

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3356
Email: democratic.services@merton.gov.uk**

Date: 15 August 2017

Dear Councillor

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

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

- **Proposals to improve parking facilities in selected borough parks (Wimbledon Park, Haydon's Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground) - statutory consultation.**

and will be implemented at **noon on Friday 18 August** unless a call-in
request is received.

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

Yours sincerely

**Amy Dumitrescu
Democracy Services**

NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

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

Proposals to improve parking facilities in selected borough parks - statutory consultation.

2. Decision maker

Cabinet Member for Regeneration, Environment and Housing

3. Date of Decision

11 August 2017

4. Date report made available to decision maker

11 August 2017

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

N/A

6. Decision

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

- A) Notes the result of the statutory consultation carried out between 15 June and to 14 July 2017 (including an extension) on the proposals to introduce parking charges in Wimbledon Park, Haydon's Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Wimbledon Park, Abbey Road Recreation Ground, Haydon's Road Recreation Ground and Tamworth Recreation Ground. The pay and display bays in car parks are to operate Monday to Friday between the hours of 8.00am and 4.00pm. The Closing time of the Parks is dusk or until when the last activity finishes (especially during summer months).
- D) Agrees to proceed with the introduction of the proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground, Monday to Friday, the charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 when in excess of 4 hours or £12 for 8 hours.
- E) Agrees to proceed with the proposed parking charges in Haydon's Road Recreation Ground. The charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 8 hours. Charging period would be between 9am and 4pm.

Parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 7 hours

- F) Not to proceed with the introduction of parking charges on Saturday.
- G) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) The need to stop commuter parking spaces and to free them up for park users.
- 2) To deal with the problem caravans and abandoned vehicles being parked in the car parks and allow the council to manage and maximise the parking for all users.
- 3) Having read the representations, and to take note of surrounding areas CPZs with Monday-Friday operation in the case of Wimbledon Park; but also taking account of their many sporting activities events that take place in our parks at weekend, not to proceed with Saturday charging.

8. Alternative options considered and why rejected

Do nothing. This would not address the current parking problems which also affects the viability of the leisure facilities.

9. Declarations of Interest

None

10. Publication of this decision and call in provision

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



Cllr Martin Whelton
Cabinet member for regeneration, environment and housing
11 August 2017

Delegated Report

Cabinet Member: Regeneration, Environment & Housing

Date: 10th August 2017

Subject: Proposals to improve parking facilities in selected borough parks - statutory consultation.

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact Officer: Paul Atie,

Tel 020 8545 3337; email: paul.atie@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 15 June and to 14 July 2017 (including an extension) on the proposals to introduce parking charges in Wimbledon Park, Haydon's Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Wimbledon Park, Abbey Road Recreation Ground, Haydon's Road Recreation Ground and Tamworth Recreation Ground. The pay and display bays in car parks are to operate Monday to Friday between the hours of 8.00am and 4.00pm and Saturday between 9am and 4pm. The Closing time of the Parks is dusk or until when the last activity finishes (especially during summer months).
- D) Agrees to proceed with the introduction of the proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground, Monday to Friday, the charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 when in excess of 4 hours or £12 for 8 hours and on Saturday would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.
- E) Agrees to proceed with the proposed parking charges in Haydon's Road Recreation Ground. The charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 8 hours. On Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months). Charging period would be between 9am and 4pm. Parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 7 hours
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce parking charges in Wimbledon Park, Haydon's Road, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- 1.2. It seeks approval to make the relevant Traffic Management Orders (TMOs) and the introduction of the proposed charges as set out in above recommendations.

2. DETAILS

- 2.1. The key objectives of parking management within the selected parks include:
 - Tackling congestion by reducing the level and impact of traffic in parks and green spaces.
 - Making the borough's parks safer and more secure, particularly for pedestrians and other vulnerable park users through traffic management measures.
 - Making better use of park spaces for the benefit of people, goods and services, ensuring that genuine park users' parking needs are prioritised.
 - Improving the attractiveness and amenity of the borough's parks, particularly in high-use areas.
 - To encourage visitors to use alternative mode of transport.
- 2.2. Within any parking management proposal, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users. It is normal practice to use a charging model to manage demand.
- 2.3. The car parks under consideration are non-residential without any form of restrictions. Over the years they have been subject long-stay commuter parking which is not considered the best use of available space as it does not cater for the parking needs of those visiting the parks for leisure activities. The situation has over the last few years deteriorated particularly with caravans and abandoned vehicles being parked in the car parks. The Council has spent vast amount of resources on a continuous legal battle to move these vehicles; however, this process of moving the culprits on is simply not sustainable. To address this problem and to manage the parking, the Council is seeking to introduce double yellow lines and install parking bays within the identified car parks. The proposed parking management will allow the Council to manage and maximise the parking for all users.

3. ALTERNATIVE OPTIONS

- 3.1. Do nothing. This would not address the current parking problems which also affects the viability of the leisure facilities.

4. PROPOSED MEASURES

- 4.1. The pay and display bays in parks are to operate Monday to Saturday between the hours of 8.00am and 4.00pm, but not including Sundays, Bank Holidays, Christmas Day and Good Friday.
- 4.2. The locations to be included within the current scheme are:
 - i) Wimbledon Park (Revelstoke Road car park), Wimbledon
 - ii) Haydon's Road Recreation Ground, Wimbledon
 - iii) Abbey Recreation Ground, South Wimbledon
 - iv) Tamworth Recreation Ground, Mitcham
- 4.3. The proposed standard parking charge is 30p per hour, except in Haydons' Road Recreation Ground where the charge is 60p per hour due to higher level of local demand.

- 4.4. Mobile phone and coin payments will be possible.
- 4.5. Parking will not be permitted between 11pm and 6am and sanctions will be applied to vehicles left overnight.
- 4.6. Parking will be free between 4pm and parks' closing time and between 6am and 8am in those parks where parking is possible between those hours.
- 4.7. Untaxed and abandoned vehicles left in these car parks will be removed without notice.
- 4.8. Height restrictions will be introduced in all car parks
- 4.9. The income will be retained within Greenspaces' accounts and will support the service's on-going revenue costs.
- 4.10. The overall capital costs of the scheme is anticipated to be recovered during the second full operational year and on that basis the scheme is considered to be a worthwhile investment.

