

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



**Democracy Services  
London Borough of Merton  
Merton Civic Centre  
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**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  
(Sir Joseph Hood Park) - 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**

14 August 2017

**4. Date report made available to decision maker**

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

N/A

**6. Decision**

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

- A) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees not to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Sir Joseph Hood Memorial Playing Fields in Marina Avenue, West Barnes.

**7. Reason for decision**

- 1) Representations made in the consultation from the local residents and the friends' group opposing the introduction of parking charges in the park.
- 2) The likely displacement of parking to surrounding roads if charges were implemented in the park

**8. Alternative options considered and why rejected**

The introduction of parking charges has been rejected following representations made by users of the park and after reading submissions.

**9. Declarations of Interest**

None

A handwritten signature in black ink, appearing to read 'Martin Whelton', with a long horizontal flourish extending to the right.

Councillor Martin Whelton

Cabinet member for regeneration, environment and housing

14 August 2017

## **Delegated Report**

**Cabinet Member:** Regeneration, Environment & Housing

**Date:** 10<sup>th</sup> August 2017

### **Ward – West Barnes**

**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](mailto:paul.atie@merton.gov.uk)

### **Recommendations:**

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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 extended by one week to 14 July 2017 on the proposals to introduce parking charges in Sir Joseph Hood Memorial Playing Fields.
- 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 Sir Joseph Hood Memorial Playing Fields in Marina Avenue, West Barnes. The pay and display bays in Car Park 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 Sir Joseph Hood Memorial Playing Fields, Monday to Friday; 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 when in excess of 4 hours or £12 for 8 hours and on Saturdays 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.
- E) 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 Sir Joseph Hood Memorial Playing Fields.
- 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 with 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.
- 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 of the Car Park. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety and manage level of parking. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.3. Car parks are non-residential without any form of restriction. Over the years they have been subject to long-stay commuter parking which is not considered the best use of available space as it does not cater for the parking needs of the local community specifically those visiting the parks for leisure activities. The situation has over the last few years deteriorated particularly with caravans and abandoned vehicles parking in 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 parking provisions.

## **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 Council's proposal to introduce parking charges spans across a number of Parks. This report, however, is specific to Sir Joseph Hood Memorial Playing Fields, Motspur Park. Other Parks have been dealt with in a separate report to the Cabinet Member.
- 4.2 The pay and display bays 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. The proposed standard parking charge is 30p per hour. Mobile phone and coin payments will be possible. Parking will not be permitted between 11pm and 6am and sanctions will be applied to vehicles left overnight.
- 4.3 Parking will be free between 4pm and Parks' closure time (typically around the time of dusk).
- 4.4 Untaxed and abandoned vehicles left in these Car Parks will be removed without notice. Height restrictions will be introduced to prevent over size vehicles access.
- 4.5 The income secured from this new parking scheme will be retained within Greenspaces' accounts and will support the service's on-going revenue costs and

new developments, particularly in those key parks where the parking scheme is being introduced. 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 parking 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 45 representations received which included 1 representation in support, 9 comments and 35 objections. The Council also received a petition against the opening hours of between 6am and 11pm and the proposed parking charges. The petition was submitted to full Council by West Barnes Councillors which contained 1,342 typed names and postcodes but no addresses or signatures were provided. The Council was informed that it is an online petition put together privately. Unlike other online petitions. However, the Council has no means of authenticating this petition as by all accounts it appears like a list of names. Details of these representations with officer's comments can be found in appendix 2.
- 5.3. 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 before 9.30am and should close at dusk and not at 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. Parking charges would stop the use of the car park by those who want to use it for leisure activities therefore no parking charges should apply at this car park. The proposals also fail to cater adequately for those with special needs to travel by vehicle.

### Officer's comments

- 5.3.1 The operational hours is determined by the Council, based on a number of factors, the main one being Council's ability to maximise the parking potential in the Car Park allowing a reasonable turn over by those visiting the Park; it will ensure that legitimate Park users who want to use the Park before the current 9.30am opening time can do so. The current opening hour of 9.30 is penalising legitimate car park users such as dog walkers who want to park and walk their dogs before 9.30am. It is appreciated that some residents are concerned that parking charges may displace some parking into Marina Avenue. However, this is the case with any new parking management scheme and although concerns are acknowledged, it is not normal practice to stop or delay a particular parking scheme. Additionally, although the competition for parking may increase in uncontrolled roads, the fact is that the roads are already fully occupied (since gates are locked until 9.30am) and therefore the manner and pattern of parking will remain unchanged in terms of capacity. According to some representations received commuters are already parking in the surrounding roads therefore displacement of commuters into the neighbouring roads from the car park will be negligible.
- 5.3.2 Early opening hours will allow visitors to park in the car park instead of on the road and the proposed charging regime will ensure a reasonable turnover in terms usage and will maximise parking availability for those using the Park for leisure activities.

