have got some really special celebrations planned; Middle Sunday will be the focal point of these as we honour former Wimbledon champions, epic matches and standout moments in Centre Court history. This really will be a day to celebrate with our local community, with thousands of tickets distributed to residents, schools, charities and community groups, as well as with Ukrainian refugees who are being hosted in Merton and Wandsworth, COVID heroes from the NHS and social care and many others.

We are also proud to be celebrating Her Majesty The Queen's Jubilee and the Centre Court centenary through two commemorative platinum coins to be used for the coin toss over Finals Weekend.

As is always the case, the safety and security of our guests and neighbours remains our top priority. With this in mind, this newsletter includes an overview of our plans for the management of this year's event,

including arrangements for the Queue, security and the temporary closure of Church Road.

I would like to thank you all in advance for your understanding and cooperation during what we know will be a very busy time. It is much appreciated, and I hope that through our Middle Sunday ticket offer, many of you will be joining us to enjoy the tennis.

I also wanted to take this opportunity to share with you an update on our Wimbledon Park Project proposals, including some exciting community benefits that have been included following our ongoing public consultations, with more detail below.

Thank you for taking the time to read this update and please do not hesitate to contact our Community team if you have any questions.

**Sally Bolton OBE**  
Chief Executive



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## JUNIOR COMMUNITY CHAMPIONS CHOSEN TO UNDERTAKE COIN TOSS ON FINALS WEEKEND

For this year's coin toss ceremonies at The Championships, the Wimbledon Foundation invited residents of Merton and Wandsworth to nominate inspiring young people who had gone above and beyond to support their family, friends or community during the pandemic.

We delighted to announce that thirteen-year-olds Gabia Sakaviciute and Dylan Mulvey have been selected for the Ladies' Singles Final and Gentlemen's Singles Final respectively. Gabia was nominated by Jigsaw4u, a local children's charity in Merton which supports children and young people through



*Gabia with her mother Sandra and Angie Conway from Jigsaw4u*

trauma, loss and bereavement, Gabia was chosen for overcoming difficult personal circumstances and in recognition of the way in which she selflessly cared for her family and neighbours during the pandemic.

Dylan was nominated by St George's Hospital Charity in Wandsworth in recognition of his fundraising efforts for the hospital. Dylan took part in an abseil to say thank you to St George's for looking after his grandparents in their end-of-life care and for the hospital staff's tireless efforts caring for people during the pandemic.



*Dylan with his father Daragh and Abi Davies from St George's Hospital Charity*

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## WIMBLEDON AT HOME

Every year, fans from across the world celebrate The Championships in unique and special ways.

Wimbledon at Home provides a range activities and experiences that everyone can enjoy regardless of whether you are attending The Championships in person, have already attended, are yet to attend, or watching from afar.

Find out more at [wimbledon.com/wimbledonathome](https://www.wimbledon.com/wimbledonathome)

**Some highlights include:**

- The Virtual Hill
- WimbleWorld on Roblox
- Break Point, Wimbledon's Official Game
- Picnics & Afternoon Tea to enjoy at home
- Activities for all the family!





## THE CHAMPIONSHIPS 2022

### PRIORITISING ACCESS FOR RESIDENTS

The safety and security of all those who attend and live in the vicinity of The Championships remains at the forefront of our minds when planning for the event.

Following the strong recommendation of the Metropolitan Police Counter Terrorism Unit, we will again be operating temporary restrictions to parts of Church, Somerset, Bathgate and Burghley Roads from Monday 27 June – Sunday 10 July.

The restrictions, which are the same as 2021, are:

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

### HOW IT WORKS

- Church Road and Bathgate Road will be closed to all but event traffic, emergency services or vehicles with permits.
- An outer zone, controlled by a series of staffed checkpoints at each end and at strategic interim points, will ensure only residents or their guests, visitors etc are able to access the restricted zone.

- Hours of operation are scheduled to be 9am - 11.30pm daily from Monday 27 June to Sunday 10 July. Please note, the roads will be opened earlier where possible (dependent on when the day's tennis concludes).
- Each household in the restricted zones should now have received their vehicle permits.

The feedback we received last year on the road closure was almost entirely positive. In addition to enhancing the safety and security of those within the area, further benefits to the temporary road closure include:

- Reducing crowding and creating distance on either side of the Grounds so there is less pedestrian congestion around the main gates.
- Restricting vehicle access to busy pedestrian areas, mitigating any possible threat from vehicles.
- Creating a safer, cleaner, vehicle free environment for visitors and our most local residents.
- Diverting unnecessary through traffic to reduce the impact on local residents.
- Preventing anyone other than local people from accessing or parking on quiet residential roads close to the Grounds.
- We have a team specifically assigned to ensure this operation runs smoothly. If you have any questions, please email [ntm@aeltc.com](mailto:ntm@aeltc.com) or call 020 8944 1066 and select option 3.



## ARRANGEMENTS FOR THE QUEUE

Wimbledon remains one of the very few major sporting events where you can buy Show Court tickets on the day of play. For many, the Queue at The Championships is as much a part of the Wimbledon experience as the tennis itself.

After a two-year absence, the Queue will return, opening at 2pm on Sunday 26 June in Wimbledon Park. Here, guests will have the opportunity to buy tickets for Centre Court (except for the last four days), No.1 Court, No.2 Court (the first 10 days) and Grounds Passes.

There are teams of experienced Stewards on-site 24 hours a day during the event, to help all those in the Queue.

We know that not everyone is physically able to wait for long periods in the Queue, so we have arrangements in place for guests with additional mobility needs to wait nearer the Grounds on the day and we ask that they make themselves known to Steward on arriving at the Queue.

All guests in the Queue are reminded to be respectful of local residents and anti-social behaviour will not be tolerated. If you have any questions regarding the Queue, please contact us on [community@aeltc.com](mailto:community@aeltc.com)

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## KEY CONTACTS DURING THE CHAMPIONSHIPS

### THE ALL ENGLAND LAWN TENNIS CLUB

**General Enquiries:** 020 8944 1066 and press option 3

**Reporting Non-Emergency Issues:**  
Championships Operations Centre 020 8971 2430

**Reporting Emergency Issues Only:**  
Championships Operations Centre 020 8971 2666

**Community Team:** [community@aeltc.com](mailto:community@aeltc.com)

### MERTON COUNCIL

[www.merton.gov.uk](http://www.merton.gov.uk) | 020 8274 4901

**Noise:** For 9am-5pm enquiries please see website. On Friday and Saturday between 11pm-4am call 020 8543 9750.

### Parking Services:

[www.merton.gov.uk/streets-parking-transport](http://www.merton.gov.uk/streets-parking-transport)

### WANDSWORTH COUNCIL

[www.wandsworth.gov.uk](http://www.wandsworth.gov.uk) | 020 8971 6000

**Noise:** [www.wandsworth.gov.uk/environment/nuisance-behaviour/noise](http://www.wandsworth.gov.uk/environment/nuisance-behaviour/noise)

**Parking Services:** [www.wandsworth.gov.uk/parking](http://www.wandsworth.gov.uk/parking)

### METROPOLITAN POLICE

**Emergency:** 999

**Non-Emergency:** 101

**Anti-Terrorist Hotline:** 0800 789 321

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## AELTC WIMBLEDON PARK PROJECT UPDATE

We have been delighted to welcome many members of the local community to our 'Meet the Experts' mornings held on the northern part of the Wimbledon Park Golf Course during the past three months.

Each session focused on a theme - trees, biodiversity and The Championships with our staff on hand at these sessions to lead guided walks, providing an overview of our proposals and answer questions. There were also plenty of activities on offer for our younger residents, including games and crafting, and the chance to meet our search dogs and Rufus the Hawk.

It was great to speak with so many local residents and we look forward to hosting more community events in the future.

Nearly one year on since we submitted our Wimbledon Park Project planning application, we provided clarifications to questions posted by council officials to the London Boroughs of Merton and Wandsworth and following on from our ongoing public engagement.



*Meet the Experts morning*

The clarification includes further detail on the range of community benefits from the scheme. These include:

- A new 9.4 hectare publicly accessible park, available outside of The Championships period.
- Access for the local community to play for free on a number of the grass courts following The Championships.
- More than 10% increase in biodiversity net gain, including 1,500 new trees.
- An allocation of 500 seats on the Parkland Show Court for local residents in Merton and Wandsworth to purchase each day the court is in use during The Championships and potential for Parkland Show Court facilities to be used by the local community outside of the event.
- A new level access boardwalk around Wimbledon Park Lake, with proposals to fund the essential desilting of this vital community asset to ensure its preservation, and the activities on the water, for generations to come.

You can find the clarification documents at [wimbledon.com/wpp](http://wimbledon.com/wpp).



Proposed map of the AELTC Wimbledon Park Project proposals

## WATERAID AND WIMBLEDON FOUNDATION MOSAIC HIGHLIGHTS IMPORTANCE OF CLEAN WATER

WaterAid and the Wimbledon Foundation recently teamed up to create a giant tennis ball mosaic of a young boy enjoying clean water on the northern section of Wimbledon Park Golf Course to highlight how more than 11,000 children’s lives could be saved during The Championships if everyone, everywhere, had access to clean water and toilets.

It took artists from Sand in Your Eye 12 hours to create the tennis-court-sized portrait showing 10-year-old Tefy from Antsakambahiny village in Madagascar who, with the help of WaterAid and partners including the Wimbledon Foundation, now has clean water at school and near his home.

Across the world, 771 million people – one in 10 – are living without clean water close to home.

On commissioning this piece, Paige Murphy, Head of the Wimbledon Foundation, highlighted that 11,000 children’s lives could be saved during The Championships period if they had access to clean water and decent toilets. That is why the Wimbledon Foundation and WaterAid are uniting to make these essentials and good hygiene a normal part of daily life for communities across the world.”

The Wimbledon Foundation has been working in partnership with WaterAid since 2017 supporting

healthcare centres and communities across Ethiopia, Madagascar, Malawi and Myanmar. A donation of £1.2 million over three years is helping to transform people’s health, keep children in school, and allow women and girls to unlock their potential.

The tennis balls for the mosaic were gifted by Slazenger, Official Ball of The Championships, and have now been donated to charities supported by the Wimbledon Foundation such as Bright Ideas for Tennis, Rackets Cubed and Tennis for Free as well as our own security dogs.



### KEEP IN TOUCH WITH US

Our AELTC Community Team are in touch with local residents on a regular basis and would welcome hearing from you. You can reach Ulrika, Johnny and the rest of the team at [community@aeltc.com](mailto:community@aeltc.com) or 020 8944 1066.

Thank you for reading this update, and we welcome any feedback you wish to share on how we can make sure it is as informative, interesting and helpful as possible.

The AELTC Community Team

**NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY**

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

Title of report: The Wimbledon Championships Event - Church Road and Somerset Road Closure  
Reason for exemption (if any) – N/A

**Decision maker**

Councillor Stephen Alambritis, Cabinet Member for Transport

**Date of Decision**

12 - 12 - 22

**Date report made available to decision maker**

12<sup>th</sup> December 2022

**Decision**

To make the current ETMO for the various traffic related restrictions permanent

**Reason for decision**

This will allow the implementation of the necessary restrictions to manage level of security risk, traffic and safety during the annual Championships in future years.

**Alternative options considered and why rejected**

Not to proceed. This however would not facilitate the traffic management that is considered essential during the Championships

**Documents relied on in addition to officer report**

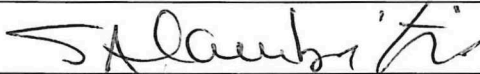
N/A

**Declarations of Interest**

N/A

**Signature**

Signature



Date

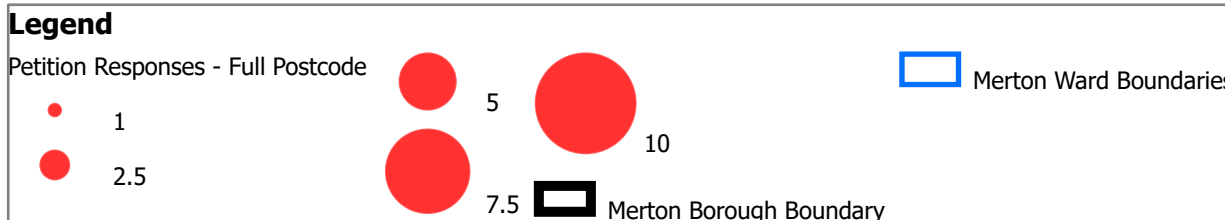
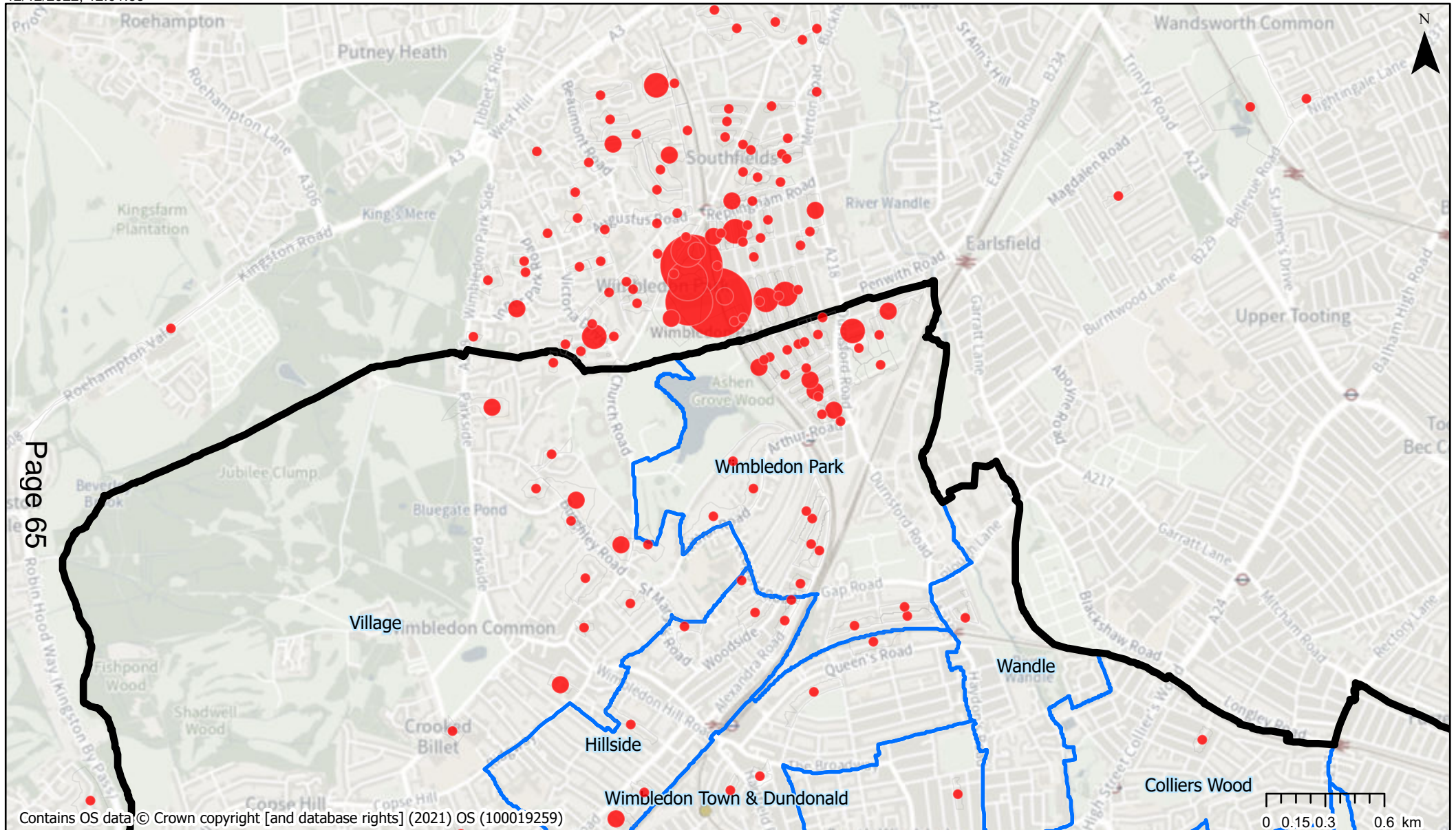
12 - 12 - 22

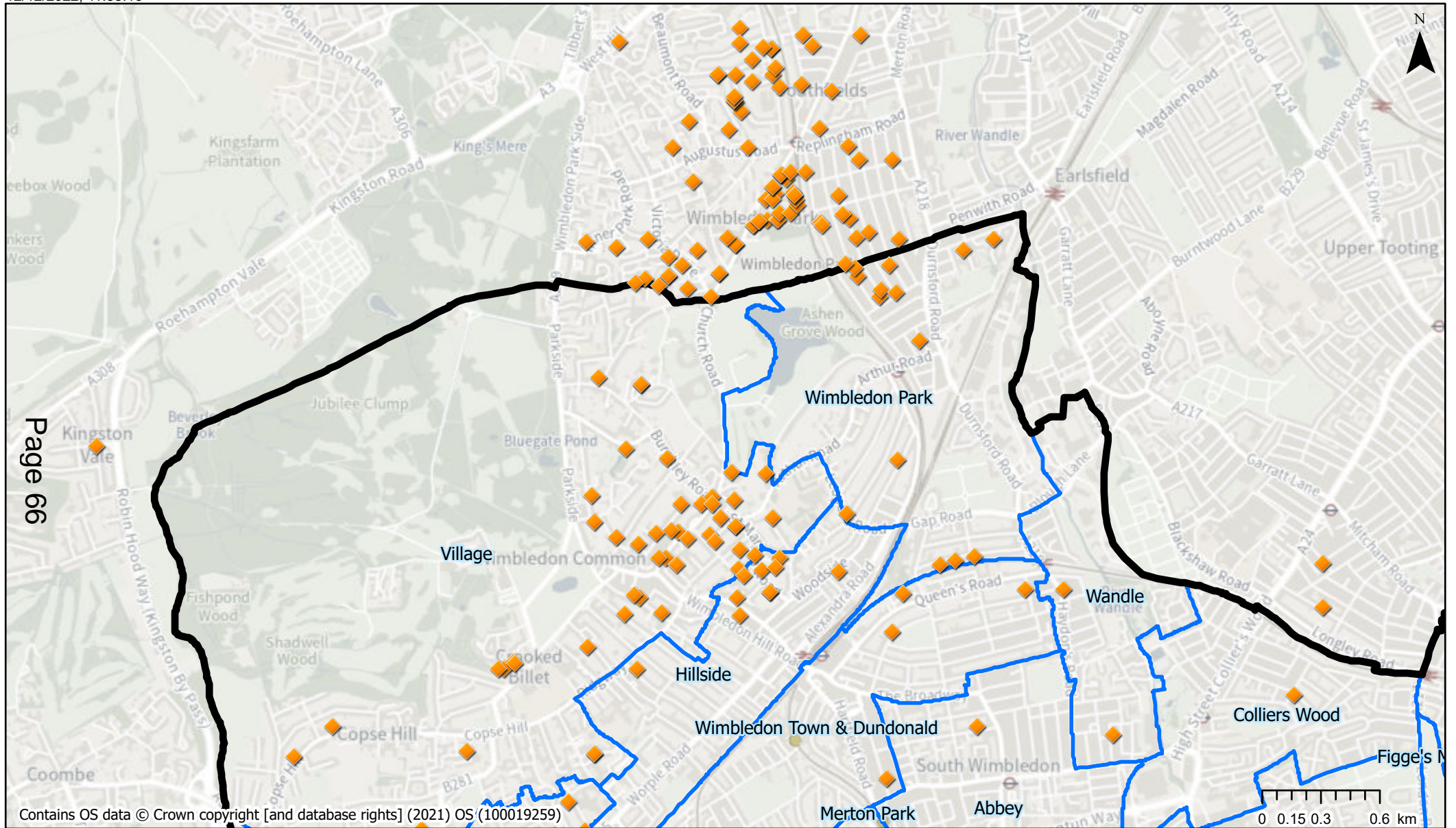
**Publication of this decision and call in provision**

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




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

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**Legend**

-  Survey Results - Full Addresses
-  Merton Borough Boundary
-  Merton Ward Boundaries



Ged Curran  
Chief Executive  
Merton Council  
Merton Civic Centre  
London Road  
Morden  
SM4 5DX

██████████  
Assistant Commissioner  
New Scotland Yard  
Richmond Terrace  
Victoria Embankment  
London  
SW1A 2JL

Our Ref: ██████████  
9<sup>th</sup> June 2021

Dear Mr Curran

**Recommendation for Temporary Anti-Terrorism Traffic Regulation Order (ATTRO)**  
**AE LTC Championships 2021 – Wimbledon**

Between Monday 28<sup>th</sup> June and Sunday 11<sup>th</sup> July 2021, the All England Lawn Tennis Club (AELTC) will host the annual Championships at their headquarters at Wimbledon. This is a significant sporting event in the UK and is considered a major international event bringing visitors, players and press from all over the world.