5. CONSULTATION UNDERTAKEN

- 5.1. An informal consultation was undertaken by Greenspaces with key stakeholders. To allow the introduction and administration of the proposed charges, the Council carried out a statutory consultation between 15 June and to 14 July 2017. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website.
- 5.2. The statutory consultation resulted in total of 24 representations which include 3 representations in support, 1 comment and 20 representations objecting to elements of the proposed restrictions. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

5.3. Abbey Recreation Ground

3 representations were received, 1 in support, 1 comment and 1 objection to the proposed parking charges. The points raised in the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park. The car park should not be open until 11pm; the car park should be for the use of those who use the park for leisure activities. Income from parking charges should be used to improve conditions for those walking and cycling. Complaint about introduction of P&D machine in the car park before the consultation began. Officer's response is as follows:

- The opening times of the car park would be Monday to Friday between 8am and dusk; charging period would be between 8am and 4pm.
- Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 8am and until when the last activity finishes (especially summer months) or dusk; charging period would be between 9am and 4pm.
- Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

- P&D machines were bought prior to the end of the financial year so as to maximize available funding and in the absence of a safe storage, a decision was taken to install them on site but they were not commissioned at that time, and there were no plans to commission them prior to consultation. Their on-site presence served as a visible signal to park users and stakeholders that such a scheme was under consideration.

5.4 Wimbledon Park (Revelstoke Road)

9 representations were received, 3 in support, 3 comments and 3 objections to the proposed parking charges. The points raised in the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park; the car park should not be open until 11pm; the car park should be for those who use the park for leisure activities. Income on parking charges should be used to improve conditions for those walking and cycling. The enforcement of parking for residents in Zone P1 is amended to cover the equivalent hours and to include Saturdays. The proposals also fail to cater adequately for those with special need to travel by vehicle. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

Officer's comments on other issues raised

- 5.4.1 Introduction of a Controlled Parking Zone (CPZ) or amendment to an existing CPZ would require a petition from residents. Upon the receipt of the petition the Council will programme a consultation to seek the view of the residents. Any change would be subject to majority support.
- 5.4.2 With regards to disabled parking, there are already pre-marked disabled spaces within the car park. These will remain and currently Merton blue badge holders are allowed to park in any parking space in car parks for up to 3 hours free of charge.
- 5.4.3 The Council has received representations against the proposed parking charges with the suggestion that the Council should erect signs deterring anyone without Merton or Wandsworth parking permit from using the car park. It should be noted that not all roads in Merton or Wandsworth have a Controlled Parking Zone (CPZ) therefore a large community would be excluded from participating in the enjoyment of the Wimbledon Park if the permit proposal is applied. The parks were created for the enjoyment of all communities and those visiting them. Therefore excluding anyone from being able to park and use the parks no matter where they are from would be discriminatory. The only way to accommodate everyone who wishes to use the parks whilst addressing the parking issues outlined in this report is to charge as proposed above.

5.5 Haydon's Road Recreation Ground

Of the 12 representations received, there were 2 comments and 7 objections to the proposed parking charges. The points raised within the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park; the car park should not be open until 11pm rather the council should publish on a monthly basis when the car park will be closed to avert vehicles being locked in overnight; the car park should be for the use of those who use the park for leisure activities; concern of confusion/inefficiency of who would be responsible for locking the car park gates at close of business each day. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 7 hours.

5.6 Officer's comments on other issues raised

5.6.1 In term of locking arrangements, these will reflect the service demands for the site taking into account site security. The Council anticipate the above closing hours regime would address residents' anxiety on this issue. The locking of the gates is presently aided by the Friends of Haydons Road Recreation Ground; the Council does not anticipate changing that. The park's pedestrian gates will be locked at the same time as the car park gates.

5.6.2 With regards to disabled parking, there is already pre-marked disabled bay within the car park. This will remain and currently Merton blue badge holders are allowed to park in any space in a car park for up to 3 hours free of charge.

5.7 Tamworth Recreation Ground

5.7.1 No representation was received.

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

5.8 The revised price structure would aid the turnaround of vehicles, would reduce the numbers of commuters who are currently parking in the car park all day and would make available parking spaces for recreational visits to the park. The income generated from the parking charges will be reinvested into the existing Greenspaces

portfolio of sites, particularly focusing on maintaining and improving access and infrastructure.

5.9 Ward Councillor Comments

The Ward Councillors have been engaged during the consultation process. No comments were received during the consultation.

Cabinet Member for Community and Culture

I support this initiative wholeheartedly. I'd like to see this as a first sally into charging in parks: I hope for more in the months and years to come.

6. OFFICER'S RECOMMENDATIONS

- 6.1. It is recommended that the Cabinet Member agrees to the making of the relevant TMOs and the implementation of the proposed parking charges in the following Greenspaces car parks: Abbey Recreation Ground, Haydon's Road Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground operating Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm and Saturday between 9am and dusk, charging period would be between 9am and 4pm.
- 6.2. The proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- 6.3. Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground - Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months). Charging period would be between 9am and 4pm. Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.
- 6.4. The proposed parking charges in Haydon's Road Recreation Ground Monday to Friday would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 8 hours.
- 6.5. Haydons' Road Recreation Ground - Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm. The parking charges would be 60p per hour paid in 20 minute time slots; minimum fee 20p up to 4 hour and a flat fee of £9.60 thereafter or £12 for 7 hours.
- 6.6. The proposed charging regime will remove commuter parking and make parking facilities available for those who visit the parks.

7. TIMETABLE

- 7.1. If a decision is made to proceed with the implementation of the proposed measures, Traffic Management Orders could be made within six weeks of the publication of the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. The measures will be introduced soon after. Those who objected to the consultation will be advised of the decision separately.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1. The cost of implementing the recommended measures is estimated at £49k. This includes the publication of the made Traffic Management Orders, pay and display machines, information boards, remarking parking spaces and the signs. It does not include staff costs.
- 8.2. The estimated cost will be met by the Greenspaces capital budget allocation for parks.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1. The Traffic Management Orders would be made under Sections 32 and 35 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 9.2. The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1. The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 10.2. The Council carries out careful consultation to ensure that all park users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of park users.
- 10.3. 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.