- 5.3.3 With regards to Disabled Parking – There are already pre-marked disabled spaces within the car park. These will remain and currently in Merton blue badge holders are allowed to park in any parking space in Car Parks for up to 3 hours free of charge.
- 5.3.4 The proposed price structure will allow the Council to manage demand and reduce the number of commuters who are currently parking in the Car Park all day thereby making parking spaces available 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.

#### 5.4 Ward Councillor Comments

Ward Councillors have been engaged throughout the consultation process and the following comments have been received from one of the Members

*'I have received a lot of comments about this proposal since the base of the Pay and Display meter was installed in Sir Joseph Hood Memorial Playing Fields a year ago.*

*I was first made aware of the installation of the P&D base when Mr X, who lives in Marina Avenue told me about it. I asked Doug Napier who said it was for P&D. The subsequent email trail is given below in the Appendix and suggests that the outcome was predetermined, and that the consultation is an after-thought prompted by negative comments about the proposal from park users and residents.*

*I disagree with Doug Napier's statement (email of 18/7/2016) that "It's a case of now confirming the details [...] and not the principle."*

*As a ward councillor I was not consulted prior to the installation of the base for the P&D meter a year ago. I attend the committee meetings of the Raynes Park & West Barnes Residents' Association and, as far as I can remember, the matter was never discussed so I don't think the Residents' Association were consulted either. The Friends of SJHMPF were not consulted nor, I understand, were other stakeholders such as Raynes Park Little League.*

*The Friends of SJHMPF state that there is no commuter parking problem in the park, provided the gates are not opened too early. The Council contends that parks should be open to vehicles before 9.30 but has there ever been a complaint from a member of the public wishing to use the car park and playing field before the gates are opened? Pedestrians have access to the park before the vehicle gate is opened.*

*Residents in Marina Avenue regularly comment on the difficulty of parking in their road, especially when the park is busy. Also, inconsiderate parking on the bend leading to the cul-de-sac part of Marina Ave regularly causes congestion. This will get worse if P&D is implemented, as visitors will try to park for free in Marina Avenue. In his email to Mr X (23/6/16), Chris Lee states that "We certainly recognise that there are historical parking pressures in the Marina Avenue area but consider that these are adversely affecting the park, and not vice versa..." The evidence for this statement seems to come from a visit to the park in the second half of the morning, when the car park was found to be full; my guess is that a good number of the drivers may have been parents /carers using Rascals, or going for longer walks, from the playing fields using other footpaths such as the one by the cemetery.*

*I am sure that the Council benefits financially from letting the Pavilion to Rascals. If parents/carers were to be deterred from going to Rascals by car parking charges, the gain to the Council of a few pence from P&D might be outweighed by loss of revenue from letting the Pavilion.*

*I am also concerned about the impact on disabled users. Will free parking be available for those with disabled badges? This is not mentioned on the Notice.*

*We all know the benefits of physical activity, and the importance of developing sporting activity in children for their long-term health. The introduction of parking charges on Saturday when parents bring children to the Little League from a wide area might reduce membership of this not-for-profit organisation.*

*There may be valid reasons to introduce P&D in other parks, but I do not consider that Pay and Display parking controls should be introduced at Sir Joseph Hood Memorial Playing Fields.'*

### **Officers Comment**

All the points raised here were addressed in previous emails which included "Whilst we recognise that we have recently employed a scheme whereby the park gates are left locked until 9.30am in order to deter parking that it is unrelated to the park's use, that scheme has not been universally popular amongst park users, and understandably so, considering that our parks formally open at 8am in the midweek and at 9am at weekends. We also consider that this arrangement has not successfully addressed the issue as we hoped that it would; our Greenspaces Manager has reported, for example, that on a recent midweek visit to the park, he struggled to find a parking space during the second half of the morning when the park was quiet and that the car park was entirely full when he departed site at around 11am." Also see section **5.3.1** of this report which dealt with the same issue.

*"We certainly recognise that there are some historical parking pressures in the Marina Avenue area but consider that these are adversely and unnecessarily affecting the park, and not vice versa, and that it is not unreasonable that we now seek to ensure that the benefits that the car park was designed to secure continue to be enjoyed by those that they were intended for, including customers of the commercial enterprises that operate within the park."*

As mentioned in section **5.3.3** above, there are already pre-marked disabled bays within the car park. These will remain and currently in Merton blue badge are allowed to park in any parking space in Car Parks for up to 3 hours free of charge.

The 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.

### **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. PROPOSED MEASURES**

- 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 Sir Joseph Hood Playing Fields 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 Sir Joseph hood Playing Fields 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. 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.

## **7. TIMETABLE**

- 7.1. If a decision is made to proceed with the implementation of the proposed charges, 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. 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 £11k. This includes the publication of the made Traffic Management Orders, car park markings 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 abandoned and untaxed and/or uninsured vehicles, business and residents.