This is a high-profile event held at an iconic location. In 2019, the overall attendance was 500,397 (for 13 days), the second-highest in Wimbledon history. The event did not happen in 2020 due to the Covid-19 pandemic and this year is planned to be played in front of a reduced crowd of approximately 25% capacity – approximately 12,000 spectators per day. Although this reduces the numbers of persons present there is of course the fact that this event will be one of the first mass gatherings since the easing of lockdown restrictions and this may prove appealing to anyone planning an attack.

There will be a police deployment for this event and a number of counter terrorist measures will be deployed in order to protect those attending the event. One of those measures we consider necessary is the closing of various roads to vehicles and controlling the access by pedestrians to named roads, backed up by physical measures. Accordingly, police are recommending the following temporary order(s) (or notice(s) if time precludes) pursuant to s14 & s22(C) s22(D) Road Traffic Regulation Act 1984 (RTRA). This is to place measures to allow for the closure of the following roads to vehicular traffic, passengers of such traffic and pedestrians except those vehicles or pedestrians allowed at the discretion of a police constable or appropriately 'designated person' or 'authorised agent', acting on behalf of a constable.

From 0600 hours on Monday 28<sup>th</sup> June 2021 until 2359 hours on Sunday 11<sup>th</sup> July 2021 for vehicles and pedestrians (as required)

- Church Road between j/w Bathgate Road and j/w Somerset Road
- Somerset Road between j/w Marryat Road and j/w Newstead Way
- 

Pedestrians, both resident and working within the closure area, will continue to be facilitated access on discretion of a constable. Persons attending the events with issues of mobility and some residents will be facilitated vehicular access again on the discretion of a constable.

It is likely that it may be possible to open roads to vehicles and pedestrians sooner with a phased opening. However, these timescales are our best estimate and we shall seek to return the area to normality as soon as is reasonably practicable in order to minimise disruption to the broader community.

The grounds for a [REDACTED] order would be for the purpose of avoiding or reducing the likelihood of, danger or damage connected with terrorism (Sec.22C & D RTRA). Associated signage and physical measures to effectively enforce the ATTRO(s) will be positioned in accordance with the powers under s.67 and s.94A RTRA and deployed in preparation for the enforcement of the ATTRO(s).

The ATTRO(s) being recommended would be only for the time absolutely required for this particular event. This is to prevent access to a defined area by a determined vehicle-borne attacker or an ambulant attacker, who could use any associated crowds, despite current Covid-19 restrictions, to launch an attack; physical measures are typically but not necessarily required. If the ATTRO(s) is made, the Metropolitan Police Service, Merton Council, and TfL will be working together to give effect to it. Specific training and awareness will be provided to police officers and event staff.

There is currently no specific terrorism related intelligence in relation to this event. However, with the threat to police officers and the threat to the UK from terrorism currently both at Substantial - an attack is likely - these are considered precautionary protective security measures and are proportionate and necessary for the safety and security plan for this national event.

The use of existing fixed measures and/or the temporary deployment of vehicle security barriers or fences, and barriers or fences also having the ability to control the risks presented by crowds of people on foot, is considered appropriate. This is to provide what is believed to be the most proportionate measure of standoff distance from the open space that is being used. This is to prevent either an encroachment or penetrative vehicle attack, or a person borne attack on the entire ceremonial footprint and its environs. The measures will also enhance the protective security stance of the site by nature of it being a visual deterrent.

Recognising the potential impact upon local residents and institutions should vehicle security barriers and barriers also having the ability to control the risks presented by crowds of people on foot be introduced, engagement with stakeholders has taken place and continues. The police will strive to work with interested parties to ensure disruption is kept to an acceptable level.

Recent security reviews have predominantly considered the potential vehicle threat as being VBIED. However, the Centre for the Protection of National Infrastructure has always



recommended considering mitigating the threat from vehicles used as a weapon (VAW) against infrastructure and people.

On 22<sup>nd</sup> March 2017, a terrorist attack occurred on Westminster Bridge, in Parliament Square and within the grounds of the Palace of Westminster, in central London - six people died in the attack and at least 40 were injured. The attacker drove a vehicle into pedestrians on Westminster Bridge and a crowd of people near the palace gates, then fatally stabbed a police officer. Six people - four pedestrians on the bridge, the stabbed police officer and the assailant - were later confirmed dead.

On 3<sup>rd</sup> June 2017, three attackers used a rented Renault panel van to attack pedestrians on London Bridge prior to a bladed weapon attack in Borough Market. The attack resulted in eight fatalities and 48 injured. The attackers had attempted to hire a 7.5T lorry.

On 19<sup>th</sup> June 2017, a van was driven into pedestrians in Finsbury Park, causing one death and injuring at least nine people. This occurred near the Muslim Welfare House, 100 yards (90 m) from Finsbury Park Mosque. A man who had earlier collapsed and was receiving first aid died at the scene.

This use of vehicles as a weapon is not a new tactic. However, its increasing use, highlighting in [REDACTED], [REDACTED] and [REDACTED], ease of deployment and low technical threshold for use by threat actors have caused us to review the security mitigation for this year's event, an iconic predictable event.

This request is proportionate and necessary for the safety and security plan in place for this nationally iconic event. If you have any questions relating to the security requirements detailed here, please contact the CT Security Coordinator Inspector [REDACTED] by email [REDACTED] or by telephone on [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]  
Assistant Commissioner  
National lead for CT Policing

Hannah Doody  
Chief Executive  
Merton Council  
Merton Civic Centre  
London Road  
Morden  
SM4 5DX

██████████  
Assistant Commissioner  
New Scotland Yard  
Richmond Terrace  
Victoria Embankment  
London  
SW1A 2JL

Our Ref: ACSO ██████████  
11<sup>th</sup> May 2022

Dear Ms Doody

**Recommendation for Temporary Anti-Terrorism Traffic Regulation Order (ATTRO)**

**AELTC Championships 2022 – Wimbledon**

Between Monday 27<sup>th</sup> June and Sunday 10<sup>th</sup> July 2022 the All England Lawn Tennis Club (AELTC) will host the annual Championships at their Headquarters at Wimbledon. Monday 11<sup>th</sup> is also reserved should poor weather adversely affect play across the two week period. This is a significant sporting event in the UK and is considered a major international event bringing visitors, players and press from all over the world.

This is a high-profile event held at an iconic location. In 2019, the overall attendance was 500,397 (for 13 days), the second-highest in Wimbledon history. Due to the Covid-19 pandemic the event in 2021 was played in front of a reduced crowd of approximately 25% capacity – approximately 12,000 spectators per day. This year the intention is to return to the 2019 capacity and include an extra day's play on the middle Sunday, which could prove appealing to anyone planning an attack.

There will be a police deployment for this event and a number of counter terrorist measures will be deployed in order to protect those attending these events. One of those measures we consider necessary is the closing of various roads to vehicles and controlling the access by pedestrians to named roads, backed up by physical measures. This is for the purpose of avoiding or reducing, the likelihood of, danger or damage connected with terrorism. Accordingly, police are recommending the following temporary order(s) (or notice(s) if time precludes) pursuant to s14 & s22(C) s22(D) Road Traffic Regulation Act 1984 (RTRA). Associated signage and physical measures to effectively enforce the ATTRO(s) will be positioned in accordance with the powers under s.94 RTRA and deployed in preparation for the enforcement of the

ATTRO(s) to allow for the closure of the following roads to vehicular traffic, passengers of such traffic and pedestrians except those vehicles or pedestrians allowed at the discretion of a police constable or appropriately 'designated person' or 'authorised agent', acting on behalf of a constable; a delegated authority granted under Section 22D(5)(d) of the Road Traffic Regulation Act 1984.

**From 0600 hours on Monday 27<sup>th</sup> June 2022 until 2359 hours on Monday 11<sup>th</sup> July 2022 for vehicles and pedestrians (as required)**

- Church Road between j/w Bathgate Road and j/w Somerset Road
- Somerset Road between j/w Marryat Road and j/w Newstead Way

See Appendix A – Map of Proposed Road Closures.

Those pedestrians seeking to attend the event and pedestrians, both resident and working within the closure area, will continue to be facilitated access on discretion of a constable, or appropriately 'designated person' or 'authorised agent', acting on behalf of a constable; giving due consideration to Article 8 of the Human Rights Act 1998: respect for private and family life. Persons attending the events with issues of mobility and some residents will be facilitated vehicular access again on the discretion of a constable, or appropriately 'designated person' or 'authorised agent', acting on behalf of a constable; and again giving due consideration to Article 8 of the Human Rights Act 1998: respect for private and family life.

It may be possible to open roads to vehicles sooner. However, these timescales are our best estimate and we shall seek to return the area to normality as soon as is reasonably practical in order to minimise disruption to the local community from these closures.

There is no specific terrorism related intelligence in relation to this event. However, with the threat to the UK from international terrorism currently at Substantial - an attack is likely - these are considered precautionary protective security measures and are proportionate and necessary for the safety and security plan for this national event.

The use of existing fixed measures and/or the temporary deployment of vehicle security barriers or fences, and barriers or fences also having the ability to control the risks presented by crowds of people on foot, is considered to be appropriate to provide what is believed to be the most proportionate measure of stand-off distance from the open space that is being used. This is to prevent access to a defined area by a determined vehicle-borne attacker, using an encroachment or penetrative vehicle attack, or an ambulant attacker, who could use any associated crowds to launch an attack on the memorial footprint and its environs. The measures will also enhance the protective security stance of the site by nature of it being a visual deterrent.

Recognising the potential impact on local residents and institutions should vehicle security barriers be introduced, engagement with stakeholders has taken place and

continues. The police will strive to work with interested parties to ensure disruption is kept to an acceptable level.

Recent security reviews have predominantly considered the potential vehicle threat as being VBIED. However, the Centre for the Protection of National Infrastructure has always recommended considering mitigating the threat from vehicles used as a weapon (VAW) against infrastructure and people;

On 22nd March 2017, a terrorist attack occurred on Westminster Bridge, in Parliament Square and within the grounds of the Palace of Westminster, in central London - five people died in the attack and at least 40 were injured. The attacker drove a vehicle into pedestrians on Westminster Bridge and a crowd of people near the Palace gates, then fatally stabbed a police officer. Five people - three pedestrians on the bridge, the stabbed police officer and the assailant - were later confirmed dead.

On 3rd June 2017, three attackers used a rented Renault panel van to attack pedestrians on London Bridge prior to a bladed weapon attack in Borough Market. The attack resulted in 7 fatalities and 48 injured. The attackers had attempted to hire a 7.5T lorry.

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This use of vehicles as a weapon is not a new tactic. However, its increasing use, highlighting in [REDACTED], ease of deployment and low technical threshold for use by threat actors have caused us to review the security mitigation for this year's event, an iconic predictable event.

This request is proportionate and necessary for the safety and security plan in place for this nationally iconic event. If you have any questions relating to the security requirements detailed here, please contact the CT Security Coordinator Inspector [REDACTED] by email [REDACTED] or by telephone on [REDACTED]

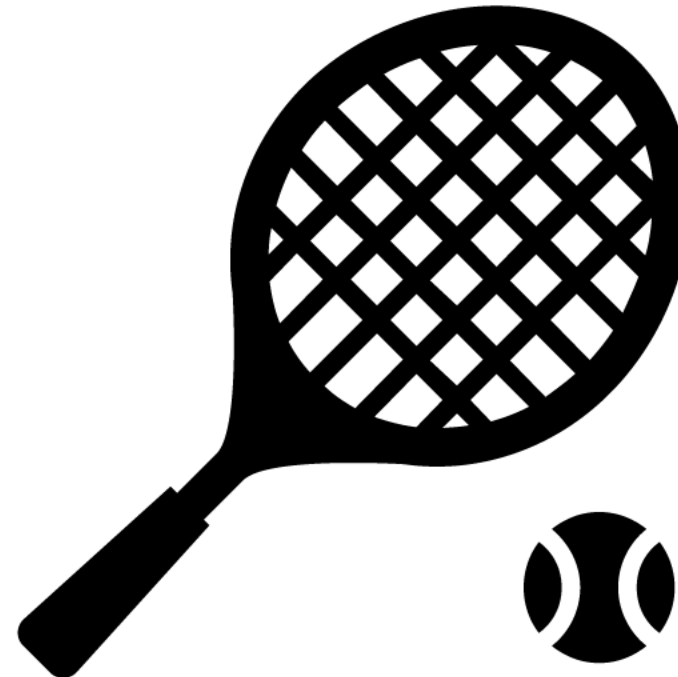
Yours sincerely

[REDACTED]

[REDACTED]  
Assistant Commissioner  
National Lead for CT Policing

# **AELTC 2022 Championships – Church Road Closure and ETO**

Initial Findings of Review Into Effects with LBM



# Study Scope

- Review survey data collected and the performance of measures adopted under the Experimental Traffic Order for the 2022 Championships:
  - Bus diversion performance
  - Pedestrian and cycle flows
  - Traffic flows and performance of the diversions adopted
  - Feedback from stakeholder consultation
- To be dealt with separately:
  - Review of public representations after the ETO expires on 11 December 2022
  - Engagement with LB Merton and TfL
  - Planning application consultation

# Experimental Traffic Order Recap on Objectives and Plan

# 2021/2022 Championships – Experimental Traffic Order

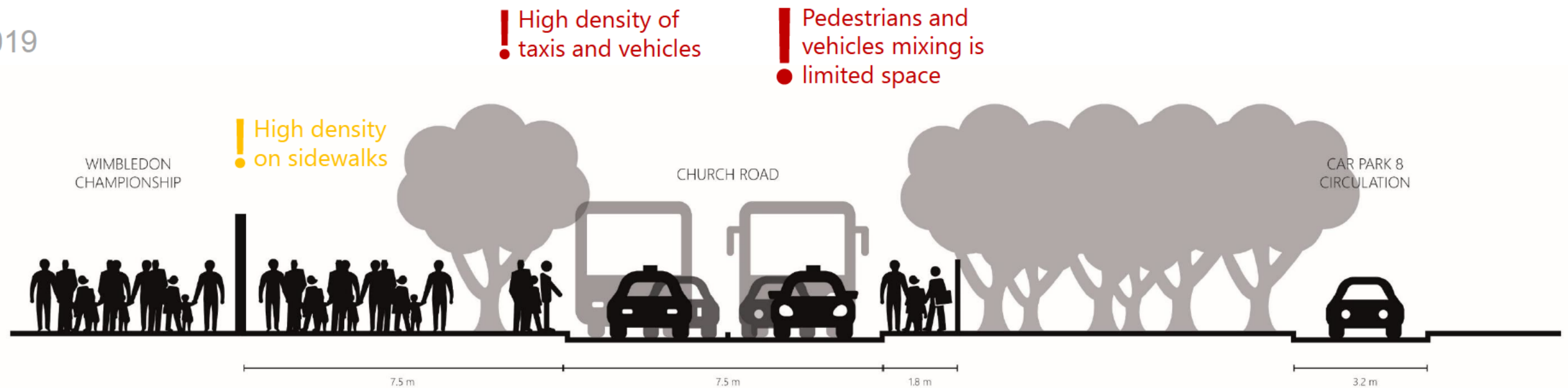
## Objectives

- Church Road and Somerset Road experience significant footfall with people arriving / departing by foot, but with vehicles accessing the local road network.



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2019





# 2021/2022 Championships – ETO

## Objectives

- Opportunities for **enhancing public safety** are being sought, e.g. by reducing crowding and increasing the standoff distance on each side of the Grounds effectively away from the main gates at peak times.
- The plan is thus intended to make provision **for restricting vehicle access** to these crowded areas during the Championships.
- This will create a safer environment which **mitigates threats** within crowded spaces and is in support of prevailing guidance such as the National Counter Terrorism Security Office (NaCTSO) "Crowded Places Guidance
- In addition, opportunities are being sought to **increase space** available for people arriving or departing to adhere to guidance in relation to **Covid19**. This includes introducing new controls and restrictions on vehicle access on Church Road and Somerset Road.

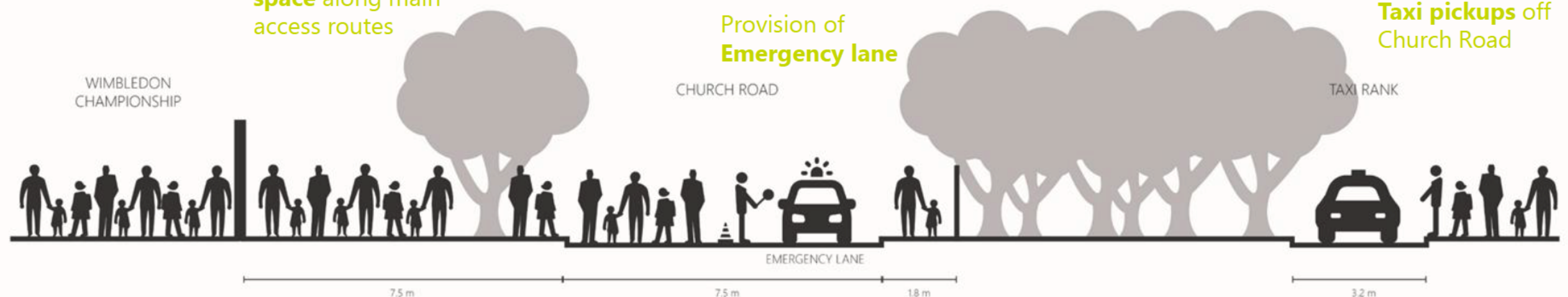
Page 77

2021 / 2022

**Wider pedestrian space** along main access routes

Provision of **Emergency lane**

**Taxi pickups** off Church Road



# 2022 Championships

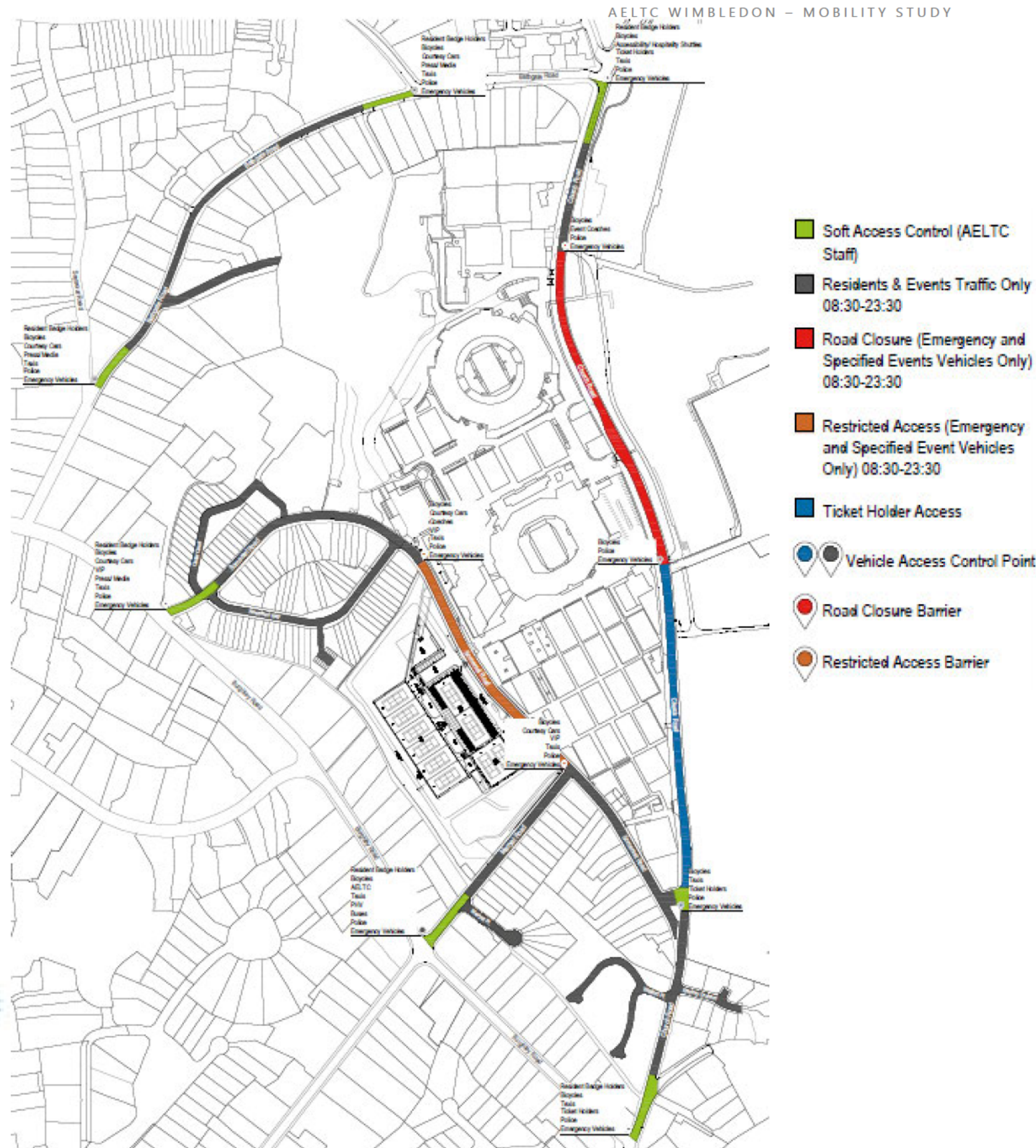
## Plan for the 2022 Championships

### Road closure to public traffic:

- Church Road between CP8 and CP5
- Somerset Road between Newstead Way and Maryatt Road

### Local Access and Event only traffic, except for residents:

- Newstead Way, Maryatt Road, Church Road and Bathgate Road



The AELTC requires to ability for the Order to apply for the time stated, but will adopt a flexible approach to implementation of measures to avoid unnecessary impacts. It is anticipated that the measures would generally be applied from 9:30am to 90 minutes after the end of the last match.