11. CRIME AND DISORDER IMPLICATION

- 11.1. Reduction of dumped and untaxed and/or uninsured cars by local garages, business and residents.

12. RISK MANAGEMENT IMPLICATIONS

- 12.1. The proposed measures may cause some dissatisfaction from the few, but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

13. ENVIRONMENTAL IMPLICATIONS

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

- 13.2. The Council's powers to make Traffic Management Orders arise mainly under sections 32 and 35 of the RTRA 1984.
- 13.3. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
 - (c) the national air quality strategy
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
 - (e) any other matters appearing to the Council to be relevant

14. APPENDICES

- 14.1. The following documents are to be published with this report and form part of the report.
- a) Appendix 1 - Statutory consultation Drawing No.Z87-01-01, No.Z87-03-01, No.Z87-04-01 and No.Z87-01-01, No.Z87-06-01.
 - b) Appendix 2 - Representations with officer's comments

15. BACKGROUND PAPERS

- 15.1. Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation.



REMOVE EXISTING PARKING BAY AND REMARK YELLOW BOX

REMARK EXISTING AND PROPOSED PARKING BAY AND YELLOW BOX

PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN ON THE MAIN GATE

Cost Estimate

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,500.00
Road Marking	£800.00
Lighting	£1,500.00
Total Cost	£7,300.00

KEY

- EXISTING PARKING BAY
- PROPOSED REMOVE BAY
- HATCH MARKING
- NEW TICKET MACHINE
- NEW FLOOD LIGHTING
- NEW POST AND SIGN
- EXISTING FLOOD LIGHTING

Notes Do not scale from this drawing		Reproduced from/based upon the Ordnance Survey's 1:250 maps with the permission of the Controller of H.M.S.O., Crown Copyright Reserved. Unauthorised reproduction infringes Crown copyright & may lead to prosecution or civil proceedings. London Borough of Merton 100019208 2016	PROJECT Car Parks Morden	Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk	Drawing No. Z87-06-01
		Drawn by A. Abdalla	Date DECEMBER 15		TITLE Abbey Rec Car Park Existing Layout
	TRAFFIC & HIGHWAYS	Checked by Sig.	Date	Classification Planning	Scale 1: 200
		Approved by Sig.	Date		

Tennis Courts



PROPOSED NEW SIGN ON THE MAIN GATE



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



NEW ROAD MARKINGS TO BE MARKED AS SHOWN ON THE PLAN

REMARK EXISTING ROAD MARKINGS

- KEY**
- EXISTING PARKING BAY
 - PROPOSED PARKING BAY
 - HATCH MARKING
 - NEW TICKET MACHINE
 - NEW FLOOD LIGHTING
 - NEW POST AND SIGN
 - EXISTING FLOOD LIGHTING

Cost Estimate

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,000.00
Road Marking	£1,500.00
Lighting	£1,500.00
Total Cost	£7,500.00

Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

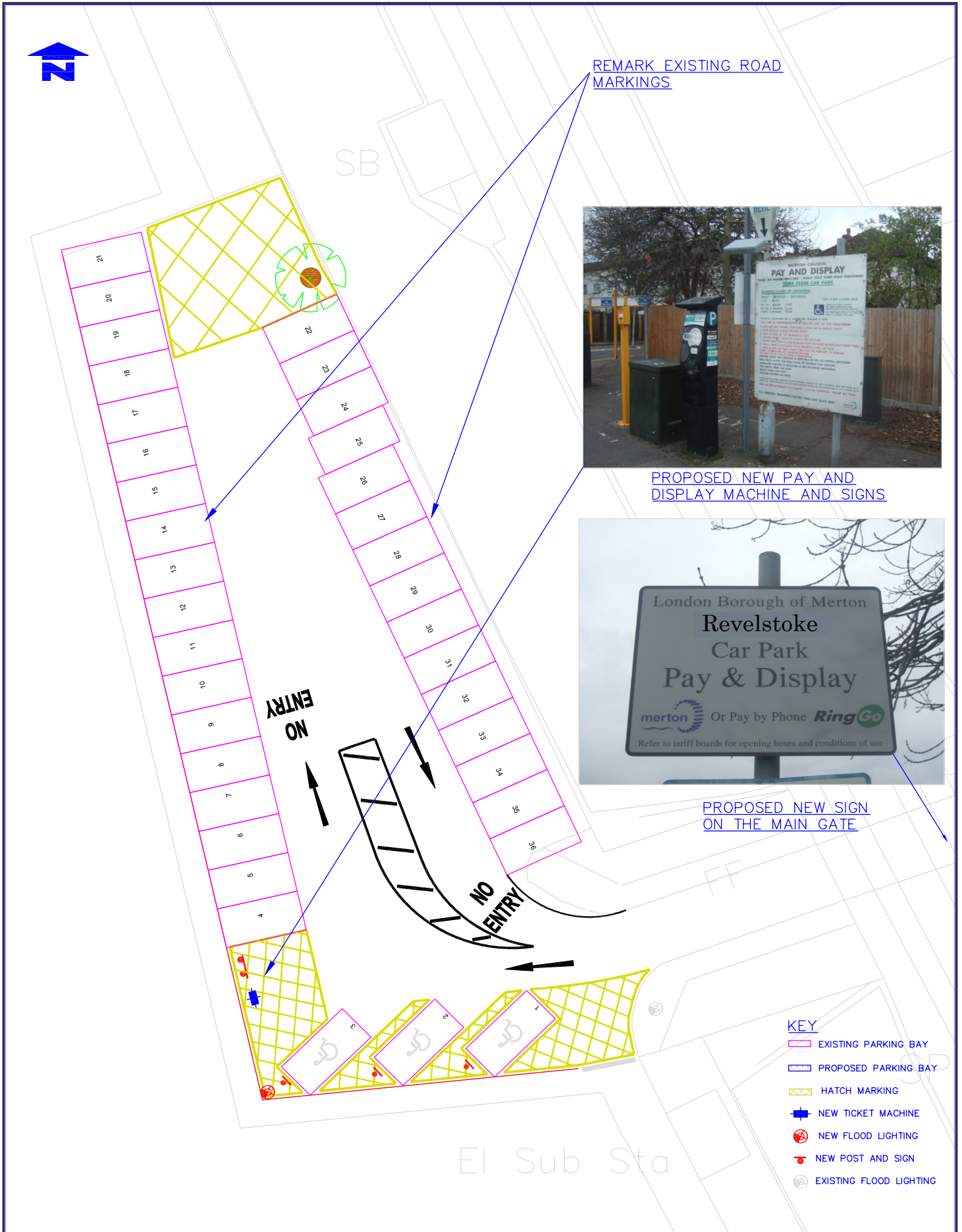
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Drawn by	Sig	Date
A.Abdalla		DECEMBER 15
Checked by	Sig	Date
Approved by	Sig	Date