## **12. RISK MANAGEMENT IMPLICATIONS**

12.1.The proposed measures may cause some dissatisfaction from those who have objected, 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

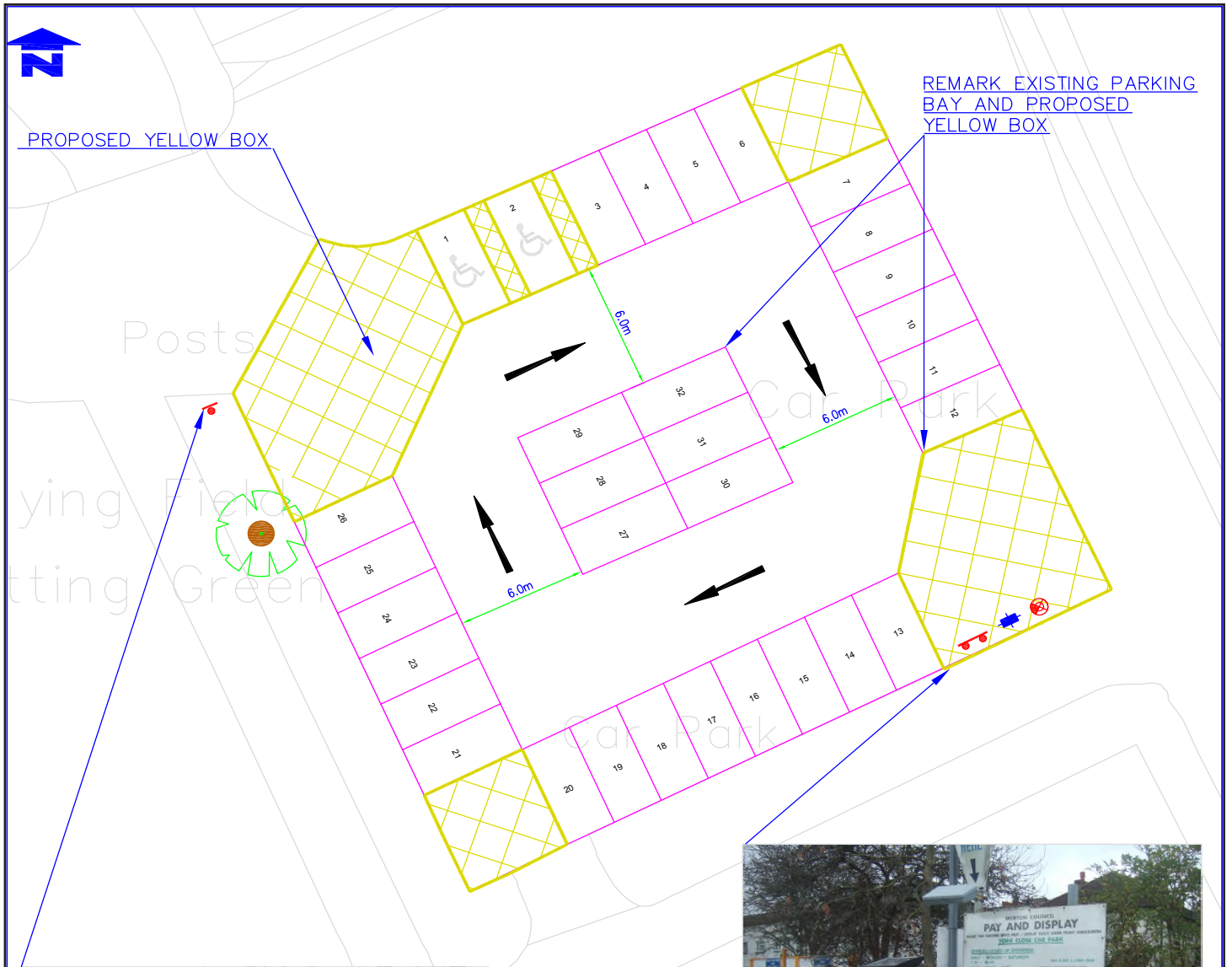
## **14. APPENDICES**

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.Z87-07-01.
- b) Appendix 2 - Representations with officer's comments

## **15. BACKGROUND PAPERS**

15.1.Proposals to improve parking facilities in selected borough parks report.



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN

**Cost Estimate**

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,000.00
Road Marking	£1,200.00
Lighting	£1,500.00
<b>Total Cost</b>	<b>£7,200.00</b>

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

Notes  
Do not scale from this drawing



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Drawn by <b>A.Abdalla</b>	Sig.	Date <b>DECEMBER 15</b>
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT  
**Car Parks Morden**

TITLE  
**Sir Joseph Hood MPH Car Park Layout**



Drawing No.  
**Z87-07-01**

Revision  
-

Classification  
**Planning**

Scale  
**1: 200**

TRAFFIC & HIGHWAYS

## Representations and Officer's Comments

### Representation - Support

#### 014 Sir Joseph Hood

I am writing to say that I support the parking charges at Joseph Hood memorial playing fields park for many reasons:

- the demand for spaces outstrips supply during busy periods. As a result there is a lot of unnecessary local congestion. There is the issue of commuters too. Pricing would curb demand and encourage people to use public transport instead (the train and bus stations are just a couple of minutes walk away).