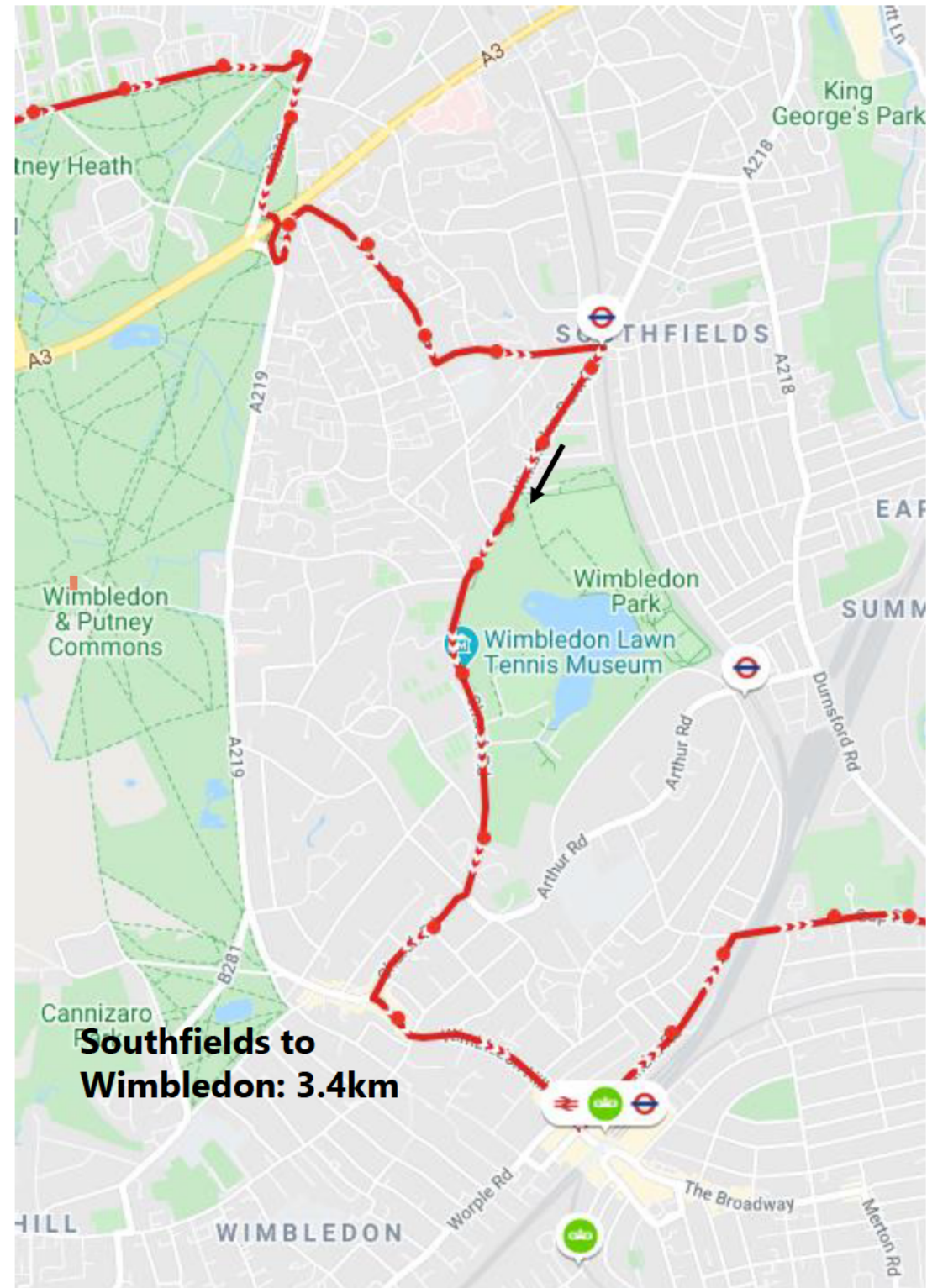
# Bus 493 Route Diversion

# Bus 493 – 2019 Championships Routing (no diversion)

Page 80



Towards Richmond (Northbound)



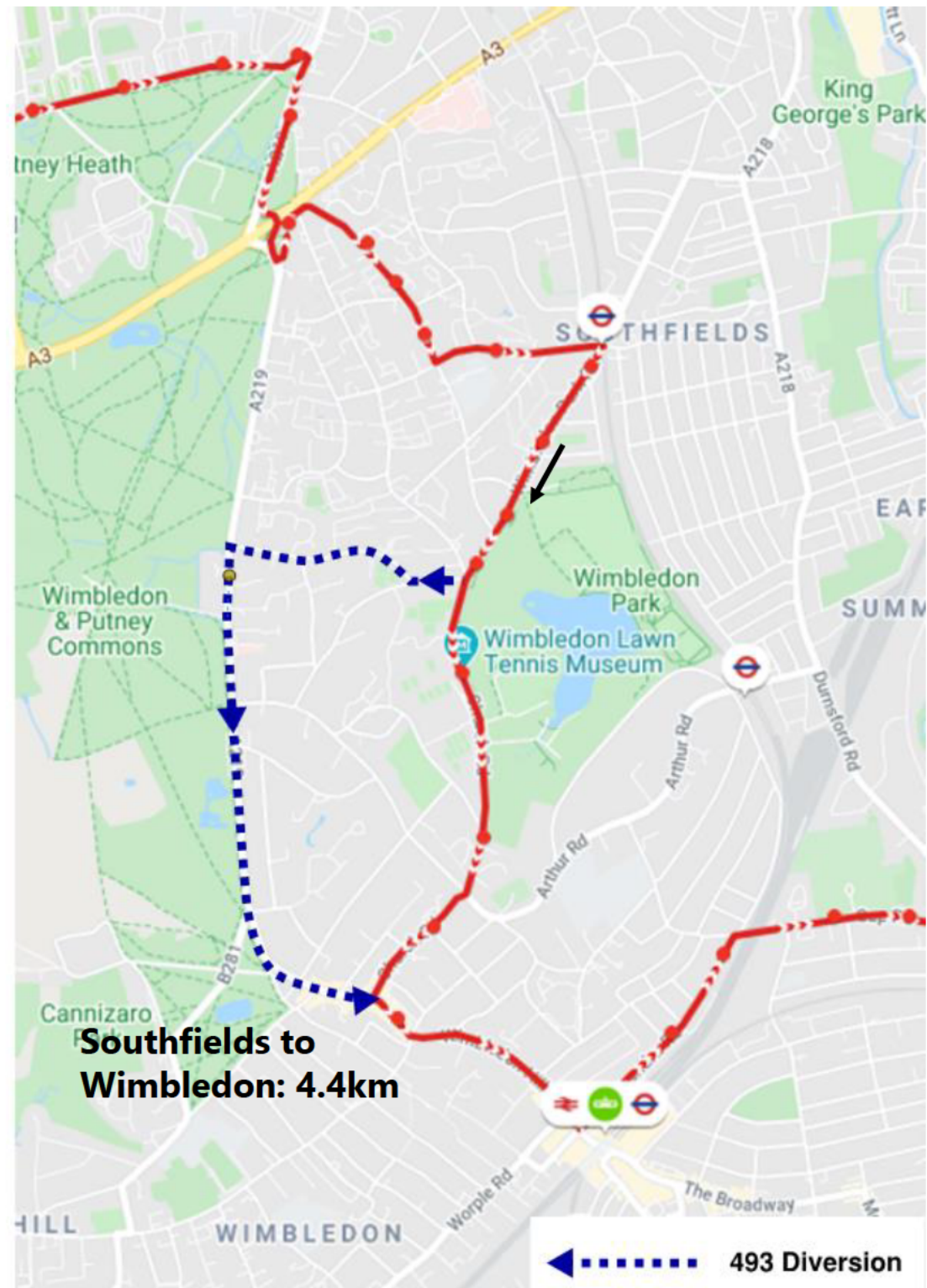
Towards Tooting, St. George's Hospital (Southbound)

# Bus 493 – 2022 Championships Diversion

Page 81



Towards Richmond (Northbound)



Towards Tooting, St. George's Hospital (Southbound)

## Effect of Closure: Buses

# Observations

- Buses seemed to flow reasonably well along the diversion route – no negative feedback has been received
- Ridership levels increased from 2022 for non-Championships and Championships.
- Bathgate Road / Church Road junction seemed to work well again despite the island not being removed
- Potential to look at minor adjustments to kerb lines in the future, but this isn't considered essential. TfL have verbally said they are okay with this

## Effect of Closure: Pedestrians and Cyclists



# Observations

## ■ Pedestrians

- Hostile Vehicle Mitigation (HVM) barrier at the northern end of Church Road did restrict pedestrian inflows in the arrival period. Regulates flows into ground but potential for a more permeable arrangement
- Conversely HVM barrier helps manage flows onto Wimbledon Park Road during peak departure period by encouraging people to walk on the footways and less conflict with cars

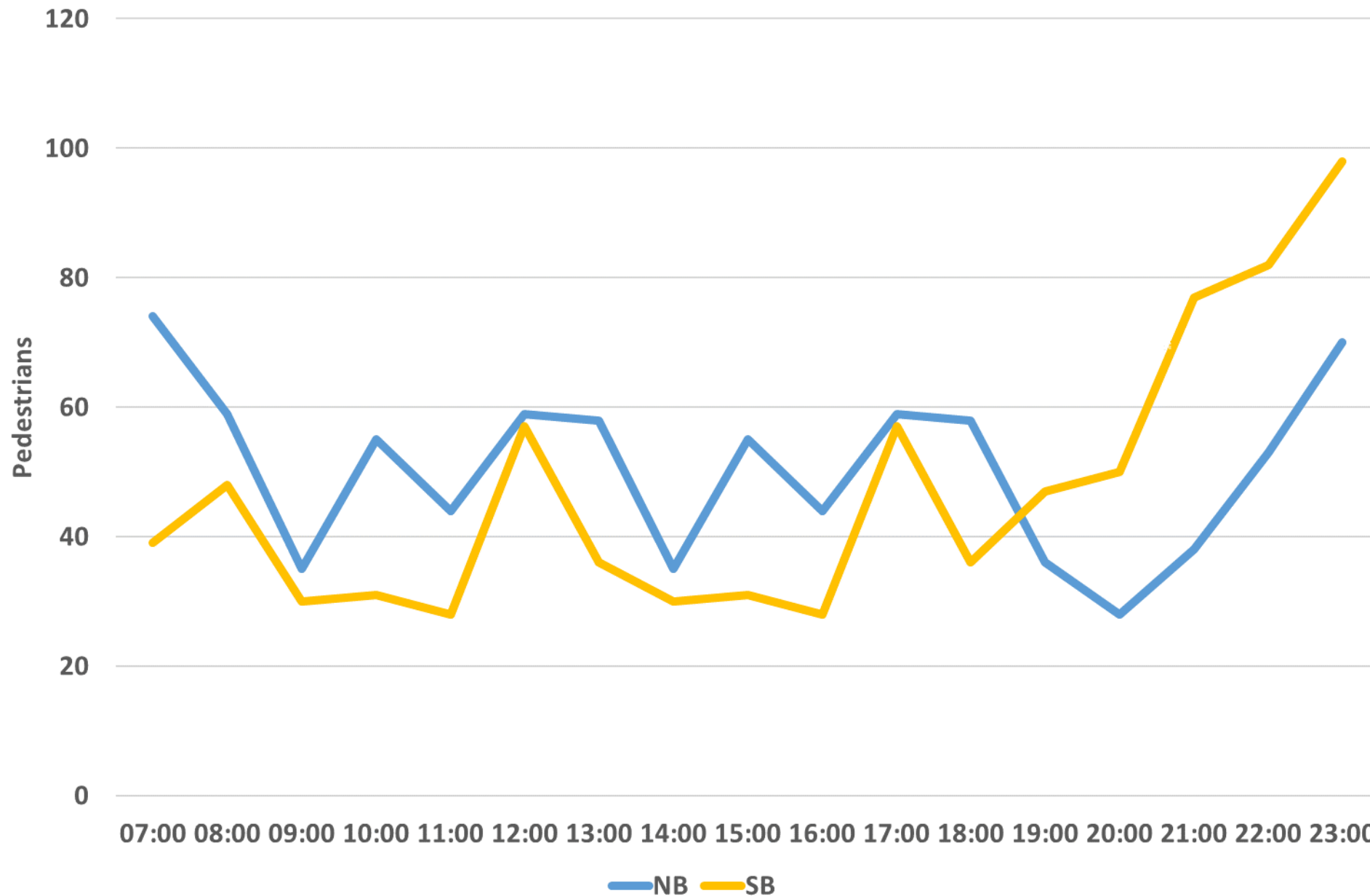
Page 85

## ■ Cyclists

- Cycle parking moved to more prominent position in 2022
- Well used and scope for increasing capacity and enhancing security to continue shift to active travel
- Few cyclists, or pushing of bikes observed on Church Road after the closure
- Bikes being left at the Bathgate Road junction impeding pedestrian flows. Management of dockless hire-bikes need consideration in the future.

# Estimated Pedestrian Flows on Church Road (through-flow) 2022 Non-Championships

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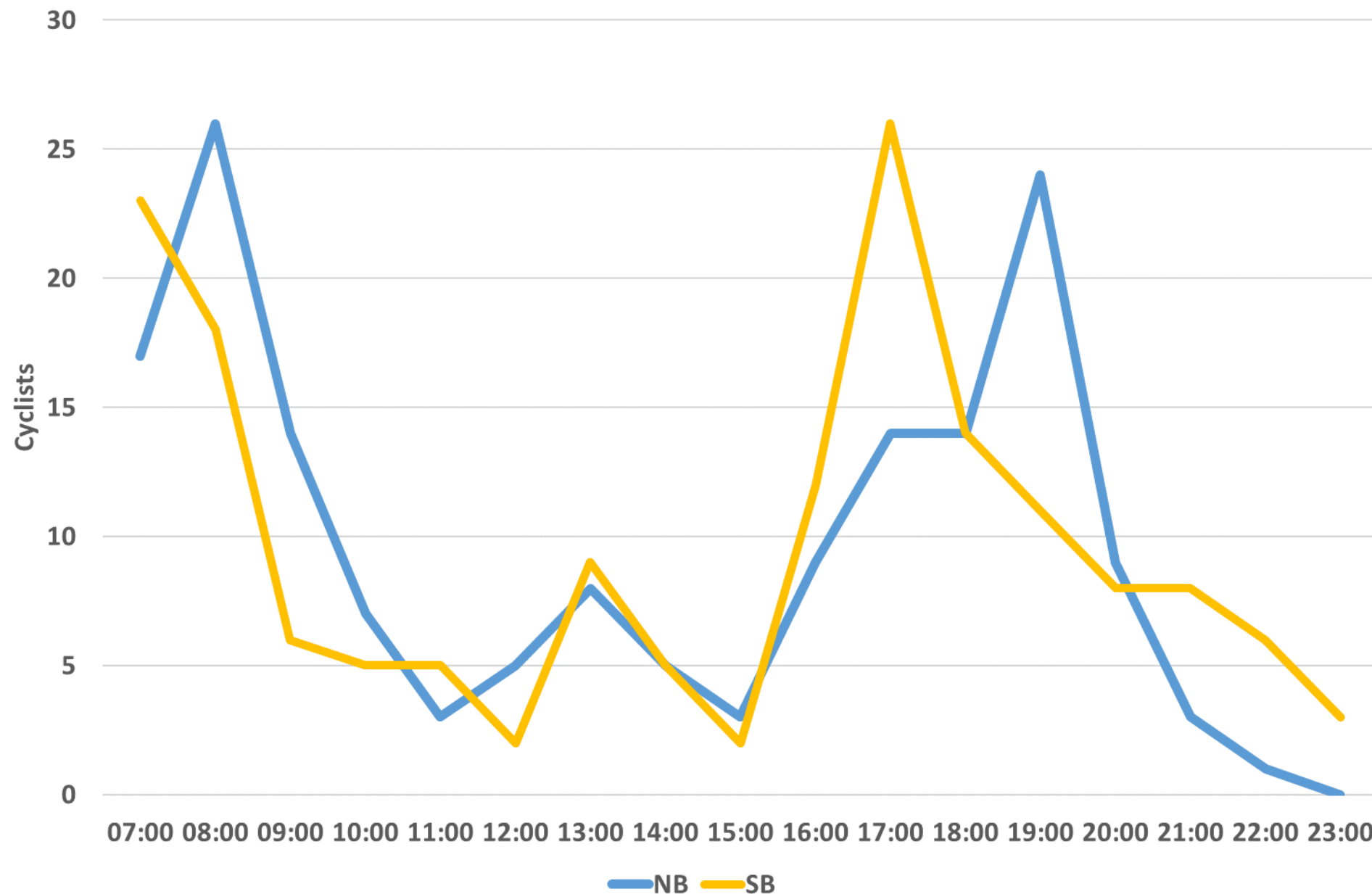


Around 50-60 pedestrians per direction per hour diverted.

Surveys undertaken the week before the 2022 Championships. Worst case data as some flows linked to activity to setting up Championships

# Estimated Cycle Flows on Church Road (through-flow) 2022 Non-Championship Week

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Up to 25 cyclists per direction per hour diverted during peak hours

Surveys undertaken the week before the 2022 Championships. Worst case data as some flows linked to activity to setting up Championships

## Effect of Closure: Traffic

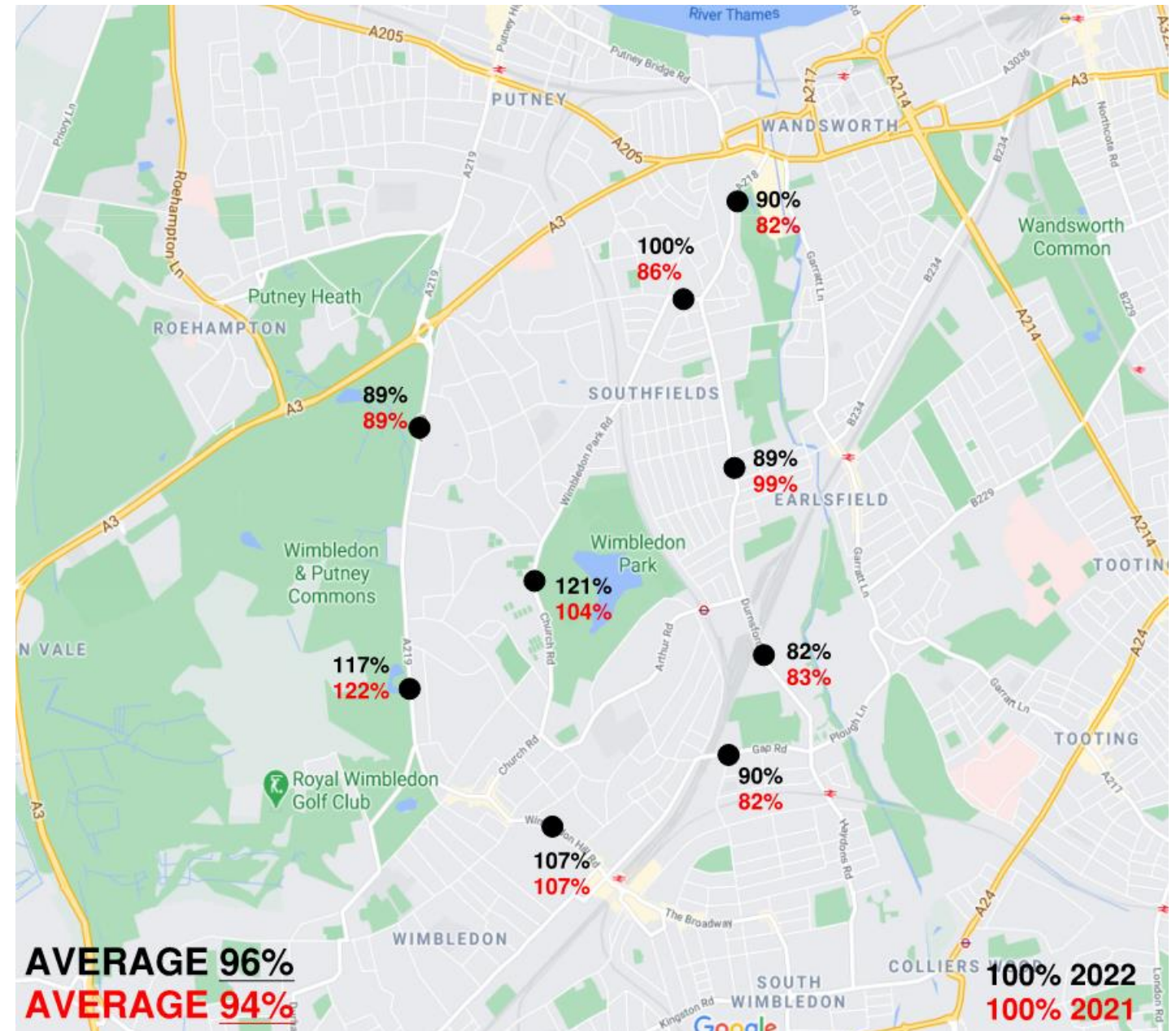
# Observations

- Roads close to AELTC functioned well with relatively low traffic volumes
- Some challenges around the Church Road / Bathgate Road junction in the period after closure was put in place. Signage improved from last year, but some marshalling required. Marshalling buses caused some small delay
- Parkside, Augustus Road, Replingham Road, Durnsford Road seemed busier, but still flowed
- LBW contacted AELTC to note busy conditions on Durnsford Road, but this was before closure was in place – potentially people diverting in anticipation of the closure
- Taxis operated without issues
- Private Hire on close to the Church Road / Bathgate Road / Wimbledon Park Road junction ignored instructions from marshals in the first few days, dropping off and disrupting flows.
  - Situation improved after about day 3