PROJECT	Car Parks Mitcham
TITLE	Haydon's Car Park Proposed Layout



Drawing No.	Z87-03-01
Revision	-
Classification	Planning
Scale	1: 200



REMARK EXISTING ROAD MARKINGS



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN ON THE MAIN GATE

- KEY**
- EXISTING PARKING BAY
 - PROPOSED PARKING BAY
 - HATCH MARKING
 - + NEW TICKET MACHINE
 - ⊗ NEW FLOOD LIGHTING
 - + NEW POST AND SIGN
 - ⊗ EXISTING FLOOD LIGHTING

Notes
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Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

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Drawn by A.Abdalla	Sig.	Date DECEMBER 15
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT	Car Parks Wimbledon Park
TITLE	Revelstoke Car Park Existing Layout

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

Drawing No.	Z87-01-01
Revision	-
Classification	Planning
Scale	1: 200



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN ON THE MAIN GATE

PROPOSED DOUBLE YELLOW LINES

REMOVE EXISTING ROAD MARKINGS AND REMARK AS SHOWN ON THE PLAN

KEY

- EXISTING PARKING BAY
- PROPOSED PARKING BAY
- HATCH MARKING
- NEW TICKET MACHINE
- NEW FLOOD LIGHTING
- NEW POST AND SIGN
- EXISTING FLOOD LIGHTING

Cost Estimate

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,000.00
Road Marking	£1,800.00
Lighting	£1,500.00
Total Cost	£7,800.00

Notes
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London Borough of Merton, 10/09/2016

Drawn by A.Abdalla	Sig.	Date DECEMBER 15
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT
Car Parks Mitcham

TITLE
Tamworth Car Park Existing Layout



Drawing No.
Z87-04-01

Revision
-

Classification
Planning

Scale
1: 200

Representations and Officer's Comments

Representation - Support

002 Abbey Rec

I received a flyer through the door from the Tories highlighting this consultation, with the implied suggestion that I should object to the introduction of parking charges.

But I think it's a good idea, and support it. Merton is blighted by traffic congestion and one of the ways the Council can tackle this is through parking controls.

I see no reason for anyone other than the mobility impaired to drive to the Rec, and I see from the plans that they would be able to use their Blue Badge to park there for free, with disabled bays provided. Those coming some distance to play sports can come by public transport, local young families can walk or cycle, etc.

As for the impact on local residents and businesses - parking on the streets around Nursery Road and Wilmore End is, in my experience, always jammed full already, so this wouldn't create a new problem. And just how much trade do local businesses really get from people parking at the Rec?

Please – take a step towards encouraging better ways to travel than by car. Introduce charging, and spend the income on improving conditions for those walking and cycling.

I think the above comments are equally relevant to the four other sites in the consultation (in some cases, there are also resident's parking permit schemes in place to protect the interests of residents).

Officers comment

See section 5 of this report.

001 Revelstoke CP

Whilst I have no objection to the minimal charging proposed in Wimbledon Park Revelstoke Road car park, I would suggest that the enforcement of parking for residents in Zone P1 is amended to cover the equivalent hours and to include Saturdays. The weekend parking has become more congested and dangerous around the Home Park Road entrance particularly when the paddling pool attracts vehicles fighting for space outside the entrance.

004 Revelstoke CP

I'm responding to the consultation. It sounds an overdue and sensible move, for two main reasons:

- to stop long terms parking by commuters
- mean out-of-borough drivers and park users pay for the upkeep of the park

010 Revelstoke CP

Please take this as our formal representation on this proposal. We comment only on the proposal for the above car park, as we have little knowledge of the others. We make our representation in the paragraph in bold, below. This is followed by the reasons for this representation.

We strongly support the introduction of charges at this car park, as this should promote sustainable travel. However, we consider that the current proposals would be insufficient to solve the problems with vehicular access to, and car parking in, Wimbledon Park. The proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply would not solve the greatest problems: those that occur on sunny weekends. As other car parking spaces in Wimbledon Park are not to have charges introduced, people would be allowed to subvert the reasons for the charge. The proposals also fail to cater adequately for those with special need to travel by vehicle. The proposals should be changed, so as to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: including weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.

The problem:

At present, Wimbledon Park, although recognised for its heritage value, is compromised by having too much provision of ugly and intrusive, free car parking space. Travel to the park by private vehicle is encouraged by the free parking. As a result, many of the existing spaces are occupied by those working in nearby suburbia or in the park itself, rather than by park users. Use by vehicles kept off the road for longer periods is only occasional and is not the main cause of over-use. Use for a recreational visit to the park is greatest on sunny weekends and school holiday times, when congestion continues into early evening hours, and it is then that there have been significant problems with shortage of space and congestion, with elective users in competition with those having special needs.