- we are aware that the local authority budgets continue to be slashed. So I would prefer parking levies over council tax rises or a deterioration in spend on public parks

An ambitious idea, but one that may be beyond the scope of the cstn, is that some of the monies raised could be hypothecated towards improving the park. My bid would be to improve the sports facilities in the area.

Sorry I should have added that permits should be introduced on neighbouring streets to prevent the risk of parking or congestion.

#### Officers comment

See section 5 of this report.

## COMMENTS

#### 040 Sir Joseph Hood

This e-mail is a response to the consultation on parking charges in parks and recreation grounds and with particular reference to the proposals for Sir Joseph Hood Memorial Playing Fields (SJHMPF) in Motspur Park (end of Marina Avenue KT3 6NE). We consider that the introduction of these charges in SJHMPF will have a detrimental and deleterious effect on the residents of Marina Avenue. We have direct experience every day of the effect on residents of commuter parking. If these charges act as a deterrent then the effect will be that people driving to this area so they can benefit from the considerably lower fares available from TfL zone 4 will increasingly compete with residents of Marina Avenue for the ever decreasing number of street parking places (as more and more residents adopt drop down kerbs to permit front of house parking). Every day we see Marina Avenue getting clogged with commuters cars from 7 am and these proposals will only make that worse.

There is already serious congestion on days when the SJHMPF is used for sporting activities on a Saturday and Sunday as parents drive their children to and from the Fields. At times the Avenue becomes blocked with inconsiderate visitor drivers blocking access and exit for residents. So the pressure on Marina Avenue residents is to further increase by these charges six days a week.

In addition the strong implication of the proposals is that the Field gates will be left open 24 hours a day. It is unlikely that a ban on parking between 11pm and 6am will be strictly enforced - judging from the lackadaisical way the parking restrictions on West Barnes Lane (shop fronts) are enforced. The security of the Fields, such as it is, will be put further in jeopardy (the gate for pedestrians must remain open at all times because of rights of way requirements). Now the whole Field will be open day and night.

At a minimum, and as some consolation for the added inconvenience and pressure that these changes will cause, we would expect the Council to exempt Marina Avenue residents from any charges at any time when they find themselves unable to park in their own Avenue because of the pressure caused by the displacement of parking from the Fields to the streets. Please email me on this e-mail address, replacing any other address you have for me.

#### Officers comment

See section 5 of this report..

#### 006 Sir Joseph Hood

The link to Sir Joseph Hood proposal directs to Haydon Rec. Error.

To add this parking measure to Sir Joseph Hood will destroy the small roads of Marina Avenue and prove a bottleneck for families trying to exit their peaceful residential roads in the morning, faced with incoming traffic down an already tight and congested Marina Avenue. It will simply be used as cheap parking for commuters. And also destroy the soft play business as mothers will not be able to park in the park as it will already be full with commuters parking.

This is badly thought through and damage the local residents' use of their own roads and local business in the park. Do not proceed with this ill thought through measure or the local community will raise a legal challenge

#### Officers comment

See section 5 of this report.

#### 003 Sir Joseph Hood

I would like to suggest that if metered parking is to be introduced to the Sir Joseph Hood Memorial Playing Fields, then the

first two hours or perhaps three hours would be free. This would still have the desired effect of preventing long term or commuter parking, but wouldn't discourage users of this park. We have three toddlers and we drive to the park several times a week to enjoy both the playground and the Rascalz soft play group; we would be discouraged from this if we had to pay to park.

I would also recommend that if such a parking levy is introduced, then it should also apply to the parking available on the access leading up to Rascalz. We currently use this when the weather is dry to make it easier to get the children into the playground at Rascalz, especially since the main car-park is often very full making it difficult to get children in and out of the car. The distance to the main car park from the playground is also quite large for little legs (or for a parent carrying two children). Introducing parking restrictions to the main car park without similar ones applying here would lead to over-spill and irresponsible parking might also be worth preventing parking completely in this area during the winter months when the park is anyway less used to prevent the turf being damaged. I wouldn't recommend removing this parking area completely since it is useful to increase the overall number of car parking spaces available,

#### **Officers comment**

See section 5 of this report.

#### **009 Sir Joseph Hood**

It is nice to see that Sir Joseph Hood Memorial Playing Fields has been upgraded with tennis courts and fitness equipment and a children's nursery. Deterring people from using this facility would be detrimental if parking charges are introduced

I do not feel that a charge of £2.40 per day will deter commuters.

Parking charges will encourage drivers to park in Marina Avenue and Arthur Road, the latter already busy with visitors using the sports fields at weekends and commercial traffic to and from the garden centre.

I hope that you will reconsider your proposals.

#### **Officers comment**

See section 6 of this report.