# Estimated Covid-19 impact on traffic data

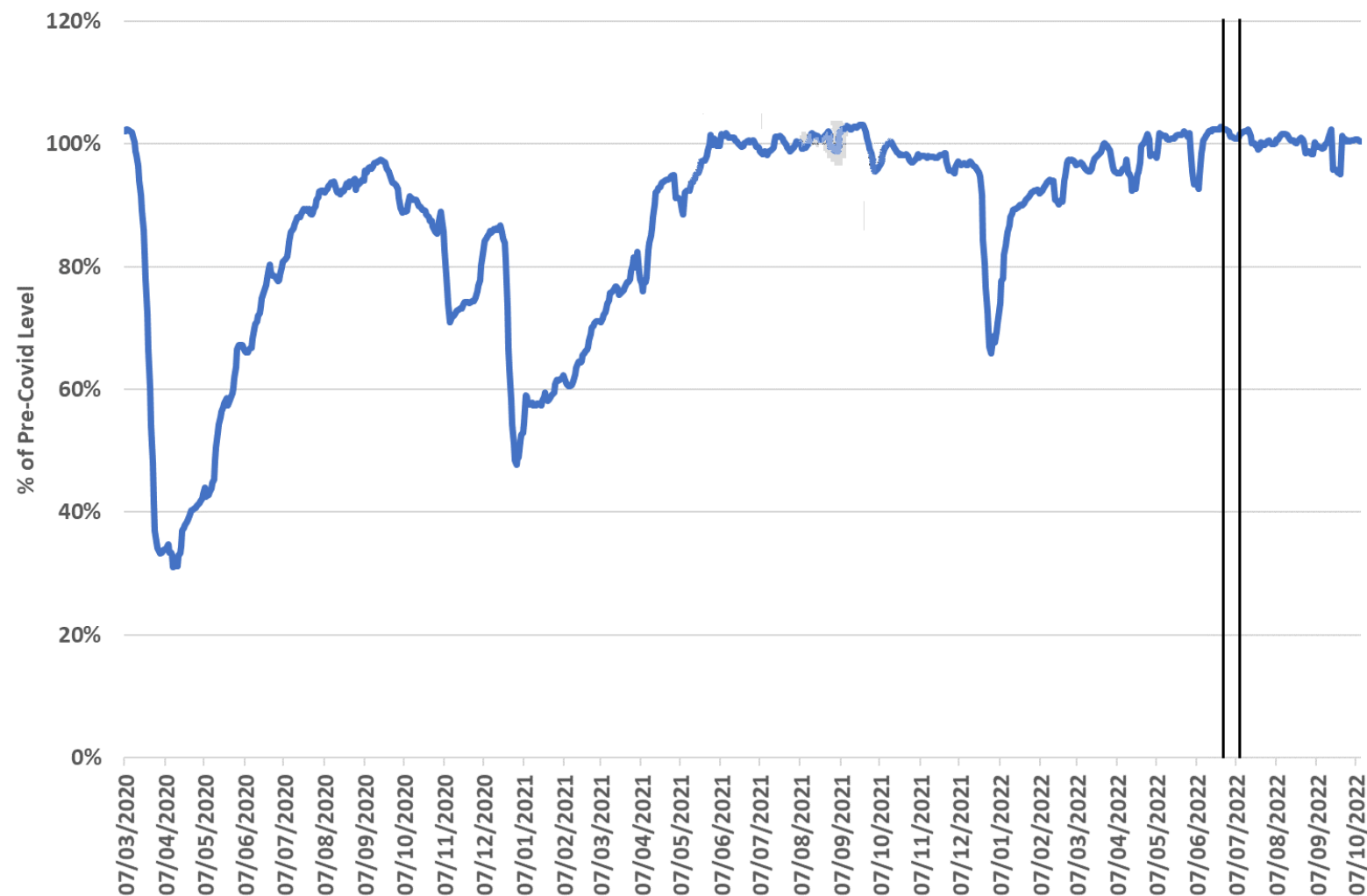
- 2022 ATC data collected during the non-Championship period was compared to daily flows in 2019;
- 2019 traffic data pre-Covid data for key links was derived from following sources:
  - nearby Department for Transport (DfT) traffic counts locations; and
  - London Atmospheric Emission Inventory (LAEI), which contains extensive daily traffic data in the area.
- Study showed some variation across the links, as expected;
- **In general, baseline traffic in 2022 on average is shown to be approximately 96% of 2019 traffic, this compares to 94% in 2021.**

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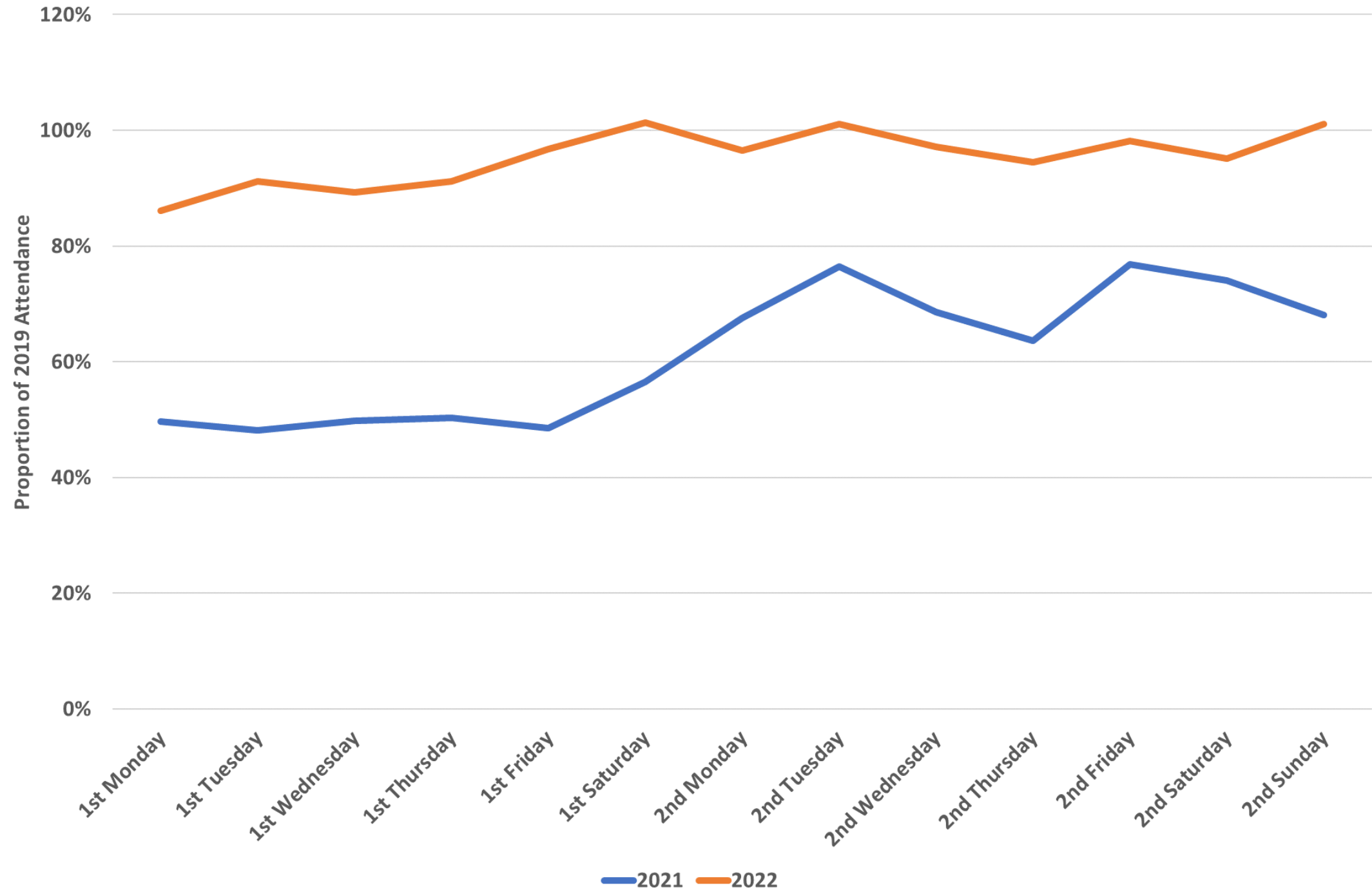


# Estimated Covid-19 impact on traffic data

- The data shows that during the 2022 Championships period, average daily traffic in the country was at pre-Covid conditions.



# Total Attendance as a Proportion of 2019



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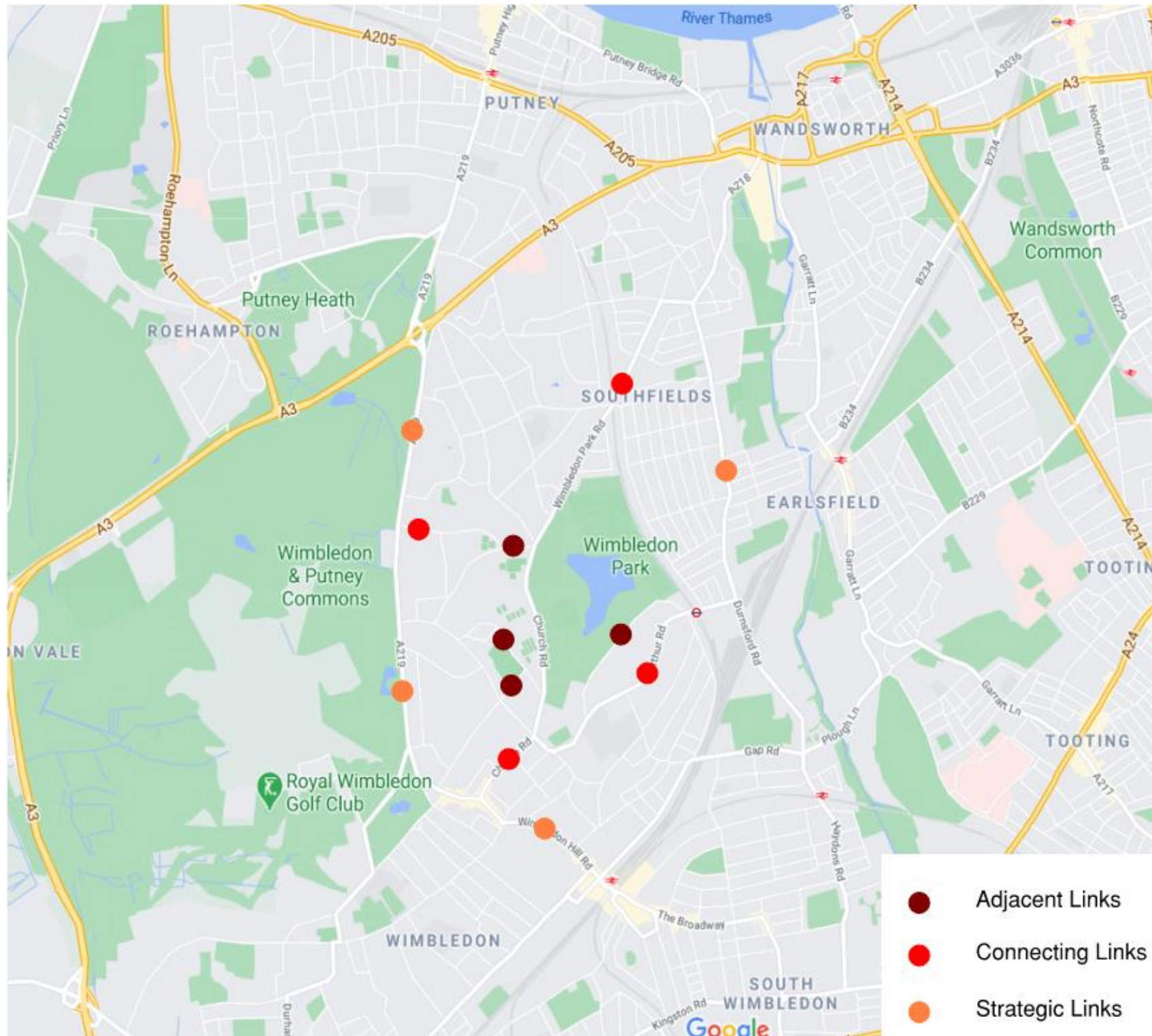
## Estimated impact of attendance on traffic data

- Covid-19 restrictions resulted in a lower spectator capacity during 2021 Championships compared to 2019;
- No restrictions in place during the 2022 Championships
- 2019 trip generation data compared to surveyed 2022 data collected on Tuesday 28<sup>th</sup> June 2022;
- Traffic generated during the peak arrival period for The Championships (11:00-12:00) considered the most reliable indicator of the impact of a lower spectator capacity;
- **2022 generated approximately 95% of 2019 Championships related traffic during the peak arrival period; this compared to 70% during the 2021 Championships.**

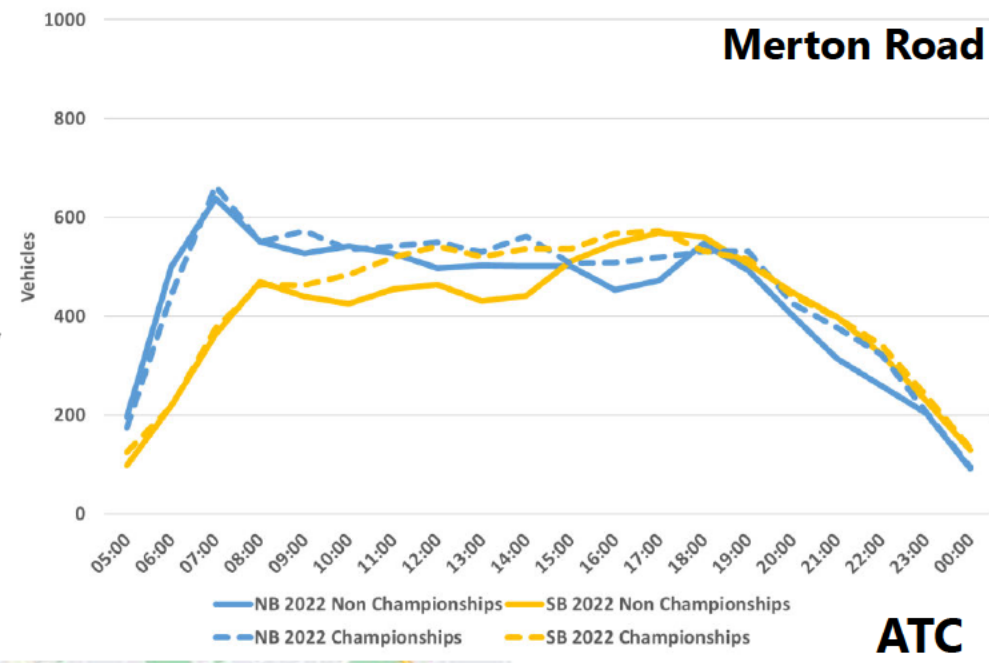
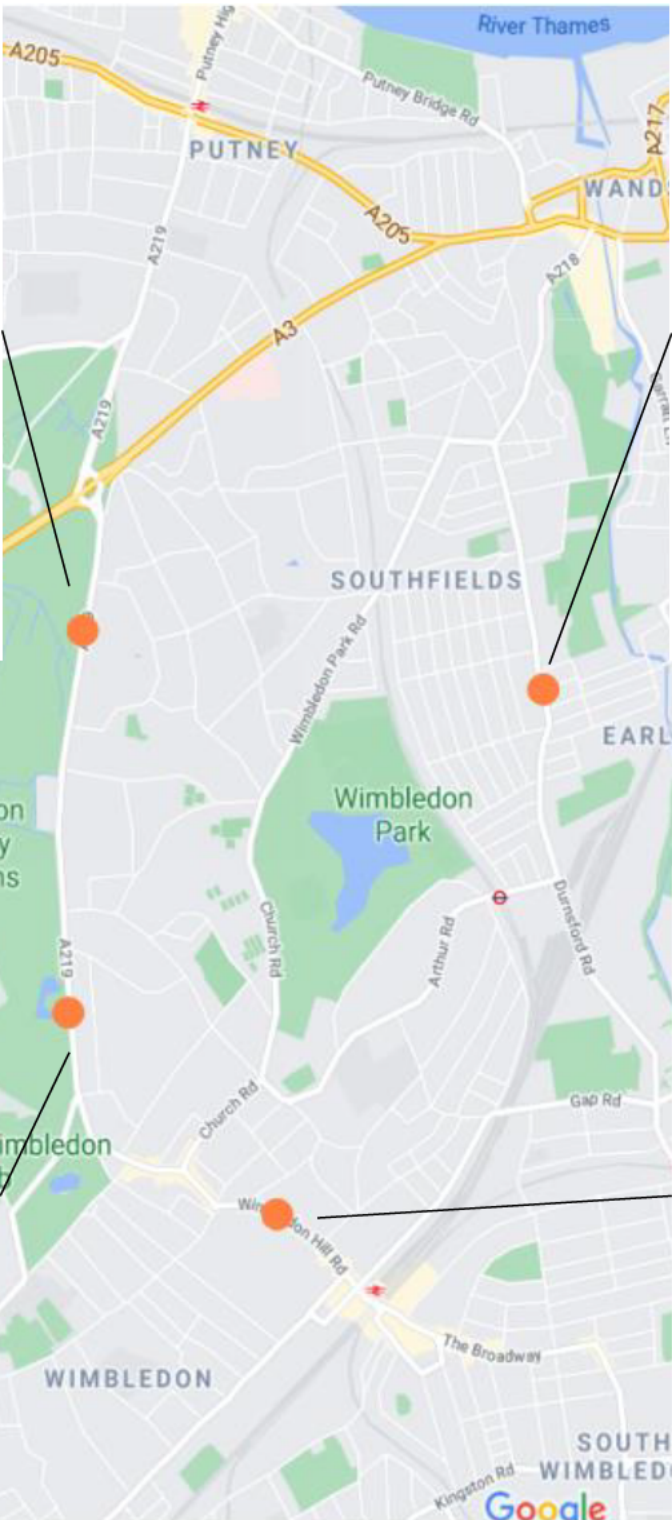
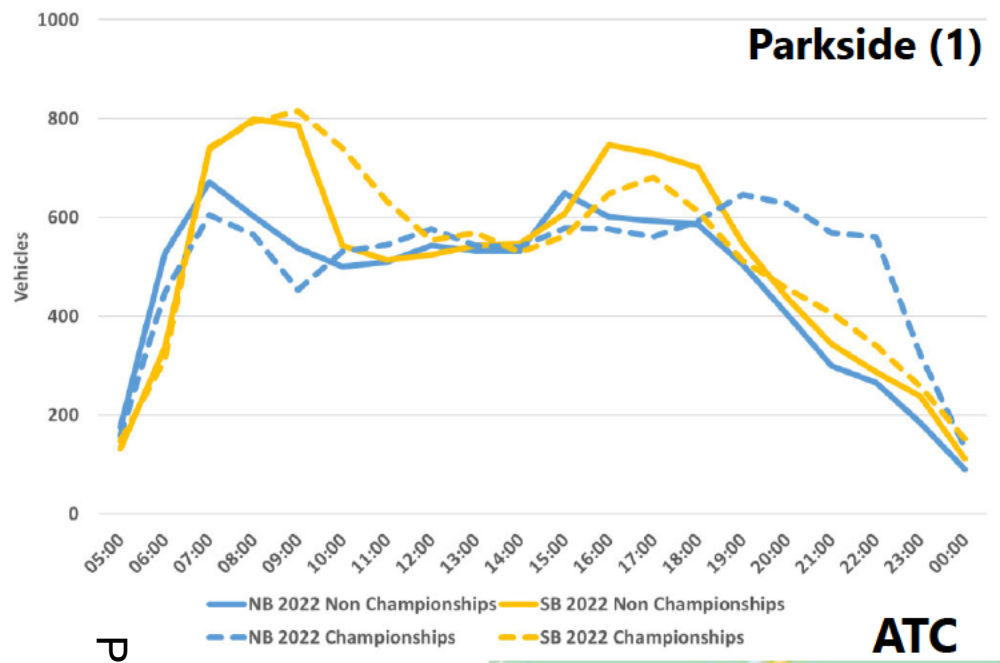
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Championships Arrival Peak Period (11:00-12:00) – vehicles			
Scenario	Arrival	Departure	Total
<b>2019</b>	1,261	566	1827
<b>2022</b>	1,123	607	1730
<b>2022 % of 2019</b>	89%	107%	95%