The proposed times and costs:

To deter use for other than a recreational visit to the park, the charge differential with nearby suburbia should be reversed. On weekdays (Mon-Fri): car parking is generally free in nearby LB Wandsworth (zone S3), but restricted to residents for one hour (13:30-14:30) each day. So, any charge might deter those visiting the park either side of that hour, but retain the strong incentive to use Wimbledon Park for times spanning the hour. The nearby parts of LB Merton (zone P2) have a car parking charge for the hours 11:00 to 15:00 which is four times that proposed in Wimbledon Park (£1.20 per hour, compared with the proposed 30p an hour), so there would remain a strong incentive to use Wimbledon Park for any visit overlapping those times. Only for those few visits wholly outside those times would the proposed charge deter such non-recreational parking. On weekends there are no residents' only restrictions in Wandsworth, nor charges in Merton. Despite this, it's proposed to charge the same as for weekdays on Saturdays, but not to charge at all on Sundays. The proposed charge on Saturdays is low, and so probably not a sufficient disincentive to over-use, but there remains no rationale for allowing a free-for-all on Sundays. In summary, the proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply to would not solve the greatest problems: those that occur on sunny weekends or school holidays and continue into the early evening.

Location of the proposals and consultation:

Wimbledon Park straddles two London Boroughs and attracts users predominantly from those two. The car park concerned lies largely within LB Wandsworth, but it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.

Sustainable travel and special needs:

The adopted policies of LB Merton's Local Plan identify the need to promote sustainable travel, including the discouragement of travel by private vehicle. Wimbledon Park is well provided with public transport, with two nearby Underground Stations and bus stops in Wimbledon Park Road and Durnsford Road. Most park users arrive by one or more sustainable mode: public transport, cycling or walking. Some groups arrive in a mini-bus. We welcome the proposals as they further these policies. However, the other side of the coin is that the proposals should give priority to those who are unable to use these more sustainable modes. Yet, there are only three disabled bays proposed and no reference to any other arrangement for those with special need to park close to their destination in Wimbledon Park. Also, although pedal cycles are named in the schedule as a class of vehicle permitted in the parking spaces, no special provision for pedal cycles is indicated on the plan. Cycles need such special provision.

Present provision at Wimbledon Park:

There are two main car parks in Wimbledon Park: only one of which is subject to this proposal. The other, off Wimbledon Park Road, is not proposed to be changed. Other parking occurs every day at the Watersports Base, Bowls Pavilion, and Cafe, and occasionally at the Stadium. We consider that action at Revelstoke Road alone is likely to exacerbate the existing problems in those other areas; to the extent that the proposals work, parking will be pushed out of the Revelstoke Road car park into other formal and informal provision elsewhere in Wimbledon Park.

The alternative:

The proposals should be amended to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.

We trust that this submission will be taken fully into account as these proposals are taken forward.

Officers comment

See section 5 of this report.

COMMENTS**003 Abbey Rec**

I'm writing with regards to the consultation of the above park. You state that it's 10p for every 20 minutes which is great. £2.40 day for 8 hours. So will you be able to park for 8 hours straight as if this is the case people will never get a parking space walking your dog or taking the children to the park for a couple of hour as commuters will park there at 8 pay £2.40 then they are fine because the charges stop at 4pm. I hope this is not the case it should be for 2 /3 hours max stay Also when will the gate be fixed I haven't been able to park for ages.

Officers comment

See section 5 of this report.

002 Haydons

I am writing as Vice Chair of Friends of Haydons Road Recreation Ground (FOHRRG) to comment on these proposals.

The proposed hours of operation of the car park located in Haydons Road Recreation Ground and indeed other parks is until 10pm at night. This car park is not isolated from the rest of the park and once access has been gained individuals can roam

whole park after it has been closed. The published hours for operation of this and other parks is until dusk. At that time (which will vary considerably during the year depending upon season) someone needs to lock the park gates. Both pedestrian and car park gates to avoid breaching park security. At a minimum the 11 pm time should be replaced by dusk. Ideally the closing times for each month should be published to avoid car owners having vehicles trapped overnight in the park. Brox website publishes monthly closure times varying from 4.30 pm in December to rather later in the Summer and this chart could be displayed at each car park.

FOHRRG have other concerns over who will operate and police this scheme. Since responses are required to Traffic Highways it would seem that they may be the main operators of this scheme. As it is idverde who are the park maintenance contractors (who are required under their contract to secure pedestrian gates at dusk each day) we are concerned that there will be confusion/inefficiency as to who will be responsible for locking the car park gates at close of business each day. Clearly there are cost implications and it is our view that they may exceed the revenue generated at Haydons Road Recreation Ground. It is our view that this proposal is not supported by adequate background information over how the scheme will operate.

It is our view that most local residents who use this park are local and so can and do walk to the park and so the proposed hours of charge and level of charge from 8 am until 4 pm are not a problem. Again it should be noted that the published hours for Haydons Road Recreation Ground opening is on some days after 8 am. FOHRRG have identified volunteers that are prepared to open pedestrian access to this park on a rota basis earlier than this time to allow access for dog walkers and others that like to exercise early in the day. They are awaiting keys to allow them to carry out this task.

FOHRRG are concerned that there is no provision for disabled blue badge holders in these proposals. It is our view that the car park is large enough to justify at least one parking spot for this category of park user.

Concern has been expressed by some residents that allowing parking all day will encourage commuter car parking. We suggest that a limit of 4 hours should be imposed to prevent this. Park users and shoppers are unlikely to use this car park for more than this length of time and it is better to prevent this possibility now than to have to run this process again at a later date. Of course there has also been very limited time for consultation as many of our members have only just become aware of the consultation. At a minimum these proposals should have been displayed at the Haccombe Road entrance to the park. Have there been any direct consultation with other key park users such as the Colliers Wood Bowls Club or the football and cricket clubs that hire pitches? Certainly this consultation seems to have been hurried and flawed.

010 Haydons

I refer to your consultation on the above matter.

I welcome that parking is to be allowed Mondays to Fridays when it is now not available.

However it seems that the hours proposed are too late in the evening.

The problem is that allowing access to the car park also allows pedestrian access to the park when the gates are otherwise locked, allowing antisocial behaviour.