#### **004 Sir Joseph Hood** charging for parking at Sir Joseph Hood is a really bad idea.

If it is not going to improve anybody's quality of life or reduce stress levels of park users or local residents then PLEASE DONT DO IT!!!!!!

#### **Officers comment**

See section 5 of this report.

#### **017 Sir Joseph Hood**

In reference to the proposal of charges to the Joseph Hood's Playing Fields car park.

I am worried this charge even though is small would deter residents driving to the park to walk their dogs or bring children to use the park. This would also impact on parking congestions in the local roads for those unwilling to pay the charges.

If you are proposing this charge to deter commuters then would it not be better to offer the first hour free by way of a time machine.

I do feel even charging after this time could cause issues as a commuter who earns good money may feel it is worth paying a daily fee to fill up the car park space which should be used for people wanting to use the park and not just the car park.

Waitrose car park in Worcester park use a system like this only allowing free parking for a limited time but you must display a ticket. This deters people parking there for long periods of time allowing a good turn over people visiting the area.

We are fortunate to have this open area and it should be used for its correct purpose for the local community.

#### **Officers comment**

See section 5 of this report.

#### **039 Sir Joseph Hood**

I am very concerned about the proposition to bring in pay and display parking in our local park. In my opinion there is no need for this to happen. We do not have a problem with commuters using the car park and there are always plenty of spaces there on weekdays.

We have many elderly residents who walk their dogs in the park but for various reasons are unable to walk to the park with their dogs. Charging them to park for the half hour they spend enjoying our local park seems cruel and ludicrous.

One local business, a soft play centre for children, exists in the pavilion in the park. Charging parents to park when using this will deter them from using the facilities. The parents who use it are only ever there for an hour or two and whilst on a nice day some may stay on a little longer to use the park itself, surely this is a good thing? Charging them for this can only put them off.

In the summer many families come and enjoy the park. Again, some of them drive either because they have young children or because they want to bring a picnic and play equipment with them. Charging them for this privilege may well deter them from choosing our park. The park will become underused once more and may fall into the state of disrepair that it was in 17 years ago when we first moved to the area.

The Friends of Sir Joseph Hood hold local events in the park. Stall holders and public alike may need to drive to the park

in order to attend these events and may re-consider whether it is worth doing so if it is going to cost them to park there. There is also the risk that charging for parking in the park will force cars back out to park on the surrounding streets. The local residents have already objected strongly, on two occasions now, to the introduction of parking permits and charges in the streets in our area. Forcing more cars out into these streets can only be a bad thing. Will this in time lead to another attempt by Merton council to introduce other parking charges? Surely we should be encouraging people into our area to live, work and enjoy what it provides for us rather than costing them money to do so. I could list many more reasons as to why charging for parking in local parks is an ill conceived idea but suffice to say that we should be encouraging people to use our local facilities, not putting them off by levying charges upon them. If charges are to deter commuters then why not offer the first 3 hours of parking for free like many of our local shopping facilities (Tesco, B&Q, PC World etc) do? Many thanks for taking the time to consider my opinion. Should you wish to discuss these points further, please do not hesitate to contact me by email or on my mobile.

**Officers comment**

See section 5 of this report.

**036 Sir Joseph Hood**

Please find attached petition against parking charges being introduced at Sir Joseph Hood Memorial Park, Motspur Park, KT3 6NE.

We petition that Merton Council do not introduce parking charges of 30p per hour at Sir Joseph Hood Memorial Park and do not open the gates at 6am (currently 9.30am) as the car park will fill up with commuters paying only £2.40 for all day parking.

The car park will become full of commuters for the train (two minutes walk) and will become difficult for families to use the park and Rascals Softplay. Parking charges of 30p an hour will effect a small run family business, Rascals Softplay and cause disruption to local residents as park users will try and park in surrounding streets.

The car park will need a parking attendant, staff to open and close the gates morning/evening and security to empty the machine. With only 30 spaces the maximum income generated would be £72 per day so could potentially run at a loss. Please acknowledge receipt of this petition within the consultation deadline (7<sup>th</sup> July). We will also be presenting a paper copy.

**Officers comment**

See section 5 of this report.

**002 Sir Joseph Hood**

Having received this information via a letter from our local Conservative councillors, having read it my first thoughts were 'here we go again', this area's old chestnut has raised its ugly head again.

Far from solving this areas blight of congested roads from parked cars, this idea will just increase the problem, but through past experience of complaining about this issue to yourselves its quite obvious none of you give a thought or seem concerned about the parking issues we suffer on a daily basis.

In fact I really wonder why I'm writing and sending this email as its total waste of my time, as even though your going through with a Consultation, your only ticking the box that says YES Consultation done, introduce charges.

However I've now wasted some time expressing my views, I'll just wait for the extra vehicles ( if there's room for any) down our street.

**Officers comment**

See section 5 of this report.

**Representation against**

**007 Sir Joseph Hood**

As a resident of Marina Ave for 50 years I object to charges for parking in the playing fields.