# 2022 Non-Championships (without closure) vs 2022 Championships (with closure)



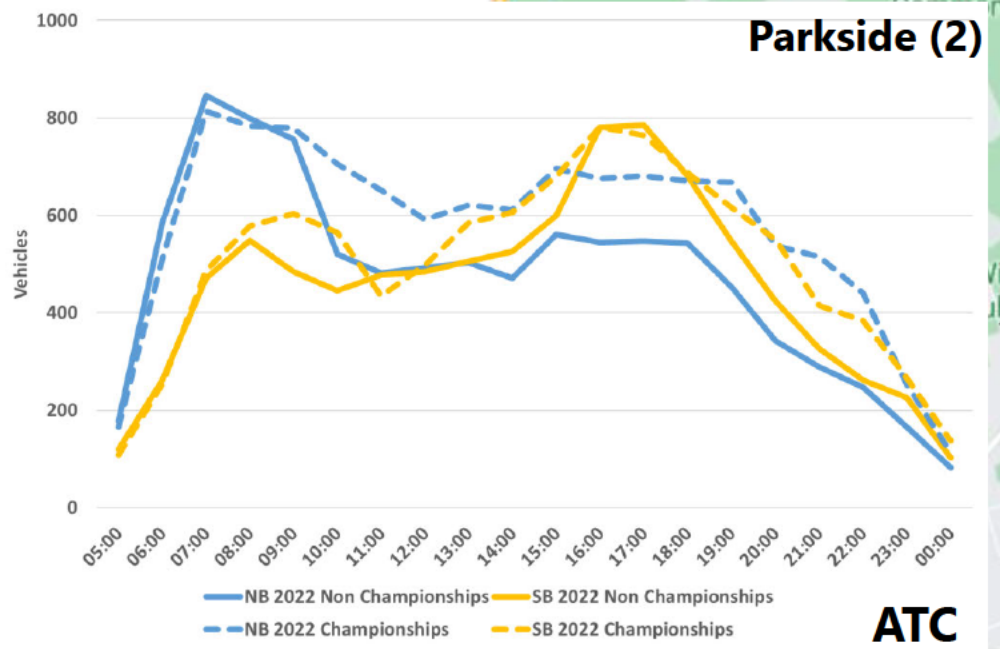
# Strategic Links – Average Weekday



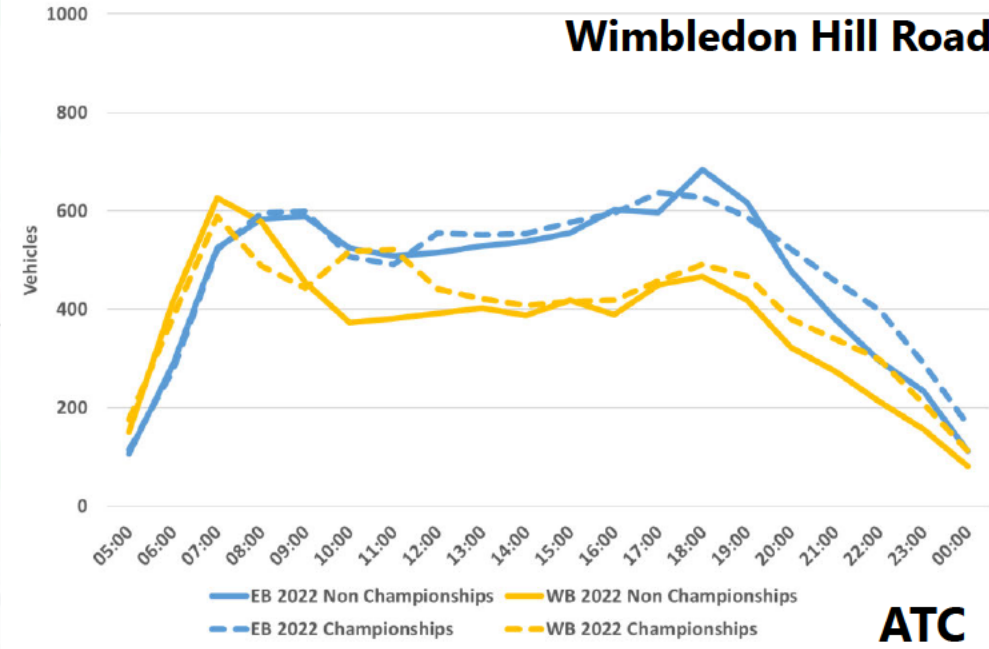
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ATC

ATC

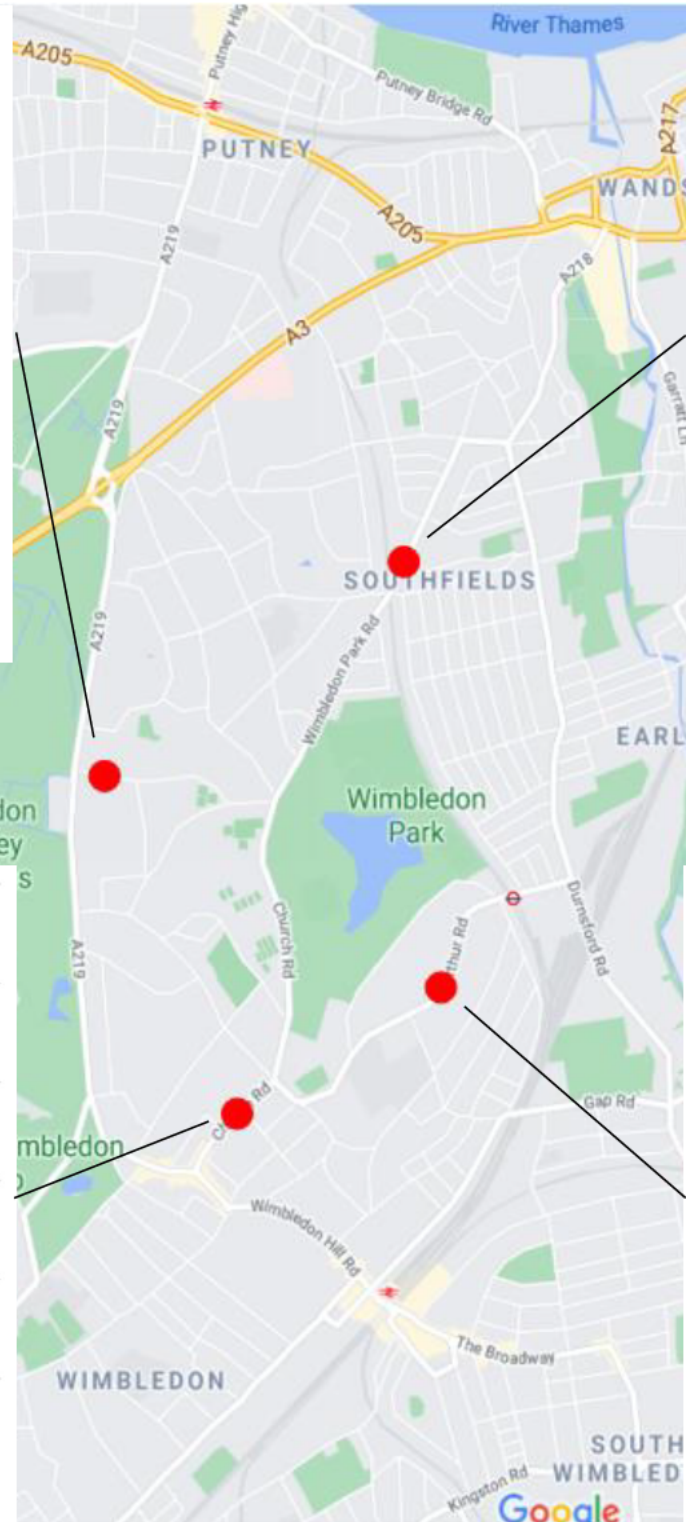


ATC



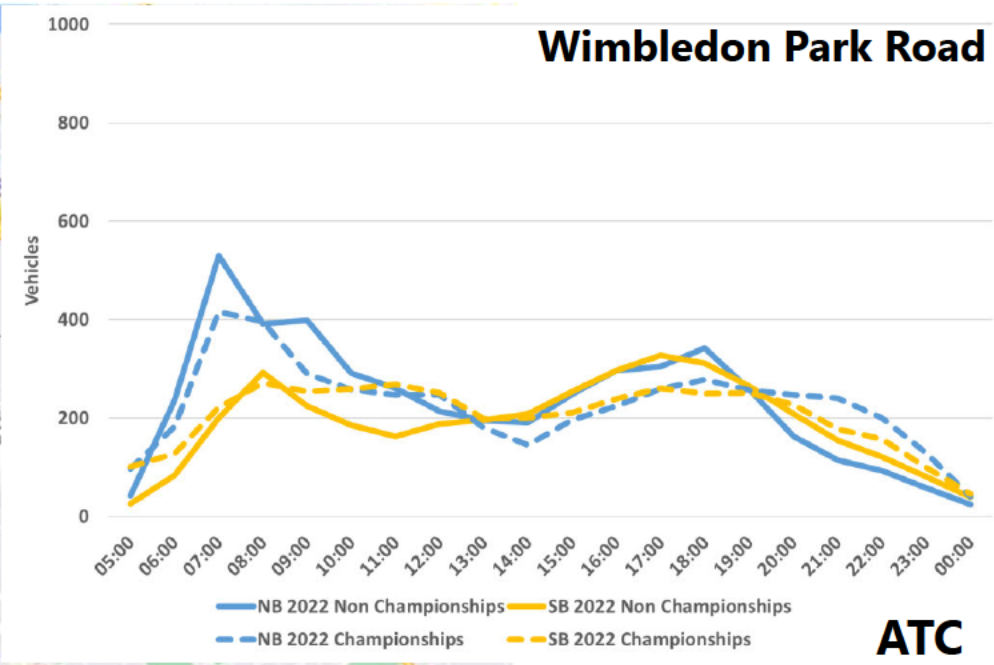
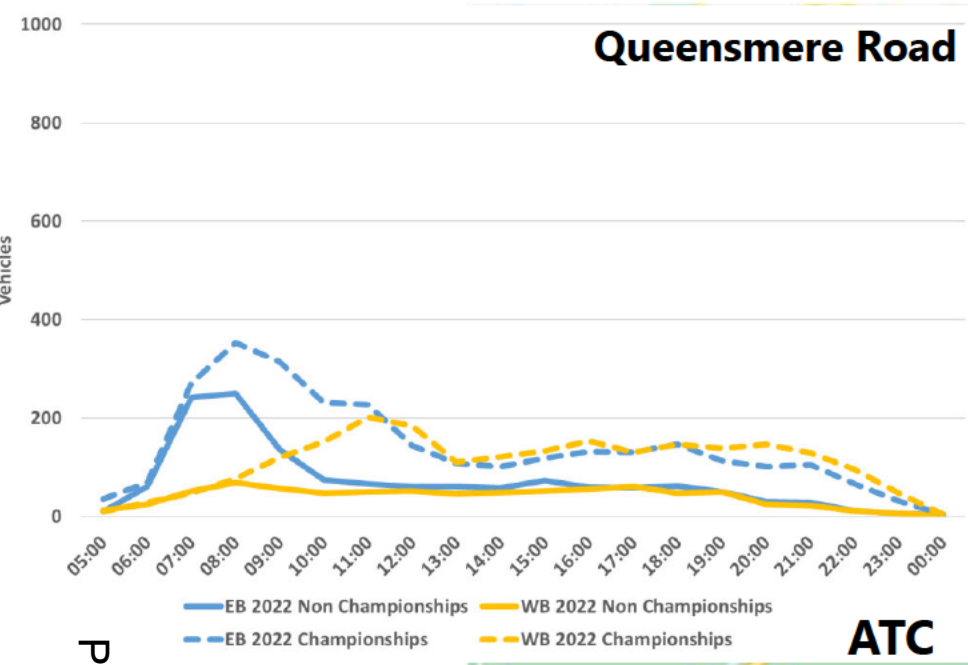
ATC

# Connecting Links – Average Weekday



**Queensmere Road**

**Wimbledon Park Road**



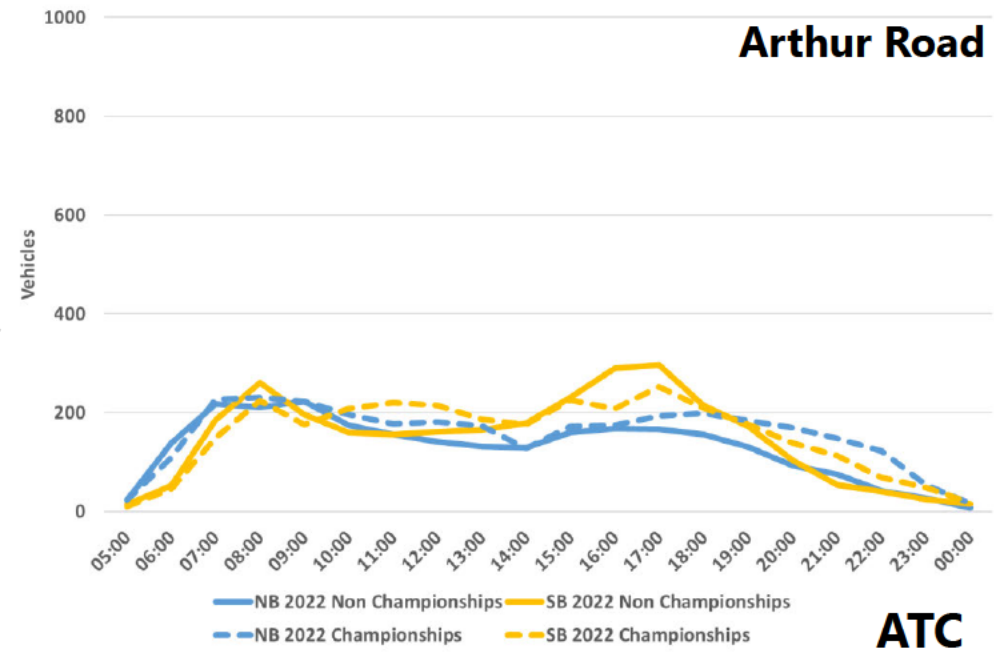
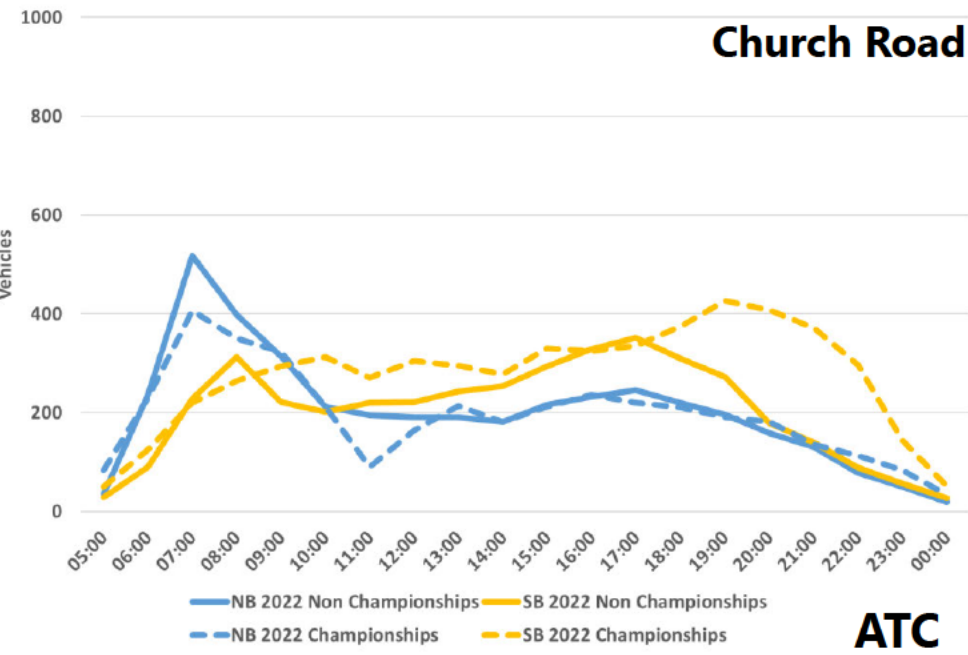
**ATC**