Hopefully you can find some reasonable compromise that is enforced in a fair and reasonable manner (no-one wants cars to be locked in the car park and fined when they miss the deadline by a few minutes).

Officers comment

See section 5 of this report.

005 Revelstoke CP

Re controlling parking in Wimbledon Park:

There should not be charges on park users - use of the park needs to be encouraged, not restricted.

To deter commuters, simply have signs stating 'four hours maximum stay'.

In 20 years, I have never seen a caravan or abandoned car in the car park so in practice I do not think these are real issues of concern.

007 Revelstoke

I am writing in response to the consultation on the proposal to raise car parking charges at the Revelstoke Road car park in Wimbledon Park. I am informed the deadline has been extended to 14 July.

Firstly, I should say that I fully support the Council's intent to develop policies and plans which prevent commuters and campervans from clogging up our local area. The objective should be to do that in a way that does not unnecessarily disadvantage local residents. On that basis, I am totally against this proposal.

The park, like the common, is a resource to be enjoyed by people and the council has a duty to facilitate access. The jogger, the young sports devotee, the elderly seeking to keep their limbs moving and the dog walker should be encouraged to continue their healthy pursuits. The common has now become a pay-to-exercise area at the 'Village end' of the common, forcing local people to queue up at the windmill for free access to parking so as to use the amenity. [Filming days excepted, when waiting there is a waste of time and fuel whilst the engine is ticking over.]

There are easy ways to bar continued access to commuters and van parkers. Let me offer two obvious ones :

1) A partial pay scheme eg as per any residential roads which aim to exclude casual parking between 11am and 3pm. (Note that the common now operates a restriction from 0830hrs - WHY?) 0800-1600hrs Monday to Saturday is just punitive.

2) Only vehicles displaying a London Borough of Merton resident parking permit (and probably a Wandsworth permit) to be allowed to use the Revelstoke Road and Wimbledon Park Road car parks between say 11am and 3pm. No meters, no fees and no exceptions. Just periodic traffic warden inspections.

Both of these achieve the stated objective, option 2 does so without the capital cost of provision and installation of parking machines and the ongoing cost of maintenance and coin collections. To glibly state that the costs will be covered by collecting (which you will) completely misses the point.

There is a developing school of thought that the council is becoming ideologically fixated on bashing its council tax payers with

own cars. Evidence as follows :

(a) Allowing planning applications for new housing, but only if the provision for parking spaces is limited to the point of being woefully inadequate.

(b) With virtually no warning, penalising drivers foolish enough to have been taken in by the exhortations to buy diesel because it is better for the environment.

(c) And now, introducing parking taxes at every opportunity for basic amenity access.

Or are Wimbledon Park users just pawns / collateral damage in the race to raise extra money for the council without the bad of raising council tax? If so, please cease this charade of claiming it has anything to do with commuters, camper vans etc.

Please, let us stick to sensible and proportionate answers to the problems we face.

011 Revelstoke CP

Representation against proposed control in Car Parks.

The intention to charge for parking in Merton's parks is unreasonable and should not be implemented:

1. The Council tax we pay includes the use and maintenance of the parks.
2. Having parking charges will discourage attendance by those who pay to play games (e.g tennis) and so will reduce income to the Council overall.
3. In Wimbledon Park, at least, other than at weekends, the car park is most usually sparsely used. It is questionable whether the income returns will outweigh the cost of controls equipment and policing.
4. Introducing payment for parking discriminates against those who :
 - don't live within easy walking distance and have to drive.
 - have children or equipment relating to time in the parks that can't be carried.
 - Organize events (such as team games) for the benefit of others and have to bring equipment. Many give their time freely for the benefit of the community.

I therefore urge the Council to reconsider its intention.

Officers comment

See section 5 of this report.

Representation against

001 Abbey Rec

I wish to object to the proposed parking controls in relation to Abbey recreation ground. Two reasons were put forward as means of justification yet neither appears valid:

- introducing charging cannot deter people from abandoning vehicles
- Abbey recreation ground car park has not been available for use by the public for several weeks due to the gates being locked – this does not demonstrate a desire to 'cater for the parking needs of the local community'

I therefore conclude that the motivation for introducing parking controls is driven by the desire to raise revenue.

I would add that I am disappointed that, having spent £3,500 installing a P&D machine in the car park of Abbey recreation ground several months ago, Merton Council appears once again to have made the decision to proceed prior to consultation.

001 Haydons

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2 The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play area will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park.

002 Haydons

I am writing to strongly object to the change for the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The gates should be opened and closed as per the rest of the borough, sunrise to sunset. This then ensures that whichever park you use there is consistency as to the opening and closing times. The proposed times will lead to more people congregating or hanging around out of the current hours with misuse of the open area and playground which will attract yet more litter and abuse of this lovely park - and subsequently more cost to the council for dealing with the rubbish or damage that needs to be cleared or repaired. There is no need for the park to be opened in these extended hours and serves no purpose to the local community. The car park is currently not over used and this would imply that most people either walk or come by public transport. The busiest time is when there is some sports event taking place such as Cricket which is totally reasonable. As we are living in what has been described as one of the most polluted hotspots in the borough we should not be encouraging yet more vehicles to the area. We are located between 2 major stations - South Wimbledon & Wimbledon - the suggested charge of £4.80 for 8 hours parking will attract commuters

seeing a cheap option to park their car all day and thus denying those that will genuinely be using the park. With regards to the HGV vehicles parking on Hacombe Road unless there is a dedicated space for say the large Sainsburys lorry for example to off load how can it be guaranteed that they will get a space. If this is allowed to proceed then it should at least be on the side nearest the store but this is a small road and entering and leaving will not be desirable or safe for either the driver or pedestrians.