For these reasons

- 1 Congestion in the surrounding streets.
- 2 The effect on local businesses including that in the park.
- 3 The level of charges will not deter long term parking
- 4 Dog walkers and strollers will go to other open spaces nearby for free
- 5 The facility will be less used and therefore the charges make it a loose maker
- 6The benefactor "Joseph Hood" left the land to the community and this proposal will drive them away.

**Officers comment**

See section 5 of this report.

**022 Sir Joseph Hood**

I am a member of SJHMPF

I have read their letter of objection to the introduction of parking controls dated 02.07.17 Please treat this letter as confirmation that I agree with all the submissions contained with the attached letter.

**Officers comment**

See section 5 of this report.

**013 Sir Joseph Hood**

I am strongly opposed to the idea of charging people to park in the park.

The reasoning behind the decision may apply to other parks in the borough but not this one.

1. The park gates are not opened Monday to Friday until 9.30am.

By then the commuters are already parking in the surrounding roads.

2. The people that are currently using the parking are mums using the park and the children play group in the pavilion. It is also used by people who walk their dogs.

On the weekend there is little league football and Aussie rules. All these people will not wish to pay.

3. By bringing in these charges you are going to force more cars on to the surrounding roads.

As a resident of Marina Avenue we already have a lot of trouble parking in the road at certain times.

When it is very busy people park in an irresponsible way. On the white lines at the mouth of the road and overhanging peoples driveways.

4. If you wish to force all of the residents of Marina Avenue and surrounding roads to pave over their gardens, in an area which is prone to flooding. In order to be able to park in there road then carry on with what is essentially a further waste of our money....

**Officers comment**

See section 5 of this report.

**010 Sir Joseph Hood**

I am writing regarding the consultation for 'Proposed Controls to Off-street Parking Places in Parks' with my particular interest in Schedule 1 Sir Joseph Hood Memorial Playing Fields, Motspur Park (SJHMPF)

I object to these plans on the reason that there is no good reason to introduce parking restrictions as there is no abuse of the parking taking place in SJHMPF car park. I live at 35 Marina Avenue, directly next to this park, with my bedroom overlooking the car-park, and I am absolutely sure that the car-park is only used by genuine park users. On most days there is more than ample parking available, with the only times that it becomes full being on some Saturday mornings when there may be kids football tournaments. The car-park gates are locked at night until 9.30am so we just don't have a problem with commuters or other non-park users parking there.

By introducing charges you will only deter genuine users which I hope is not your intention. Whilst I acknowledge that the proposed charges are minimal and some will pay I am sure that many will end up trying to find free street parking in Marina Avenue thus having a tangible negative effect on our and surrounding roads.

I would like to take this opportunity to lodge my disappointment of the parking meter already being installed in SJHMPF car-park last year, with a very belated consultation only now taking place. Whilst it is not yet in action I am sure that you will understand this makes us very suspicious of this consultation having a forgone conclusion.

**Officers comment**

See section 5 of this report.

**008 Sir Joseph Hood**

I live near Sir Joseph Hood Memorial Playing Fields. I use the park daily for walking and for my children to play in the playground.

I have heard of your plan to charge for parking at the playing fields. I am opposed to this plan because it will encourage people to park on the surrounding streets, which are already clogged with traffic.

Please reconsider your plan to impose parking charges.

#### Officers comment

See section 5 of this report.

#### 015 Sir Joseph Hood

We write further to the notice dated 15 06 17, made pursuant to part VI Schedule 9 of the Road Traffic Regulation Act 1984. Merton Council has given notice of intention to make Merton

(Off-street Parking places) order 201, thereby revoking order (no 1) of 2013. Introducing parking controls at the off-street car park at the above location.

The contents of this letter represent the views of the membership of The Friends of Sir Joseph Hood Memorial Playing Fields ( SJHMPF), one of the parks referenced in schedule 1 of the above notice.

After consulting our membership, over 500 families, the unanimous response has been to object strongly to the proposed introduction of parking controls. We summarise our objections below:

1. First, we note that parking control consultations should be wide reaching and include all stake holders of the park and local residents. We refer you to Merton Council Parking Control website pages which set out details to be followed for informal and then formal consultations. *We produce a leaflet and questionnaire delivered to every property in the consultation area. The consultation document has specific information about the scheme and how it would affect residents. There are typical questions and answers relating to the operation of a parking zone. A prepaid reply card is also provided*

The consultation document is produced in conjunction with any local Residents Association and the Ward Members. The document sets out the arguments for and against having parking controls, what it will cost and ask a series of questions that will help us deliver a scheme residents want. As part of the consultation process, we display plans in libraries and may issue press releases in the local newspapers in order to ensure that all residents know how and where a consultation is taking place and where the exhibition will be held. Exhibitions provide the opportunity for most people to visit and find out the information they require. There is information about the design, types of control, why we charge for permits and for officers to take notes of residents/business concerns. It is important to remember that the exhibition is there for people to find out more about how a parking zone would work and to discuss their needs and concerns with officers.