**ATC**

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**Church Road**

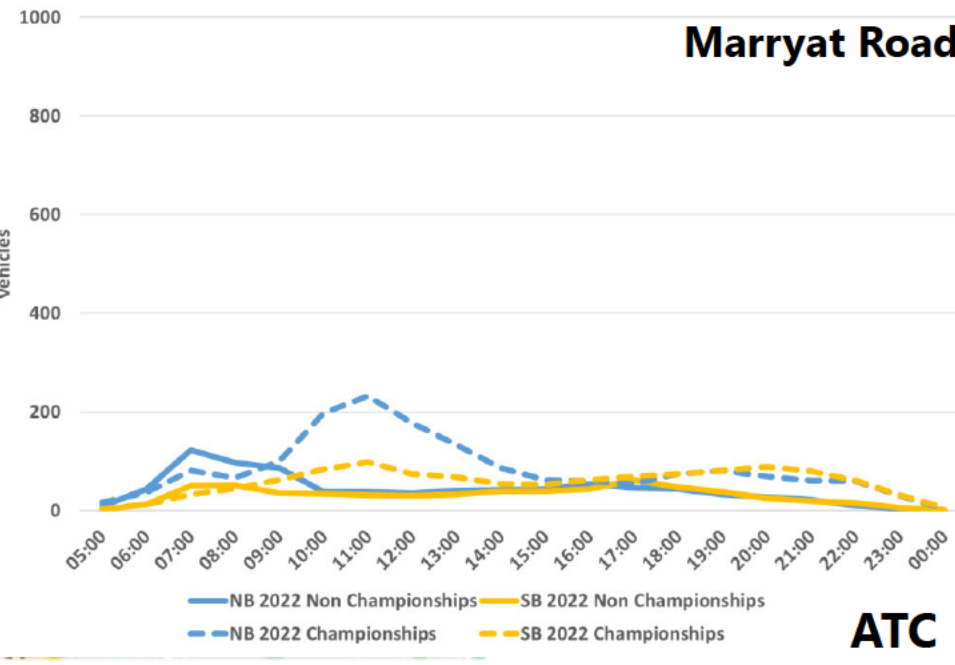
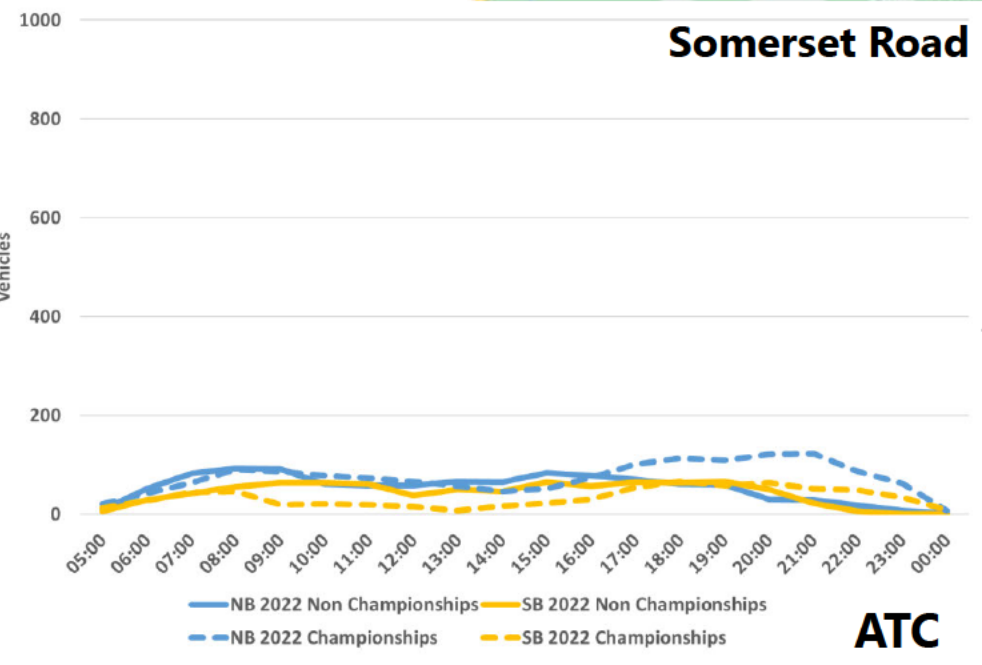
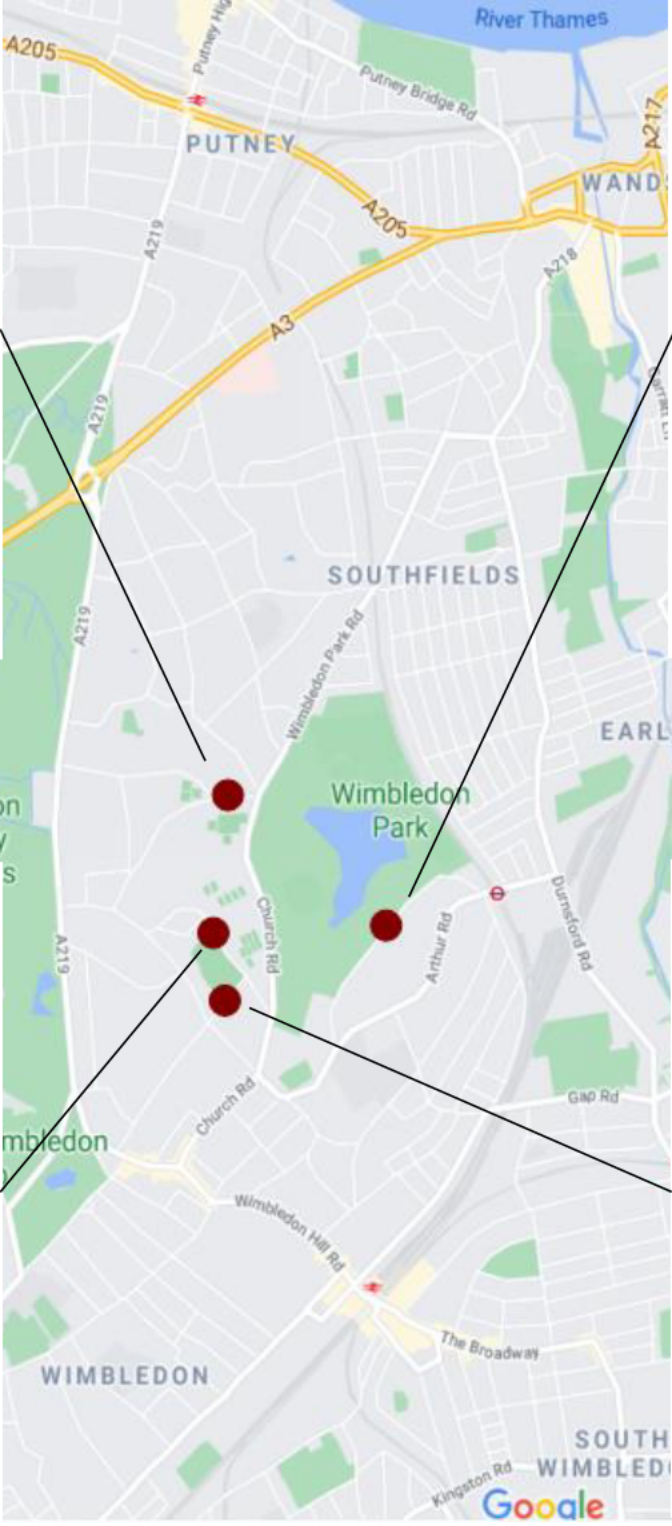
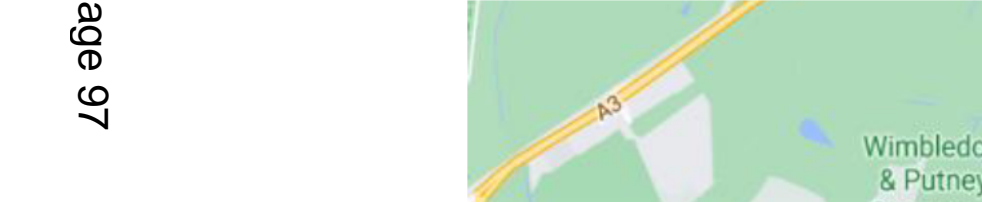
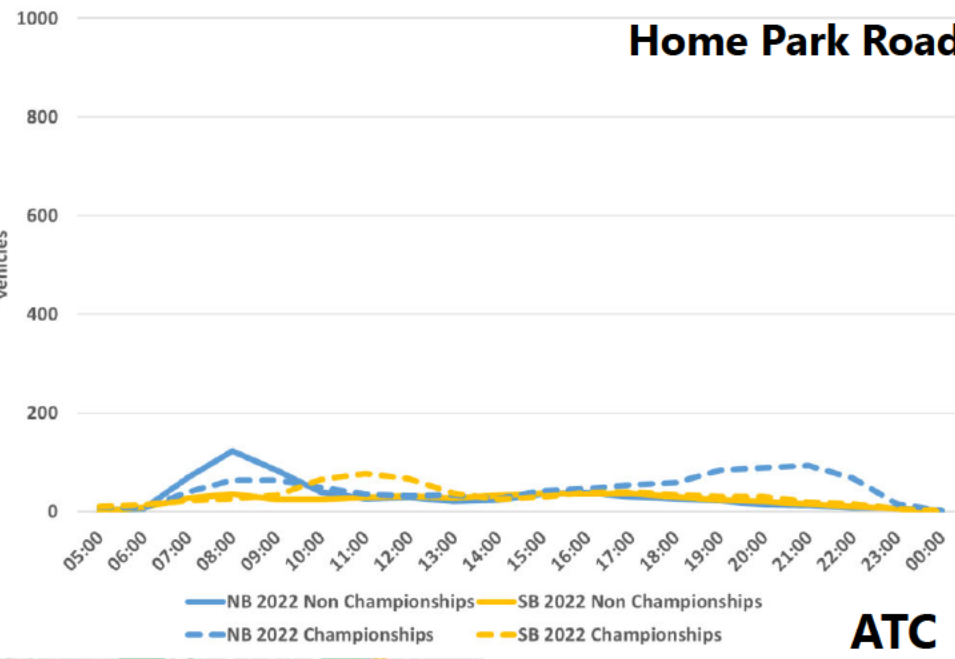
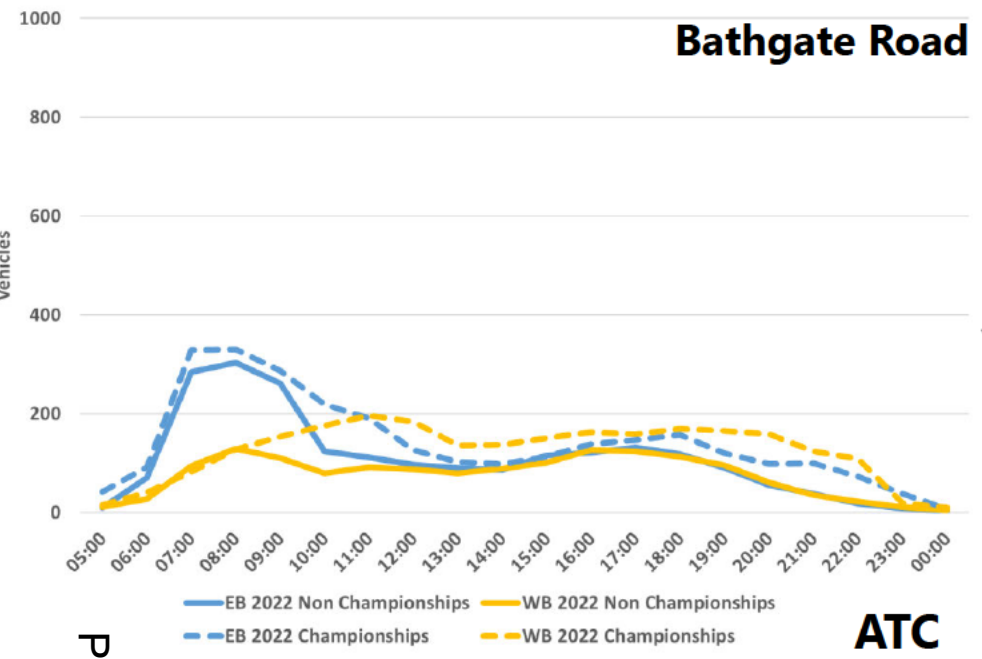
**Arthur Road**



**ATC**

**ATC**

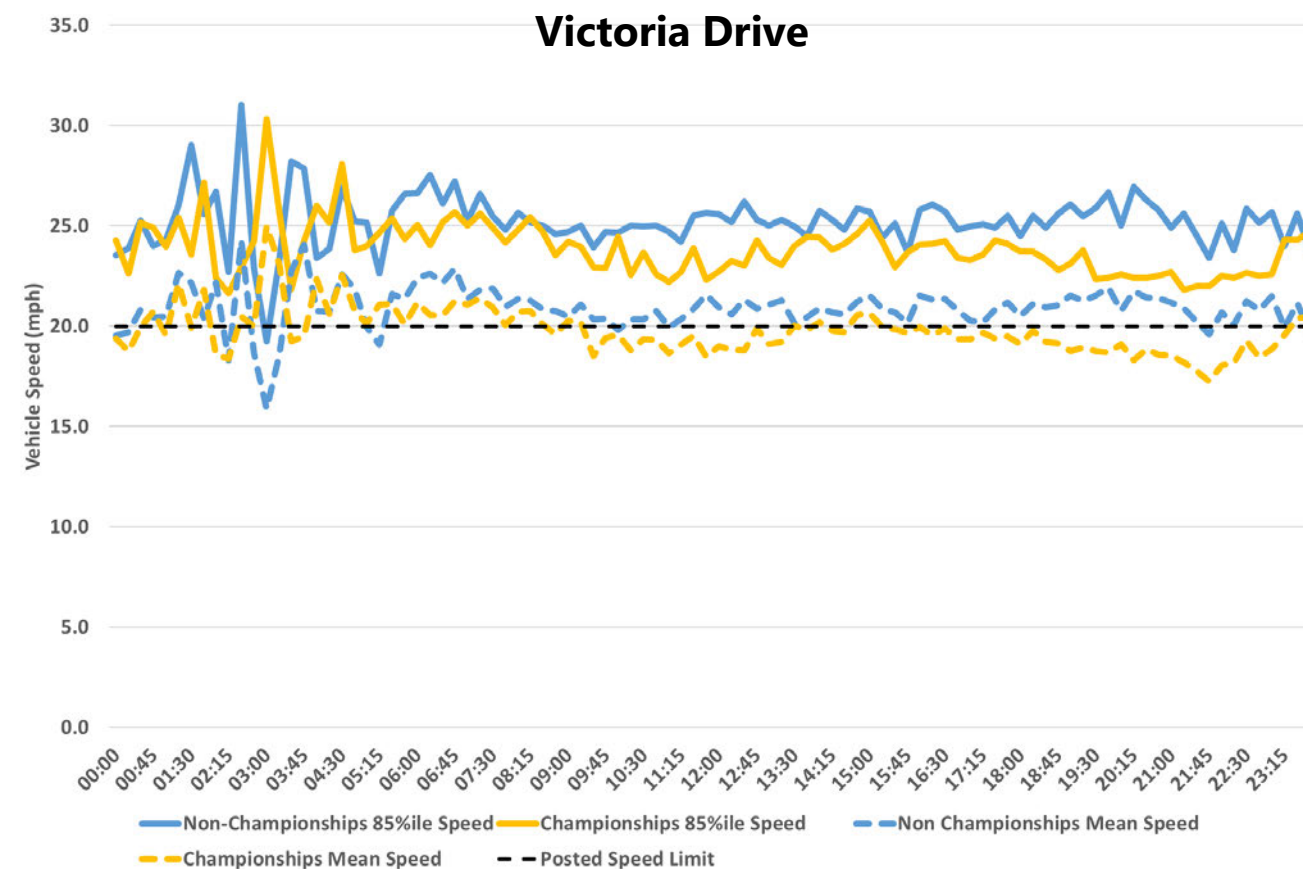
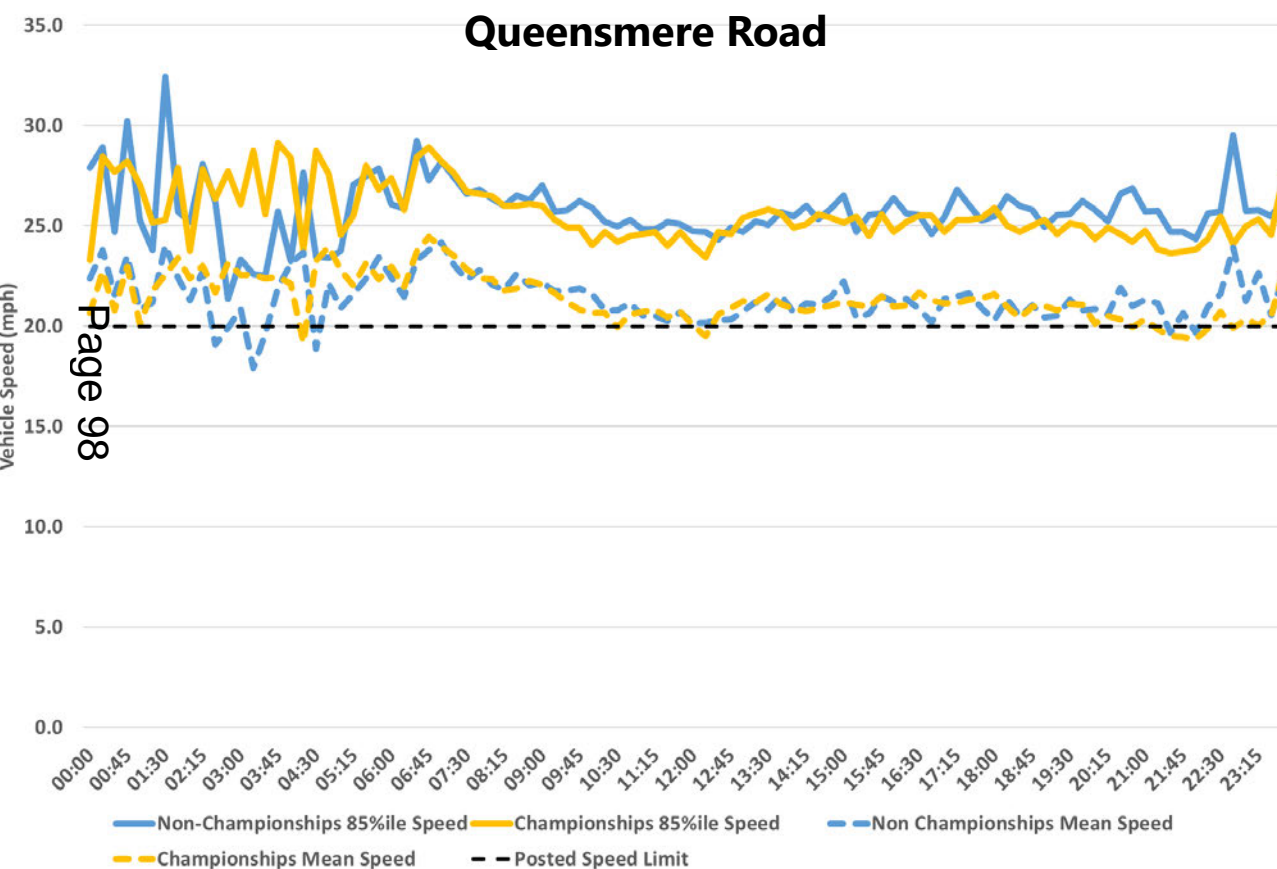
# Adjacent Links – Average Weekday



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# Traffic Speed Observations

- Anecdotal observations from residents raised concerns about traffic speed on Queensmere Road and Victoria Drive during The Championships
- Vehicle speed surveys undertaken on each road before and during The Championships



- Little difference between vehicle speeds before and during The Championships on Queensmere Road
- Vehicle speeds on Victoria Drive slightly lower during The Championships
- Average speed and 85%ile speed consistently above posted speed limit before and during The Championships. Potential for improved vehicle speed enforcement on both roads.

# Next Steps: 2023 Championships Converting ETMO to a TMO

**BURO HAPPOLD**

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**From:** [Mitra Dubet](#)  
**To:** [Paul McGarry](#)  
**Cc:** [Paul Nagle](#)  
**Subject:** AELTC Championship-ETMO - Cabinet Member report  
**Date:** 08 December 2022 19:45:52  
**Attachments:** [AELTC Exp Order results-2022-Decision Sheet.doc](#)  
[Wimbledon Championships -Exp Order 2022-Cabinet Member report - 2.docx](#)  
**Importance:** High

---

Hi Paul

Please see attached the Cabinet Member report and decision sheet. If you do make any comments / changes please let me have the final version. I need to check something in the morning but I think it is good to go – if not will pick it up late morning.

I keep reading what I am think so a second / third pair of eyes would be great

It is important that we have the Cabinet Member's decision sheet on Monday so that it can be published

M

Mitra Dubet



**From:** [Councillor Stephen Alambritis](#)  
**To:** [Mitra Dubet](#)  
**Cc:** [Paul McGarry](#)  
**Subject:** AELTCC EVENT  
**Date:** 12 December 2022 11:08:23  
**Attachments:** [scan\\_stephen\\_alambritis\\_2022-12-12-11-04-38.pdf](#)

---

Dear Mitra,

Attached for you

Kind Regards

Stephen

Cllr Stephen Alambritis MBE  
Cabinet Member for Transport

London Borough of Merton  
Majority Group Offices  
The Civic Centre  
London Road  
Morden  
Surrey  
SM4 5Dx

Tel: 020 8545 3424

Mob: 07958 139 498

Email: [Stephen.alambritis@merton.gov.uk](mailto:Stephen.alambritis@merton.gov.uk)

*Any personal data or and/or special category data that you have supplied to me for the purpose of dealing with your query will be processed in accordance with my privacy policy, which is available [here](#).*

**From:** [REDACTED]  
**To:** [Eric Marchais](#)  
**Cc:** [Justin Bennett](#); [Mitra Dubet](#); [Paul McGarry](#); [REDACTED]  
**Subject:** FW: [EXTERNAL] RE: Cabinet Members Report  
**Date:** 20 December 2022 12:10:24

---

Dear Eric

AELTC has just received the feedback below from the Metropolitan Police:

1. *"The ETMO has provided significant benefit in relation to the separation of Pedestrians and non approved vehicle traffic in the areas of Sussex and church roads and the approaches in zone x and also reduced the turnarounds at the HVM. The ETMO and the proposed TMO use of the soft closures has also provided a layer approach to the overall hostile vehicle mitigation with additional deter, deny and delay effects in a wider footprint which over the last two years as secco has been part of the recommended measures for use of vehicle as a weapon. It has also provided additional assurance around VBIED."*
2. *"There were no reported issues from the local BCU either regarding impact on their ability to respond to calls."*

These are extracted from the email exchanges below.

Regards

[REDACTED]

---

**From:** [REDACTED] [REDACTED]@aeltc.com>  
**Sent:** 20 December 2022 12:01  
**To:** [REDACTED]@aeltc.com>; [REDACTED]@BuroHappold.com>  
**Subject:** FW: [EXTERNAL] RE: Cabinet Members Report

**\*\*External Email. This email originated from outside Buro Happold.\*\***

Both,  
See below please.  
Thanks,  
Steve

---

**From:** [REDACTED]@met.police.uk <[REDACTED]@met.police.uk>  
**Sent:** 20 December 2022 07:40  
**To:** [REDACTED]@aeltc.com>  
**Cc:** [REDACTED]@met.police.uk>  
**Subject:** FW: [EXTERNAL] RE: Cabinet Members Report

[REDACTED]

I hope you are well and all ready for Christmas, sorry for the delay in responding please find below the comments regarding the ETMO from our SecCo [REDACTED]. There were no reported issues from the local BCU either regarding impact on their ability to respond to calls.

Kind regards

**Superintendent - Emergency Response Team**

Metropolitan Police Service

| Mobile [REDACTED] | Email [REDACTED]



---

**From:** [REDACTED] - Protective Security Operations [REDACTED]

**Sent:** 09 December 2022 [REDACTED]

**To:** [REDACTED]@met.police.uk>; [REDACTED]  
[REDACTED]@met.police.uk>

**Subject:** RE: [EXTERNAL] RE: Cabinet Members Report

Sir,

The ETMO has provided significant benefit in relation to the separation of Pedestrians and non approved vehicle traffic in the areas of Sussex and church roads and the approaches in zone x and also reduced the turnarounds at the HVM

The ETMO and the proposed TMO use of the soft closures has also provided a layer approach to the overall hostile vehicle mitigation with additional deter, deny and delay effects in a wider footprint which over the last two years as secco has been part of the recommended measures for use of vehicle as a weapon. It has also provided additional assurance around VBIED

I have not passed this on to AELTC, but happy to upon your consideration

Mark

---

**From:** [REDACTED]@met.police.uk>

**Sent:** 08 December 2022 14:31

**To:** [REDACTED]@met.police.uk>

**Cc:** [REDACTED]@met.police.uk>

**Subject:** FW: [EXTERNAL] RE: Cabinet Members Report

Gavin

I hope you are well, are you able to please assist with the enquiry below basically Wimbledon Tennis made use of a Temporary Management Order at this years Championships and they need to provide a response regarding any impact upon Blue Light Services during this period.