004 Haydons

I am writing to object to your proposal to amend Schedule 2 of the Merton (Off Street Parking Places) (No. *) Order 201 - parking restrictions at Haydons Road Recreation Ground - as laid out in the 15-002 NOP site notice v3. i) I object to the provision to allow HGVs to use the car park at Haydons Road Recreation Ground as a loading area. It is an area constantly used by young and older children and would make it much less safe. ii) I object to the proposed hours of operation of the car park - 6am to 11pm. This will mean the gates of the park area left unlocked well outside their current hours. Almost all public parks around the country are in operation from sunrise to sunset. Currently, Haydons Road Rec is locked at all other times. As a resident whose garden backs on to the Rec, I am deeply concerned that Merton is proposing to allow anyone to access the park in the hours of darkness. It will provide an opportunity for people who wish to burgle the homes that border the park and could also increase the amount of any social behaviour in the park. As someone who has lived in a property that backs on to the Rec for five years (first at 19a Wycliffe and now at 7 Wycliffe), I can state that occasionally, in the summer, the fence is breached by people during the hours of darkness who use the Rec as somewhere to have a party late into the night, thereby disturbing the residents nearby. It is only by making sure the park is locked at sunset that this can be limited. iii) I object to the chargeable hours being from Monday to Saturday. Currently, the park is well used by sports people equally on both Saturdays and Sundays. Charging on one of those days and not the other will mean that one day remains popular for sports teams and not the other. Not only will this discourage teams to use the park - something unacceptable in the climate when we should be encouraging people to participate in exercise in Merton - it will also make the day when there are no charges even busier. This will make it harder for people who want to use the park for other purposes than team sports - the play area or general use for example - to do so. It is essential that parks like Haydons Road Recreation Ground are used as widely as possible, if they are to remain viable. While the park is already heavily used by those in the immediate area, others from further afield should be encouraged to use it as well. While this needs to be balanced with the increasing requirement for the council to gain revenue from its assets, it should not be achieved at the cost of the viability of such amenities. It should also not be achieved at the cost of making the living conditions for those in the surrounding area worse - something that allowing the gates to be open into the hours of darkness would be expected to do.

005 Haydons

I am resident of Quicks Road and I am writing to object to the following points as laid out in the Schedule 2 of ES/OFFSTREET Order 201, for the Haydons Road Recreation Ground. Notice as follows: (c) (iii) I object to the hours of operation stated to keep the park open up to 11pm Mondays to Sundays as the security of the park is of the utmost importance. The gates should be closed at sunset and in keeping with every other park in the Borough. Keeping the park open to this time attracts anti-social behaviour. I have seen this happening on more than one occasion eg drunks, alcohol, noise, litter and potential drug abuse etc. (V) I object to the charge for parking of 20 pence. There should be no difference in our park compared to the other parks in Schedule 1. Charges should be consistent to other parks. 8 hours parking attracts commuters and would defy the object to have this facility for park users. 4 hours maximum parking should be sufficient for most people.

006 Haydons

I am writing as Secretary of the Battles Area Residents Association on behalf of the Committee and our members to comment on the attached Notice regarding the Merton (Off-Street Parking Places) Order 201*. Particularly with regard to Schedule 2 which refers to Haydons Road Recreation Ground which is our local park. Firstly, I would like to point out we only received a copy of this Notice on the morning of Tuesday, 4th July kindly forwarded to us by Councillor Neep. It was immediately circulated to all our members with a request to lodge Comments by 7th July or contact me with a note. I checked - no Notices were displayed on any of the Park gates or in the SWCA Noticeboard within the Park or on nearby lampposts. We consider the lack of proper notice of this important Order to local residents very upsetting. In the circumstances, please confirm you are happy to extend the period of notice for Comments for another week until 14th July.

In this connection, on your behalf, we are about to display copies of the Notice on all the Park gates and in the SWCA Noticeboard, extending the date to 14th July.

Our Comments are as follows:

1. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. (As was the custom until earlier this year and then the park gates were only locked spasmodically and the car park gates were closed during the week.) Extending these hours to 11 pm in a park which is not intended for use in the dark, ie not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug use, sexual activity and loitering with or without intent, and associated litter. Possible drug use and discarded syringes anywhere in the park, but particularly in the children's play area, must be avoided at all cost. At this very moment, there are broken bottles in the play area which we will have to clear up.

2. If the park is open, the children's play area will also be open. Again this could lead to inappropriate use of the area and injuries from use of the equipment in the dark, and even harm to unaccompanied children from abusive adults.
3. In the last few weeks there has been a considerable increase in the amount of graffiti in the park. One of our Committee has re-painted some walls at her own expense, but the park gates should be locked at sunset to stop this very unsocial behaviour.
3. A considerable number of gardens back onto the Park all along three sides of the park and 30 houses along Quicks Road can be viewed from the park. Any prospective burglar can simply hide away in the park after dark to watch out for unoccupied houses or sheds that could be broken into, particularly when residents are on holiday.
4. It has also been said to me that walking along Quicks Road in the dark passing unlocked gates, and the possibility of people loitering in the park near to the gates, leaves women or young people feeling unsafe and vulnerable.
5. The car park chargeable operating hours from 8 am to 4 pm are acceptable for weekdays. We appreciate this would provide some revenue for the Council. However, the maximum period for parking should be limited to 4 hours. This would discourage commuter parking, also parking by the new owners and tenants of 1-3 Quicks Road/92-94 Haydons Road (who under their s106 agreement are not allowed resident parking permits and therefore could take advantage of the relatively cheap parking charges for the park to park their cars there on a daily basis). 4 hours maximum parking should be a sufficient maximum for most park users. The car park should be for the use of park users and not for shopping at Sainsburys or drinking at the pub or customers of the new businesses at 1-3 Quicks Road/92-94 Haydons Road. This is not to be unreasonable, but to make the car park entrance area as safe as possible for parents/carers and children using the play area and park.
6. However, we would suggest that there is free parking on Saturdays, as a large number of sporting activities take place in the park on a Saturday and this should be encouraged.
7. We have had a few comments that the car park should be free.
8. I have spoken to the Assistant Manager at Sainsbury's (the Manager was off today) regarding the so-called "loading area to the rear of the Sainsbury's store". There is no loading area to the rear of the store within the park. Also there is a height restriction at the entrance to the park. He showed me their small rear exit door which opens onto the pavement of Haccombe Road to the side of the store. (There is another side emergency exit only which opens into the carpark area of the block of flats above Sainsburys - this is for emergencies only, they have no right to use it for unloading). There are 5 parking bays in Haccombe Road for 3F permit holders or pay and display. There is no "loading bay" or signage regarding loading. The Assistant Manager advised me they have only one HGV delivery a day at 7 am and they try always to unload at the front of the store. It is only very rarely that they unload in Haccombe Road. Rather they wait until the front of the store is clear and then unload there. The reason for this is obvious it would not be at all safe for pedestrians for a HGV to be reversing into Haccombe Road. And in particular it would not be safe for parents/carers and children using the park at other times of the day, for Sainsburys to have the right to use any loading bay (if there was one) at ANY time of the day. (Many years ago I witnessed a fatal accident when a pedestrian went under the wheels of a HGV and the memory will stay with me for ever). The Order relates to Off-Street Parking Places within the park, it is not relevant to parking in Haccombe road. Therefore for all these reasons, Schedule 2 should be revised to delete the reference to HGVs.
9. There should be at least one disabled parking space in the car park. Not to have one I imagine is discriminatory.
10. With regard to the opening and locking of all the gates, we would refer you to the Comments lodged by the Vice Chair of the Friends of Haydons Recreation Ground.