If there is sufficient support for developing a scheme, we carry out a formal consultation on the detailed design.

An advert for the Traffic Management Order is placed in the local newspaper and posted on lamp columns in the area and the residents are informed of this via a letter. We invite anyone who is either in favour or against the scheme to make representation in writing. A deadline for representations is provided.

2. We are concerned that none of the above process has been applied in this consultation. Whilst we appreciate this is off-street parking, due process requires an adequate consultation for the resulting proposed order, if made, to be lawful. It appears the consultation has only been communicated to council members. Significant stakeholders such as The Friends of SJHMPF, Raynes Park Little League and other regular not for profit users of the park, have not received any notification whatsoever. The local residents in Marina Avenue have not been consulted and there has been no public notice displayed in or around the current off-street car park area. Questions have been raised by Councillor Gilli Lewis Lavender of West Barnes Ward for the Leader of Merton Council to explain why parking meters were installed in the car park of SJHMPF 12 months before the consultation was announced. We submit the outcome of the consultation has been predetermined and therefore any decision to introduce parking controls to the car park of SJHMPF, based on the current consultation, would be unlawful.

We note from published minutes of council meetings that the reasons cited for introducing the controlled parking zone are to prevent commuters parking in SJHMPF car park, which in turn deters legitimate park users from being able to visit the park by car. We are concerned that there is little or no central knowledge as to effective parking controls already in place. For at least 12 months since new gates have been installed at SJHMPF, the gates to the car park on Marina Avenue (the only entrance to the park accessible by car), have been closed each evening at approximately 10pm and not opened until 9.30am each morning. The gates are currently opened to coincide with the licensee of the park pavilion soft play opening hours. By delaying opening the gates until 9.30am there is no commuter parking. This simple and reliable method of parking control requires no investment by Merton Council, no parking patrols and enables legitimate park users to continue to access facilities. We submit introducing and enforcing parking charges is not necessary to prevent commuter parking in the car park of SJHMPF. It is a disproportionate and irrational proposal.

Further to objection 3 above, if parking controls were to be introduced to SJHMPF car park, we consider simply by opening the gates before 9.30am, (the proposal is for hours of operation from 6am), the car park would become a commuter "hotspot". The proposed charges would not deter commuters but rather, we submit the car park will be seen as a cheaper alternative to more central parking in boroughs closer to Central London. The car park is a 3-minute walk to Motspur Park train station. The only sensible method of parking control is to continue with the current gate closure operations.

3) We consider introducing parking controls for SJHMPF car park would discriminate against the very park users Merton Council Greenspace strategy should prioritise. The disabled and children with families are identifiable as 2



separate groups of park users who require parking facilities to continue to use Merton green spaces. Driving to SJHMPF is not a choice but a necessity for those in the above groups who are unable to walk there. Introducing parking controls would discourage such users and restrict their current access to free greenspace. Such discrimination cannot be justified where there is no current need for parking control to facilitate their access to the park. As stated above, due to the gate opening times being restricted to after 9.30am, there is currently unhindered access for the above groups.

4) The regular licensees of the park such as Raynes Park Little League, a not for profit organisation and stake holders in SJHMPF since the 1960s, rely on the car park facilities for their football games on weekends throughout the year. Not for profit organisations, including The Friends of SJHMPF, raise the profile of Merton parks, invest in the infrastructure and work in partnership with Merton Council to improve the profile of the parks. Introducing parking controls will discourage the membership of the current groups from participating in group sports and community events in SJHMPF. This particular park has the profile of a sports ground, the users are diverse. Introducing parking controls will reduce numbers of park users and impact negatively on membership of key stakeholder groups, with the potential to cause an untenable decline in their membership.

Finally, the local residents of Marina Avenue, the cul-de-sac down which access to the park is provided for cars, are concerned that introducing parking controls in SJHMPF will cause a further increase in unsafe parking in the streets in close proximity to the park. During peak times for park use, Saturday and Sunday mornings, unsafe parking along Marina Avenue can cause hazards including access issues which block traffic through to the level crossing on West Barnes Lane. We consider introducing parking controls for the car park of SJHMPF will result in first choice parking being pushed out further along Marina Avenue. Already a busy street backing on to the main high street, further parking congestion will be dangerous.

For the reasons above we submit the parking controls proposed are irrational, unlawful and unnecessary. There is no current commuter parking problem to address. The parking controls would disproportionately impact on the disabled and family users of the park at the same time as causing a decline in legitimate park user parking and activity.

**Officers comment**

See section 5 of this report.

**024 Sir Joseph Hood**

I am a local resident and regular user of Sir Joseph Hood Memorial Park in Motspur Park.

I have read the Friends of SJHMPF letter of objection to the introduction of parking controls dated 02 07 17. Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter.

**Officers comment**

See section 5 of this report.