Can you please let me know if there were any reported issues or an impact upon I/S grade response times etc.?

[REDACTED] – Can you also please assist re any observations form your perspective as SecCo?

Kind regards

██████████  
██████████  
**Superintendent - Emergency Response Team**  
██████████

Metropolitan Police Service

| Mobile ██████████ Email ██████████

| Address ██████████



---

**From:** ██████████ <██████████@aeltc.com>

**Sent:** 07 December 2022 13:21

**To:** ██████████ Met Ops Chief Officer Team ██████████ <██████████@met.police.uk>;

██████████ MO6 Public Order Planning ██████████ <██████████@met.police.uk>; ██████████

██████████ Security Operations ██████████ <██████████@met.police.uk>; ██████████

██████████ <██████████@met.police.uk>

**Subject:** FW: [EXTERNAL] RE: Cabinet Members Report

**Importance:** High

Dear all,

You will see that Merton are asking if we received any feedback from our statutory bodies/colleagues re the road closure.

AS you may know we are moving from a ETMO to a full substantive TMO – Merton are very positive about this.

So, if you have any helpful feedback to add, it would be welcome?

Regards,

Steve

---

**From:** ██████████ <██████████@aeltc.com>

**Sent:** 07 December 2022 10:43

**To:** Eric Marchais <Eric.Marchais@merton.gov.uk>; ██████████ <██████████@Aeltc.com>; ██████████

██████████ <██████████@BuroHappold.com>

**Cc:** ██████████ <██████████@BuroHappold.com>; ██████████

██████████ <██████████@BuroHappold.com>; ██████████ <██████████@aeltc.com>; ██████████

██████████ <██████████@aeltc.com>

**Subject:** RE: [EXTERNAL] RE: Cabinet Members Report

Eric

I have attached a response from TfL in respect of the bus operations and specifically the effectiveness of the 493 diversion. As you will know the AA were part of the planning and delivery of diversionary routes and associated signage. We will continue to look at improvements to this package and increased use of Variable Message Signs to make the instructions as dynamic and timely as

possible – but no adverse feedback from the AA.

I will let [REDACTED] and [REDACTED] add any feedback they may have received from the Emergency Services.

Kind regards

[REDACTED]

---

**From:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>

**Sent:** 07 December 2022 10:27

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: [EXTERNAL] RE: Cabinet Members Report

Hi [REDACTED]

It would be useful to have the roads that were newsletter dropped in May / June. A plan would be great.

Also, did you receive any comments from TfL or any statutory bodies – eg emergency services - or from any representative bodies / organisations? Eg AA

Many thanks

Eric

---

**From:** [REDACTED] <[\[REDACTED\]@Aeltc.com](mailto:[REDACTED]@Aeltc.com)>

**Sent:** 05 December 2022 17:08

**To:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>; [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: [EXTERNAL] RE: Cabinet Members Report

Eric

Just catching up to make sure everything is going to plan and there is nothing else you need from us.

[REDACTED]

---

**From:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>

**Sent:** 24 November 2022 15:48

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** [EXTERNAL] RE: Cabinet Members Report

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attachments unless you recognise the sender and know the content is safe. If you are unsure, please contact the IT Service Desk - [REDACTED]@aeltc.com

Hi [REDACTED]

Thank you for your prompt input.

I have forwarded the information to the person drafting the report.

Best regards

Eric

---

**From:** [REDACTED]

**Sent:** 24 November 2022 15:37

**To:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>; [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** RE: Cabinet Members Report

Dear Eric

Please see attached our responses to the objections / comments to the ETMO. I trust these are clear and useful, but if you have any questions, please let us know.

Regards

[REDACTED]

---

**From:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>

**Sent:** 22 November 2022 15:55

**To:** [REDACTED]

[REDACTED]

[REDACTED]

**Subject:** RE: Cabinet Members Report

**\*\*External Email. This email originated from outside Buro Happold.\*\***

Hi Andy,

Please find attached a summary of the objections/comments to the experimental scheme.

Would you please respond to each of the 17 objection categories and address the issues raised. Your responses will be used in a report to the Lead Cabinet Member. A response to the positive comments would also be appreciated.

Many thanks

Eric



**Eric Marchais**  
Traffic Order Officer  
020 8545 3813  
eric.marchais@merton.gov.uk



---

**From:** Eric Marchais

**Sent:** 22 November 2022 09:58

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: Cabinet Members Report

Hi [REDACTED]

Apologies for not getting in touch at the end of last week, I was not well.

I am aware that there was a petition in addition to the representations and that required additional analysis, but I'm pretty sure this has been done by now. I will be in touch later today after I have had a chance to speak to colleagues.

Best regards

Eric

---

**From:** [REDACTED]

**Sent:** 22 November 2022 09:36

**To:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>; [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: Cabinet Members Report

Hi Eric

I am back in circulation and just wanted to check in and see whether there was anything we could help with to get the Cabinet Members Report done. Please let me know.

Regards  
[REDACTED]

---

**From:** [REDACTED]

**Sent:** 14 November 2022 16:25

**To:** Eric Marchais <[Eric.Marchais@merton.gov.uk](mailto:Eric.Marchais@merton.gov.uk)>; [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: Cabinet Members Report

Hi Eric

Thanks for the note. We will do what we can with helping prepare responses to objections by category, as well as providing information for integration into the cabinet members report. I am personally away on Friday and Monday, but Richard and Chris should be on hand to keep this moving forward. I think we should target closing this out by Wednesday next week if tha's ok.



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**From:** [Mitra Dubet](#)  
**To:** [Paul McGarry](#)  
**Subject:** FW: AELTCC EVENT Cabinet Member report and decision 2022  
**Date:** 14 December 2022 10:26:02  
**Importance:** High

---

Mitra Dubet



**Mitra Dubet**  
Future Merton Commissioning Manager  
020 8545 3201  
[mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)



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**From:** Richard Seedhouse <[Richard.Seedhouse@merton.gov.uk](mailto:Richard.Seedhouse@merton.gov.uk)>  
**Sent:** 14 December 2022 09:26  
**To:** Mitra Dubet <[Mitra.Dubet@merton.gov.uk](mailto:Mitra.Dubet@merton.gov.uk)>  
**Cc:** Democratic Services <[DemocraticServices1@merton.gov.uk](mailto:DemocraticServices1@merton.gov.uk)>; Rosie Mckeever <[Rosie.Mckeever@merton.gov.uk](mailto:Rosie.Mckeever@merton.gov.uk)>  
**Subject:** RE: AELTCC EVENT Cabinet Member report and decision 2022  
**Importance:** High

Mitra,

We've received a call-in on this one, so the decision cannot be implemented until the Monitoring Officer has considered it. We will be in touch once the Monitoring Officer has made her decision.

Rosie – to note, this may come Scrutiny if the MO decides it's a valid call-in.

We'll let you know if we receive any more call-ins before tomorrow's deadline.

Yours,

Richard

**Richard Seedhouse**  
Democratic Services Officer  
LB Merton  
Email: [richard.seedhouse@merton.gov.uk](mailto:richard.seedhouse@merton.gov.uk)  
Tel: 020 8545 3616  
[www.merton.gov.uk](http://www.merton.gov.uk)

---

**From:** Mitra Dubet <[Mitra.Dubet@merton.gov.uk](mailto:Mitra.Dubet@merton.gov.uk)>

**Sent:** 12 December 2022 11:17

**To:** Amy Dumitrescu <[Amy.Dumitrescu@merton.gov.uk](mailto:Amy.Dumitrescu@merton.gov.uk)>; Richard Seedhouse <[Richard.Seedhouse@merton.gov.uk](mailto:Richard.Seedhouse@merton.gov.uk)>

**Subject:** AELTCC EVENT Cabinet Member report and decision 2022

**Importance:** High

Hi Guys

Can you please publish this today?

It is super urgent

Cheers

Mitra

Mitra Dubet



---

**From:** Councillor Stephen Alambritis <[Stephen.Alambritis@merton.gov.uk](mailto:Stephen.Alambritis@merton.gov.uk)>

**Sent:** 12 December 2022 11:08

**To:** Mitra Dubet <[Mitra.Dubet@merton.gov.uk](mailto:Mitra.Dubet@merton.gov.uk)>

**Cc:** Paul McGarry <[Paul.McGarry@merton.gov.uk](mailto:Paul.McGarry@merton.gov.uk)>

**Subject:** AELTCC EVENT

Dear Mitra,

Attached for you

Kind Regards

Stephen

**Cllr Stephen Alambritis MBE  
Cabinet Member for Transport**

London Borough of Merton  
Majority Group Offices  
The Civic Centre  
London Road  
Morden  
Surrey

SM4 5Dx

Tel: 020 8545 3424

Mob: 07958 139 498

Email: [Stephen.alambritis@merton.gov.uk](mailto:Stephen.alambritis@merton.gov.uk)

*Any personal data or and/or special category data that you have supplied to me for the purpose of dealing with your query will be processed in accordance with my privacy policy, which is available [here](#).*

**From:** [Mitra Dubet](#)  
**To:** [Councillor Stephen Alambritis](#)  
**Cc:** [Paul McGarry](#)  
**Subject:** RE: AELTCC EVENT  
**Date:** 12 December 2022 11:14:06

---

Thank you and really appreciate it

Regards  
Mitra

Mitra Dubet



**Mitra Dubet**  
Future Merton Commissioning Manager  
020 8545 3201  
[mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)



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**From:** Councillor Stephen Alambritis <[Stephen.Alambritis@merton.gov.uk](mailto:Stephen.Alambritis@merton.gov.uk)>  
**Sent:** 12 December 2022 11:08  
**To:** Mitra Dubet <[Mitra.Dubet@merton.gov.uk](mailto:Mitra.Dubet@merton.gov.uk)>  
**Cc:** Paul McGarry <[Paul.McGarry@merton.gov.uk](mailto:Paul.McGarry@merton.gov.uk)>  
**Subject:** AELTCC EVENT

Dear Mitra,

Attached for you

Kind Regards

Stephen

**Clr Stephen Alambritis MBE**  
**Cabinet Member for Transport**

London Borough of Merton  
Majority Group Offices  
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Morden  
Surrey  
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## **Committee: Sustainable Communities Overview and Scrutiny Panel**

**Date: 19 February 2023**

Wards: All

### **Subject: Tree Strategy Development and Nature Based Solutions to Pollution**

Lead officer: Adrian Ash, Interim Executive Director, Environment, Civic Pride & Climate

Lead member: Councillor Natasha Irons, Cabinet Member for Local Environment, Greenspaces and Climate Change

Contact officer: Andrew Kauffman, Head of Park Service

---

#### **Recommendations:**

That the Panel consider the content of this report.

---

#### **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. This report is intended to provide Members with and update on the development of the Tree Strategy and provide information on some of the nature based solutions to pollution that are being utilised within the London Borough of Merton's parks and open spaces.

#### **2 DETAILS**

- 2.1. In October 2021, MHP Design Limited were contracted to research, formulate and draft a Tree Strategy for the London Borough of Merton.
- 2.2. The aim of the Tree Strategy is to implement a strategic approach to the management of its trees by establishing clear aims, policies, and an action plan to maximise tree benefits and minimise tree problems, set out a clear framework to achieve consistency of decision making, along with clear aims and strategic objectives for the betterment of a tree population.
- 2.3. In addition, the Tree Strategy will ensure the Borough is taking all reasonable steps to fulfil its legal obligations in terms of health and safety and/or other liabilities.
- 2.4. Section 3 of this report covers the update of the progress of the Tree Strategy.
- 2.5. Section 4 details the consultation that has been undertaken as part of the Strategy development.
- 2.6. Section 5 Details some of the nature based solutions currently being utilised within the Council's parks and open spaces.

#### **3 TREE STRATEGY PHASE 1: COUNCIL MANAGED TREES**

- 3.1. The Tree Strategy is being developed in two phases:

- Phase 1: The development of a Tree Management Strategy for Council-owned Trees; then
- Phase 2: Using the (Council-owned) Tree Strategy as a foundation to prepare the wide-reaching strategy for the urban forest, incorporating strategy for privately-owned trees.

3.2. This report covers progress on phase 1 to date.

3.3. As you will see from the (Gantt Chart) Section 5 Timetable the project has spanned a 16 months period from procurement to final draft phase.

#### **4 CONSULTATION UNDERTAKEN OR PROPOSED**

4.1. There have been 2no Consultation Phases during Phase 1 Tree Strategy for Council Managed Trees so far see (Gantt Chart Section 5 Timetable) stakeholder involvement included:

4.2. Scoping Phase of the strategy between January-February 2022 [Tree Strategy for Council-Owned Trees - Merton Council](#) and received 35 responses from individual residents as well as Residents Association, Friends of Parks Groups and Local Societies.

4.3. All stakeholder feedback was considered by LBM Tree Officers and Head of Parks Services and Assistant Director of Public Space if needed to be considered in the Scope of the Phase 1 Plan.

4.4. Stakeholder review at Second Draft Phase between October -November 2022 and received 8 detailed feedback responses from Residents Associations, Friends of Parks Groups, Local Societies (Friends of the Earth) and The Merton Tree Wardens Group.

4.5. All comments were considered by LBM Tree Officers and Head of Parks Services and Assistant Director of Publicspace (Summary of feedback specific to Tree Strategy attached) [21018\\_LBM TREE STRATEGY PART 1\\_V4\\_COLLATION OF STAKEHOLDER FEEDBACK.xlsx \(sharepoint.com\)](#)

#### **5 TIMETABLE**

5.1. Below is the current timeline for phase 1 of the development of the Tree Strategy.

Chart 1: Timeline for Phase 1, Tree Strategy

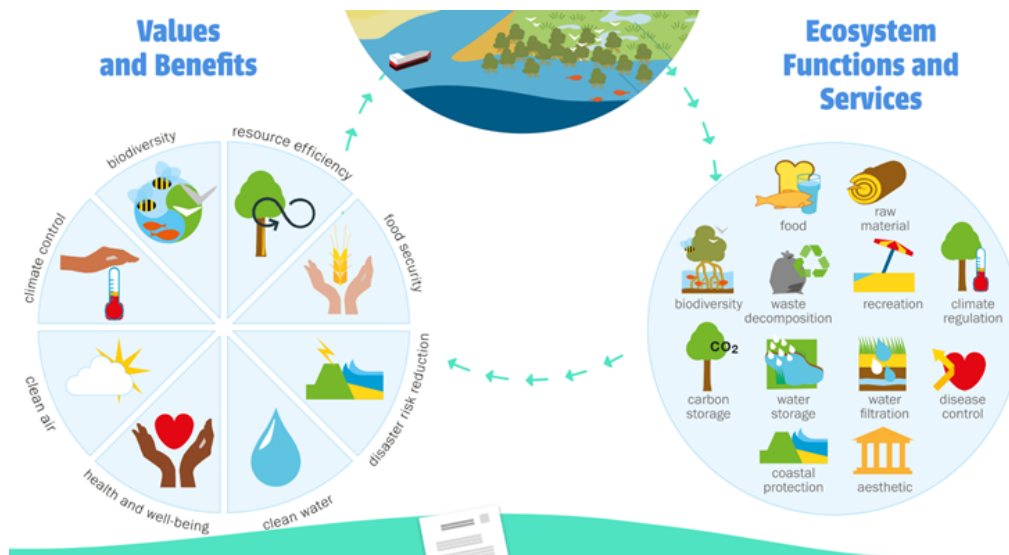
Task	Oct 2022	Nov 2021	Dec 2021	Jan 2022	Feb 2022	March 2022	April 2022	May 2022	June 2022	July 2022	Aug 2022	Sept 2022	Oct 2022	Nov 2022	Dec 2022	Jan 2023	Feb 2023	March 2023	April 2023
Procure Tree Strategy Arb Contractor	█	█	█																
Stakeholder Consultation Part 1				█	█														
Prepare 1 <sup>st</sup> Draft for LBM review						█	█	█	█	█	█	█							
Stakeholder Consultation Part 2 Extended												█	█						
Prepare 2 <sup>nd</sup> Draft for LBM review												█	█						
LBM Tree Contract commenced													█						
LBM Greenspace Review														█	█				
Tree Strategy Formatting Digital and Paper V																	█	█	█
Formal Tree Strategy Adoption																			█

5.2. It is anticipated that the Public Space Team will be tabling the Phase 1 Tree Strategy for adoption at the February Sustainable Communities Overview and Scrutiny Panel with the aim of tabling for adoption at Cabinet on 9 March 2023.

5.3. The Greenspaces Team is currently working with LBM Communications Team to develop the Draft Strategy into a corporate format with a Digital and Paper formatted strategy document being prepared.

## 6 NATURE BASED SOLUTIONS TO POLLUTION

6.1. Nature based solutions are actions for societal change that are inspired by processes and functioning of nature. By developing and implementing solutions that are supported by nature, resilience is achieved while producing societal, environmental and economic benefits in the urban setting of Merton.



- 6.2. The physical, social/cultural, political, and ecological dynamics of a city differ all over the world. Due to these differing dynamics, solutions to challenges need to be applied at the local level where the individual dynamics can be understood and sustainably addressed.
- 6.3. **Challenges:** Most city environments can be characterized by heavy resource depletion, high emissions and pollutants and high population densities. This constitutes a real challenge regarding reducing the pressures on the environment and society. Cities can face a variety of issues, such as flooding, poor waste management, high air pollution, improper heat management, extreme weather events, low food production, and minimal green space.
- 6.4. **Solutions:** Cities offer numerous opportunities for the application of nature based solutions. Such solutions can offer cities risk management and resiliency, climate change adaptation, improvements of degraded ecosystems, and sustainable urbanization. Through the integration of natural solutions into urban planning and design, improvements can be made to the overall health and well-being of citizens, as well as obtaining ecological and economic benefits.
- 6.5. Through its new Tree Strategy<sup>1</sup> and associated Green Blue Infrastructure Strategy in its Local Plan ([Green and blue infrastructure - New Local Plan | Merton Council Document publicly available](#))<sup>2</sup>, the London Borough of Merton will look to prioritise tree planting in areas where they can offer the most societal benefits and planting the most appropriate trees to tolerate the changing environmental conditions including heatwaves and increasing pollution.
- 6.6. **Capturing pollutants:** Trees and other vegetation planted (hedges / shrubs) in the right places can help improve urban air quality on a local scale by forming a barrier between people and pollutants. They also remove some

<sup>1</sup> Document not currently available

<sup>2</sup> <https://www.merton.gov.uk/planning-and-buildings/planning/local-plan/newlocalplan/green-and-blue-infrastructure>

particulate pollution from the air by catching the tiny particles on their leaf surfaces.

- 6.7. Air pollution has harmful effects on the health of humans, wildlife and our environment. It's caused by a variety of sources - in the UK, the biggest threat to clean air is traffic emissions.
- Particulate matter. A mix of solids and liquids suspended in the air. Some are visible to the naked eye, for example as soot or smoke.
  - Reactive nitrogen. Nitrogen is a stable element which makes up 70% of Earth's atmosphere, but its other forms, including ammonia (NH<sub>3</sub>) and oxides of nitrogen (NO<sub>x</sub>), are constantly in flux in the environment.
- 6.8. Poor air quality is linked to many health conditions, including cancer, asthma, stroke, heart disease, diabetes and obesity. In addition to the personal cost of mortality and ill health, the impacts of air pollution also have a high cost to society. Air pollution isn't distributed evenly, and often the poorest neighbourhoods suffer the worst air quality.
- 6.9. The links between local air quality, climate change and the biodiversity crisis mean that acting on air pollution can offer a 'win-win-win' strategy for the climate, people and nature. Trees can play several important roles in this scenario.
- 6.10. Silver birch, Yew and Elder trees were the most effective at capturing particles, and it was the hairs of their leaves that contributed to reduction rates of 79%, 71% and 70% respectively.
- As part of the annual planting programme, The London Borough of Merton will look to target the planting of the most appropriate trees in borough pollution hot spots<sup>3</sup>.
- 6.11. **Beating the Heat:** Trees will be essential in helping us adapt our cities and landscapes to the climate impacts which are now inevitable. Green spaces with trees in cities provide shade and reduce the ambient temperature through the cooling effect of evaporation of water from the soil and through leaves – crucial during frequent severe heatwaves.
- 6.12. Tree canopy is our first line of defence against the heat impacts of climate change. Tree canopy can help reduce surface temperatures by up to 40 degrees Fahrenheit and reduce air temperatures by nine degrees Fahrenheit.
- The London Borough of Merton will look to increase canopy in the cover by 10% over the life of the strategy and will target the planting linked to National / Regional and Local Programs.
  - The London Borough of Merton Climate Action and Greenspaces Team are working with partners from Kingston University on the Urban Re-leaf Scheme, the Urban Re-Leaf project is looking to

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<sup>3</sup> Refer to: Tree Strategy; Benefits of Trees

identify privately owned grey or under-utilised greenspaces in Merton as areas that could potentially be used for planting.