I would be most grateful if you could find the time to reply personally to these Comments at the very least to reassure local residents that the park gates will be locked at dusk with the opening times agreed with the FHRRG. In addition, please could you advise me if there will be an opportunity to listen to Councillors debating Comments regarding this Order at any public meeting before it is approved by the Council and the possible date of any such public meeting that I and other residents could attend.

008 Haydons

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play area will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park

009 Haydons

We are writing as nearby residents, committee members of Friends of Haydons Road Recreation park (FOHRRG) and committee members of our local Battles Area Residents Association (BARA) to object to the following points as outlined in Schedule 2 of ES/OFFSTREET as follows:

3. © (i) With reference to HGVs I refer you to the Comments lodged by our Secretary Mrs Hilary Morris of "The Battles Area Residents Association" which she has researched and found that there is no "loading area to the rear of the

Sainsbury' store" asking that Schedule 2 should be revised to delete the reference to HGVs.

(iii) The park gates should be opened at sunrise and closed at sunset and in-keeping with every other park in the Borough thus ensuring stability and consistency throughout the Borough. The security of the park is of the utmost importance and keeping the park open until 11pm is totally unacceptable and dangerous to the law abiding public as it attracts the inevitable anti-social behaviour which is happening on a continual basis i.e abuse of alcohol, drug abuse, sexual activity, rough sleepers, late night parties with shouting and screaming and the associated litter, and the total disregard for the children's playground with broken bottles, etc. and in a park which is not floodlit after dark, leaving people very vulnerable.

(iv) The chargeable car park hours of 8am to 4pm are acceptable but reservations with regard to charging on Saturdays as we would like to continue to see the park used and make it attractive for sporting activities as it is presently.

(v) Charges should be consistent with other parks in Schedule 1. 8 hours parking would attract commuters and other non-users of the park and would defeat the whole object of having this facility for park users, and would suggest 4 hours would be sufficient for most park users.

Officers comment

See section 5 of this report.

002 Revelstoke CP

I write with dismay at the new proposals to charge for parking in Wimbledon Park.

I live about 7 doors down from Revelstoke Road and will be very negatively affected if this should go ahead.

- I am a senior citizen and pay £65 pounds a year for the privilege of parking somewhere near my home. I also pay visitors parking permits. Rarely do I get to park very close to my house even now. If this proposal comes into being visitors to the park are going to take up any available spaces in Melrose Avenue and the situation for residents will become far worse. Congestion in the road will also increase which could lead to accidents and arguments among drivers. How far will I need to carry my weekly shop??? Too far!!!! Will I then receive a reduction in my Park Permit?? I guess the answer is 'NO'. Saturdays will become a total nightmare.
- I cannot see how these charges at £2.40 for 8 hours will deter anyone who commutes.
- I visit the park every day and can honestly say I have never seen caravans or abandoned vehicles. Anyone wishing to dispose of a vehicle would not be worried about whether they had purchased a ticket!!!
- As to the rule of no parking between 11pm and 6am I would ask does this indicate that parks would not be closed in the late evening any more. This would only lead to high jinks and noise.
- Surely the point of customers to local businesses parking for long periods just does not happen. I would point out your proposal will only serve to harm our local shop – McCluskey's – and I really think that this point is a non-start.
- I do not think that this has been thought through and no primary consideration has been given to local residents. The right to live in a quiet street and to park our vehicles nearby would disappear despite the amount of revenue raised and the price of our permits. It all smacks of yet another hit on motorists and simply another money making scheme.

003 Revelstoke CP

Would just like to say that most car parks allow the disabled dispensation to park for up to 4 hours. Why not allocate a dedicated bay [s] for this purpose?

Also I understand meters will be in operation on Saturdays. Surely this will cause a problem for residents near the Park.

Do you intend to extend residents' parking to the six days?

While I am on the subject of roads and cars: Alexander Road is a rat run. Would it not be better to install down that road, a large and small arrow system for right of advantage?

006 Revelstoke CP

In the first instance let me express my disappointment at the fact that, as resident of Revelstoke Road, I have received NO notification of the consultation process from any of you. Had it not been for the WPRA (a volunteer group), I would not have known about the consultation process.

Secondly, I strongly object to the proposed plans to charge people to park at the Revelstoke Road car park at Wimbledon Park. The park is a facility that is accessed and enjoyed by a range of people from across the borough, many of whom would find it difficult to access the park without a car. As a local user of the park I do not believe there is a significant issue with "abandoned cars or long stays" in this car park. Additionally, as a resident of Revelstoke Road, I am very concerned about the knock on impact on the demand for car parking spaces on Revelstoke Road and surrounding roads in the grid as the proposed hours for charging at the park are much longer (and add Saturdays) than those in force in the surrounding roads (11-3 Monday to Friday pay for periods).

Officers comment

See section 5 of this report.

Merton Council - call-in request form

1. Decision to be called in: (required)

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

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