- Merton's Climate Action Group has partnered with Kingston University who are doing an initial mapping exercise to identify potential spaces that could be considered for the next phase of the project and in tandem with LBM Greenspaces tree team capturing data on vacant tree pits in the borough as well as new Highways locations for tree planting.<sup>4</sup>

6.13. **Havens for Wildlife:** Planting and protecting native trees as well as planting and maintaining our hedgerows will also provide vital homes for wildlife, supporting biodiversity. They provide food and shelter for a myriad of species, from mammals and reptiles to birds and butterflies.

6.14. Just a single tree is capable of supporting hundreds of different species – birds nest within the branches, lichens grow on the trunks, blossom attracts lots of insects in spring, and the fruits and seeds provide a food source for birds and small mammals. Nooks and crannies within the bark of older trees are an excellent home for invertebrates and even small bats.

6.15. The London Borough of Merton will look to target the planting of the most appropriate trees within the Borough's pollution hot spots.

- Merton Council obtained funding through round 2 of the Urban Tree Challenge Fund (UTCFF)<sup>5</sup> to plant a total of 1,200 whips (unbranched young tree seedlings) along the perimeter of Morden Park and Pollards Hill Recreation Ground. In February and March 2022 (delayed due to Covid-19 restrictions from the previous year), the planting took place and was led by the Merton Tree Wardens.
- In addition, Merton Council also obtained funding through round 3 of the Urban Tree Challenge Fund to plant 194 standard trees (tree with a single stem with clear trunk at least 1.8m (6ft)) across ten (10) parks in Merton with a further 110 trees to be planted in the 2022/23 planting season.
- All UTCFF funded trees are within areas of low to medium canopy cover which has highlighted in the tree strategy regarding targeted planting in Low Canopy areas as a matter of priority.
- The council are also working with Trees for Streets [Trees for Streets - Let's fill our streets with trees](#)<sup>6</sup> and will be launching Merton's street tree sponsorship project in February 2023 which will allow residents, groups and local businesses to sponsor trees in Merton, which has some with £15,000 worth of funding for planting in Merton School Street and Playgrounds as part of the Mayor of London Cool Spaces Initiative [Cool spaces | London City Hall](#)<sup>7</sup> which Merton Councils

---

<sup>4</sup> Refer to: Tree Strategy; Benefits of Trees

<sup>5</sup> [Urban Tree Challenge Fund - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

<sup>6</sup> <https://www.treesforstreets.org/>

Library and Greenspace Services have been involved with 2022 and will continue to support Cool spaces are indoor spaces and outdoor areas where Londoners can take respite on hot days.

6.16. **Protecting irreplaceable habitats:** Strategically placed, new native woodland creation can help provide a buffer around precious ancient woodlands. This will protect these fragile ecosystems from the worst of the nitrogen pollution and buy time while we fight to cut the emissions at source.

- The Councils Greenspaces Team are currently working with Trees for Cities [Urban Trees | Trees for Cities](#)<sup>8</sup> on an exciting Community Woodland Creation Project for Cramner Green in Mitcham (See Project Plan below). The team have secured £45,800 from Trees for Cities and we will see the community planting of over 6000 whips 12 standard trees and 500 square meters of underplanted naturalised woodland bulbs.

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<sup>7</sup> <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/climate-change/climate-adaptation/cool-spaces>

<sup>8</sup> <https://www.treesforcities.org/our-work/urban-trees>

**UF054 CRANMER GREEN**

**7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**  
None for this report.

**8 LEGAL AND STATUTORY IMPLICATIONS**

8.1. The Council as an occupier of premises under the Occupiers Liability Act 1957 and 1984 respectively, has a duty to take reasonable care to ensure that visitors on premises owned by it or over which it exercises control are reasonably safe; and in relation to persons others than visitors, a duty in respect of any risk of their suffering injury on the premises by reason of any danger due to the state of the premises or to things done or omitted to be done on them.

8.2. The development of a Tree Strategy will ensure the Borough is taking all reasonable steps to fulfil its legal obligations in terms of health and safety and/or other liabilities.

**9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

9.1. The Tree Strategy will support the targeting of tree planting in areas of the borough where canopy cover is less and therefore impacting on quality of life. Capturing pollution, beating the heat and creating havens for wildlife.

9.2. This will also work towards levelling up for residents in the East of the borough which currently has the lowest canopy cover.

**10 CRIME AND DISORDER IMPLICATIONS**

10.1. None for this report.

**11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

11.1. None for this report.

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

12.1. None for this report.

**13 BACKGROUND PAPERS**

13.1. Sustainable Communities Overview and Scrutiny Panel , 16<sup>th</sup> October 2013, Update of Progress on Action Plan from Scrutiny Review on Trees - [Update](#)

Revision	Notes	Date
A	General Arrangement	28/11/2022

Project:	UF054 Cranmer Green	
Drawing title:	General Arrangement	
Drawing number:	UF054/01	Rev. A Date: 28/11/2022



of Progress on Action Plan from Scrutiny Review on Trees.pdf  
(merton.gov.uk)

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# E&R Public Protection performance report

Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Parking</b>											
Parking	CRP 044 Parking services estimated revenue (Monthly)	1,877,944	1,927,022				13,319,317	15,416,176			
Parking	SP 258 Sickness- No of days per FTE from snapshot report (parking) (Monthly)	1.85	0.67				10.89	5.32			
Parking	SP 509 % of Permits applied/processed online (Monthly)	94%	98%				96.63%	98%			
Parking	SP 510 % of PCN Appeals received online (Monthly)	80%	83%				81.38%	83%			
Parking	SP 511 Blue Badge Inspections - cumulative (Monthly)	72	80				395	410			
Parking	SP 512 Total cashless usage against cash payments at machines (Monthly)	98%	75%				89.38%	75%			
Parking	SP 513 Percentage of cases 'heard' and won at ETA	Quarterly measure					82%	79%			
<b>Regulatory Services</b>											
Regulatory Services	CRP 120 / SP 562 % of Regulatory Services service requests with an initial response within the "defined timescale"	Quarterly measure					70.23%	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					65	Data Only			
Regulatory Services	DATA 011 Number of new high risk massage and special treatment premises inspections carried out within 20 working days of the premises being ready to trade (Quarterly)	Quarterly measure					6	Data Only			

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Agenda Item 9

Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Regulatory Services	DATA 012 Number of Air Quality Audits (using GLA toolkit) of schools, prioritising those in the highest pollution areas	Quarterly measure					5	Data Only			
Regulatory Services	SP 521 Total % compliance of non-road mobile machinery on major construction sites with GLA emissions standards	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 consultation period, excluding those that are subject to a licensing hearing (Quarterly)	Quarterly measure					100%	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

## R&R Public Spaces

Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Waste Services</b>											
Waste Management & Cleansing	CRP 097 / SP 065 % Household waste recycled and composted (Monthly in arrears)	44.04%	50%				43.3%	45%			
Waste Management & Cleansing	CRP 103 / SP 454 % of fly-tips removed within 24 hours (Monthly)	90.6%	95%				85.43%	95%			
Waste Management & Cleansing	CRP 123 / SP 567 % of sites surveyed on local street inspections for litter that meet the required standard (Monthly) and quarterly in line with NI 195 reporting	83.48%	87%				84.28%	87%			
Waste Management & Cleansing	CRP 124 / SP 568 % of street reports rectified within the contract standard time frame (Monthly)	63.5%	90%				47.72%	90%			
Waste Management & Cleansing	CRP 125 / SP 570 % of sites surveyed that meet the required standard for detritus (Quarterly)	Quarterly measure					84%	80%			
Waste Management &	CRP 126 / SP 573 Number of refuse collections	51.75	80				108.33	80			

Dept.	PI Code & Description	Nov 2022					2022/23					
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend	
Cleansing	including recycling and kitchen waste (excluding garden waste) missed per 100,000 (Monthly)											
Waste Management & Cleansing	DATA 013 Number of street cleansing site inspections undertaken by Client team	690	Data Only		N/A	N/A	6,167	Data Only		N/A	N/A	N/A
Waste Management & Cleansing	DATA 016 Number of Environmental Enforcement incidents formally (NOT formerly) processed	580	Data Only		N/A	N/A	3,343	Data Only		N/A	N/A	N/A
Waste Management & Cleansing	SP 064 % Residents satisfied with refuse collection (Annual) (ARS)	Annual measure					N/A	75%	N/A	N/A	N/A	N/A
Waste Management & Cleansing	SP 066 Residual waste kg per household (Monthly in arrear)	37.34	39.5				280.64	277				
Waste Management & Cleansing	SP 067 % Municipal solid waste sent to landfill (Monthly in arrear)	5%	6%				4%	6%				
Waste Management & Cleansing	SP 262 % Residents satisfied with recycling facilities (Annual) (ARS)	Annual measure					N/A	75%	N/A	N/A	N/A	N/A
Waste Management & Cleansing	SP 269 % Residents satisfied with street cleanliness (Annual) (ARS)	Annual measure					N/A	57%	N/A	N/A	N/A	N/A
Waste Management & Cleansing	SP 354 Total waste arising per households (KGs) (Monthly in arrear)	66.72	75				495.01	525				
Waste Management & Cleansing	SP 407 % FPN's issued that have been paid (Monthly)	DNR	70%				DNR	70%				
Waste Management & Cleansing	SP 485 No. of fly-tips in streets and parks recorded by Contractor (Monthly)	1,402	1,500				12,596	12,000				
Waste Management & Cleansing	SP 569 % of sites surveyed that meet the required standard for weeds (Quarterly)	Quarterly measure					90%	90%				
Waste Management & Cleansing	SP 571 % of sites surveyed that meet the required standard for graffiti (Quarterly)	Quarterly measure					93%	95%				
Waste Management & Cleansing	SP 572 % of sites surveyed that meet the required standard for flyposting (Quarterly)	Quarterly measure					99.06%	97%				

Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Waste Management & Cleansing	SP 574 Resident satisfaction with the Household Re-use and recycling facility (Garth Road) (Annual)	Annual measure					N/A	75%	N/A	N/A	N/A
<b>Parks</b>											
Parks and Green Spaces	CRP 119 / SP 558 Average Performance Quality Score (Litter and Cleansing Standards) (Quarterly)	Quarterly measure					4.89	4.95			
Parks and Green Spaces	SP 026 % of residents who rate parks & green spaces as good or very good (Annual) (ARS)	Annual measure					N/A	79%	N/A	N/A	N/A
Parks and Green Spaces	SP 027 Young peoples % satisfaction with parks & green spaces (Annual) (ARS)	Annual measure					N/A	87%	N/A	N/A	N/A
Parks and Green Spaces	SP 032 No. of Green Flags (Annual)	Annual measure					6	7		N/A	N/A
Parks and Green Spaces	SP 318 No. of outdoor events in parks (Monthly)	0	9				69	187			
Parks and Green Spaces	SP 514 Income from outdoor events in parks	Annual measure					N/A	£560,000.	N/A	N/A	N/A
Parks and Green Spaces	SP 515 Average Performance Quality Score (Grounds Maintenance Standards) (Annual)	Annual measure					N/A	4.9	N/A	N/A	N/A
Parks and Green Spaces	SP 517 Number of street trees planted (Annual)	Annual measure					N/A	245	N/A	N/A	N/A
Parks and Green Spaces	SP 557 Average Performance Quality Score (Grass Verge Standards) (Quarterly)	Quarterly measure					4.86	4.5			
Parks and Green Spaces	SP 559 % of tree works commissions completed within SLA (30 days) (Quarterly)	Quarterly measure					88%	87%			
Parks and Green Spaces	SP 560 Number of friends and similar groups volunteering within Merton's parks and open spaces	Annual measure					N/A	30	N/A	N/A	N/A
<b>Transport</b>											
Transport	SP 456 Days lost to sickness absence - Transport (cumulative) (Monthly)	6.28	0.75				45.44	6			
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	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
Transport	SP 137 % User satisfaction survey (transport passenger fleet) (Annual)	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	N/A	N/A	N/A	N/A
<b>Leisure</b>											
Leisure	SP 251 Income from Watersports Centre (Monthly)	£10,003	£4,000				£333,407	£377,500			
Leisure	SP 349 14 to 25 year old fitness centre participation at leisure centres (Monthly)	8,993	7,109				76,273	58,812			
Leisure	SP 405 No. of Leisure Centre users (Monthly)	83,814	69,949				725,474	590,935			
Leisure	SP 406 No. of Polka Theatre users (cumulative)	Quarterly measure					43,168	8,279			

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## R&R Sustainable Communities

Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
<b>Development and Building Control</b>											
Development and Building Control	CRP 045 / SP 118 Income (Development and Building Control) (Monthly)	109,124	166,036				874,531	1,328,288			
Development and Building Control	CRP 051 / SP 114 % Major applications processed within 13 weeks or within agreed timescales (Monthly)	None received	81%				84.6%	81%			
Development and Building Control	CRP 052 / SP 115 % of minor planning applications determined within 8 weeks or within agreed timescales (Monthly)	44%	73%				61.49%	72%			
Development and Building Control	CRP 053 / SP 116 % of 'other' planning applications	66.34%	84%				72.4%	83%			

Dept.	PI Code & Description	Nov 2022					2022/23						
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend		
Building Control	determined within 8 weeks or within agreed timescales (Development Control) (Monthly)												
Development and Building Control	DATA 007 /SP 414 Volume of planning applications (Monthly)	261	Data Only				2,372	Data Only					
Development and Building Control	SP 040 % Market share retained by LA (Building Control) (Monthly)	43.88%	55%				40.79%	55%					
Development and Building Control	SP 113 No. of planning enforcement cases closed (Monthly)	22	45				510	360					
Development and Building Control	SP 117 % appeals lost (Development & Building Control) (Quarterly)	Quarterly measure					28.75%	35%					
Development and Building Control	SP 380 No. of backlog planning enforcement cases (Monthly)	313	300				313	300					
<b>Future Merton</b>													
Future Merton	CRP 096 / SP 020 New Homes (Annual)	Annual measure					N/A	900	N/A	N/A	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	N/A	N/A
Future Merton	CRP 108 / SP 475 Number of publicly available Electric Vehicles Charging Points available to Merton Residents (Annual)	Annual measure					N/A	250	N/A	N/A	N/A	N/A	N/A
Future Merton	DATA 008 Streetworks - number of utility works overrun incidents (FPN issued) (Monthly)	16	Data Only				82	Data Only					
Future Merton	DATA 009 £ fines from Streetworks FPNs (Monthly)	9,040	Data Only				90,210	Data Only					
Future Merton	SP 327 % Emergency callouts attended within 2 hours (traffic & highways) (Monthly)	DNR	98%	DNR			DNR	98%	DNR				
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	Quarterly measure					0.85	3					



Dept.	PI Code & Description	Nov 2022					2022/23				
		Value	Target	Status	Short Trend	Long Trend	Value	Target	Status	Short Trend	Long Trend
	of light street light (Quarterly)										
Future Merton	SP 476 Number of business premises improved (Annual)	Annual measure					N/A	10	N/A	N/A	N/A
Future Merton	SP 508 Footway condition - (% not defective, unclassified road) (Annual)	Annual measure					N/A	75%	N/A	N/A	N/A
<b>Property</b>											
Property	SP 024 % Vacancy rate of property owned by the council (Quarterly)	Quarterly measure					0%	3%			
Property	SP 025 % Debt owed to LBM by tenants inc businesses (Quarterly)	Quarterly measure					7.5%	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					5	16			

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## Sustainable Communities Work Programme 2022/23

This table sets out the draft Sustainable Communities Overview and Scrutiny Panel's Work Programme for 2022/23 following discussions at the topic workshop on 7 June 2022.

The work programme will be considered at every meeting of the Panel to enable it to respond to issues of concern or to request new pre-decision items ahead of their consideration by Cabinet/Council.

The work programme table shows items on a meeting by meeting basis, identifying the issue under review, the nature of the scrutiny (pre decision, policy development, issue specific, performance monitoring, partnership related) and the intended outcomes.

**Chair:** Cllr Stuart Neaverson  
**Vice-chair:** Cllr Daniel Holden

### Scrutiny Support

For further information on the work programme of the Sustainable Communities Scrutiny Panel please contact: -  
Rosie McKeever, Scrutiny Officer  
Tel: 020 8545 4035; Email: [rosie.mckeever@merton.gov.uk](mailto:rosie.mckeever@merton.gov.uk)

For more information about overview and scrutiny at LB Merton, please visit [www.merton.gov.uk/scrutiny](http://www.merton.gov.uk/scrutiny)

**Meeting date:** ~~29 June 2022~~ (**Deadline for papers:** ~~5pm, 22 June 2022~~)

Item/issue	How	Lead member and/or lead officer	Intended outcomes
Cabinet Member Priorities	Verbal update with Q&A	Cabinet Members for: Housing and Sustainable Development, Local Environment, Green Spaces and Climate	To understand current priorities in relation to Panel work programme
Fly tipping strategy and Action Plan review		John Bosley Cabinet Member for Local Environment, Green Spaces and Climate	
Performance monitoring	Basket of indicators plus verbal report	AD for Public Space, AD for Sustainable Communities	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 1 September 2022 (~~Deadline for papers: 5pm, 23 August 2022~~)

Item/issue	How	Lead member and/or lead officer	Intended outcomes
Cabinet Member Priorities	Verbal update with Q&A	Cabinet Member for Transport	To understand current priorities in relation to Panel work programme
Climate Change and Net Zero progress	Report	Dominique Hill; Amy Mallet	Receive update on the Climate Change action plan and the Council's Net Zero progress
Active Travel: Cycling infrastructure and facilities in the borough, including cycle lanes and storage spaces/hangars.	Report	Louisa Green; Paul McGarry, Head of FutureMerton  Cabinet Member for Transport	
School Streets – Lessons learned review	Report	Mitra Dubet; Paul McGarry, Head of FutureMerton	The panel RESOLVED in January to request officers produce a lessons learned paper on the implementation of school streets.
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 3 November 2022 (**Deadline for papers:** 5pm, 25 October 2022)

Item/issue	How	Lead member and/or lead officer	Intended outcomes
Clarion: Repairs and Maintenance	Written report	Representatives from Clarion will be invited to attend the session	Monitor progress of recommendations
Cllr Natasha Irons – Brief update re; Waste and recycling	Verbal update	Cabinet Member for Local Environment, Green spaces, and Climate Change	
Clarion Housing: Estate Regeneration – including climate elements of building	Written report		
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**Meeting date:** 19 January 2023 (**Deadline for papers:** 5pm, 10 January 2023)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Budget and business planning (round 2)	Report	Roger Kershaw	To comment on the budget and business plan proposals and make any recommendations to the Commission
Tree Strategy development	Written report	John Bosley; Cabinet Member	Nature based solutions to pollution – pocket parks, hedgerows
Idverde	Focus on sustainability and best practice.	Andrew Kauffman	
Wimbledon Championships Traffic Management Order	Written report	Paul McGarry	
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.

**\*Extra Meeting date:** 13 February 2023 (*Deadline for papers: 5pm, 3 February 2023*)

Item/issue	How	Lead member and/or lead officer	Intended outcomes
Waste Management	Written report	John Bosley	

**Meeting date:** 23 February 2023 (*Deadline for papers: 5pm, 14 February 2023*)

Item/issue	How	Lead member and/or lead officer	Intended outcomes
Air Quality	Tracking poor air quality hotspots & HGV traffic and pollution hotspots in the borough	Jason Andrews Cabinet Member	Consider nature-based solutions
Flooding issues	Report	Tom Sly, Flood Management Officer	Thames Water independent review on flooding events in the borough
Housing: Support for renters / Housing enforcement	Report	Elliot Brunton, Head of Housing and Strategy	Include any updates from Panels Feb 2022 recommendations
Performance monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	To highlight any items of concern and/or request additional information
Work programme 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To agree the work programme.



**Meeting date:** 8 March 2023 (*Deadline for papers: 5pm, 27 February 2023*)

<b>Item/issue</b>	<b>How</b>	<b>Lead member and/or lead officer</b>	<b>Intended outcomes</b>
Disability Access	Written report		Include accessibility at stations
Council Retrofitting Plans	Written report	Dominique Hill; Amy Mallet	
Planning enforcement	Written report	Cabinet member, James McGinlay, Lesley Barakchizadeh	Invite Officers to report back on the backlog of cases
Performance Monitoring	Basket of indicators plus verbal report	Adrian Ash, Director of Environment and Regeneration	
Topic suggestions 2022/23	Written report	Rosie McKeever, Scrutiny Officer	To seek suggestions from the Panel to inform discussions about the Panel's 2022/23 work programme

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