**011 Sir Joseph Hood** We are writing to provide input to your consultation to introduce parking charges at Sir Joseph Hood Memorial Playing Fields and four other Merton parks. We live on Marina Avenue and have done since 2004. Generally, we object to parking charges for parks. We support the principle that parks and public spaces, already paid for by residents through Council Tax, should be free for all residents to enjoy freely without the burden of parking and other additional charges being levied.

Specifically, charging for parking at Sir Joseph Hood Memorial Playing Fields will inevitably cause visitors to seek free parking in neighbouring streets such as Marina Avenue and Arthur Road. This causes inconvenience for residents but also has significant safety implications encouraging parking across street corners, reducing visibility for those trying to cross, especially children who are unable to see over vehicles.

I trust you will consider these views and make the appropriate decision. Thank you.

**Officers comment**

See section 5 of this report.

**019 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter.

**Officers comment**

See section 5 of this report.

**012 Sir Joseph Hood**

With regard to the introduction of parking charges at Sir Joseph Hood Memorial playing fields car park we offer our objections below:

- a. Someone will have to be paid to check the displayed tickets on cars.
- b. Someone will have to be paid to empty the meters.
- c. It will congest the local roads even more than at present and therefore affect residents.
- d. People who go for a regular walk round the park or take their children to the playground will have to pay for this privilege and this will include elderly people who are trying to keep fit by taking a gentle walk round the park but some of them have to drive there in the first place.

The cost of up to £2.40 for 8 hrs parking will not deter commuters.

Parks are meant to be used by the public and this is not the way to encourage them and it will not be cost effective to the council

**Officers comment**

See section 2 of this report.

**032 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter

**Officers comment**

See section 5 of this report.

**028 Sir Joseph Hood**

As a local resident I'm concerned to hear of the plan to start charging for use of the Sir Joseph Hood Memorial Playing Fields car park.

This would have a significant impact on us as we regularly use the car park for little league football and recreation. Please register my opposition to this proposal. The car park should remain free.

**Officers comment**

See section 5 of this report.

**041 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter.

**Officers comment**

See section 5 of this report.

**027 Sir Joseph Hood**

I understand that you have asked for views about a proposal to introduce parking meters at Sir Joseph Hood Memorial Playing Fields

I am wholly opposed to this

Apart from the cost burden on park users (particularly the inevitable money grabbing penalties), I am mainly concerned that this will simply introduce cheap commuter parking and add to the parking congestion on local streets

At present, the car park is not accessible until 9:30 am on weekdays and this control is essential to ensure that it is not used by commuters

Please do not start charging people to use a public park.

**Officers comment**

See section 5 of this report.

**029 Sir Joseph Hood**

I object to the proposed parking charges unless the income raised is spent in improving the parking layout, park grounds and surrounding area. If the funds raised are used to subsidise the Environmental Services budget and fund scheme outside of the area then that is not acceptable. Parking charges are also going to result in drivers parking on the roads outside of the park which are already heavily congested. What will you propose then a controlled parking zone for the

area? How much will that cost to install and enforce. It is clear that no impact assessment has been carried out on this proposal and whatever level of income you think you will raised from parking charges will be more than offset by additional expenditure incurred because of the impact of displaced parking.

#### Officers comment

See section 5 of this report.

#### 038 Sir Joseph Hood

**CONCERNS:** I can find NO TRACE of this PROPOSAL (Notice), dated 15 June 2017 or notifying a Consultation period on the London Borough of Merton website. (Searched 6<sup>th</sup> July 2017)

**BACKGROUND:** This is an on-going saga first instigated by LBM in 2016 when a ticket issuing machine was installed in Sir Joseph Hood Memorial Playing Fields car park. It was NOT surprising that no consultation with the community was instigated before installation.

We now see the proposed scheme detailed under the 'Off-Street Parking Places' order which has contradictory intentions clearly centred towards an additional fund raising scheme for the authority.

**PROPOSAL:** Schedule 1 of the Order instigated by London Borough of MERTON [ LBM ], affects four parks including Abbey Recreation Ground, South Wimbledon; Sir Joseph Hood Memorial Playing Fields [ **SJHMPF** ] - Tamworth Recreation Ground, Mitcham; Wimbledon Park car park, Wimbledon.

- b. (i) use of each off-street car park would be restricted to motor cars, motor cycles, invalid carriages and pedal cycles
- b. (iii) Hours of operation: between the hours of 6am and 11pm Monday to Sunday outside of which access to and egress from the car park would be prohibited.
- b. (iv) The chargeable hours would be from 8am to 4pm Monday to Saturday, with free parking on Sundays, bank holidays, Good Friday and Christmas Day.
- b. (v) The charge for parking would be 10 pence for every twenty minutes up to £2.40 for 8 hours.

**This is my response, as a local resident of Motspur Park, only details my observations on the impact on SJHMPF.**

- (1) Sir Joseph Hood MPF presently has a scheme, instigated by Merton Council a number of years ago to prevent COMMUTER vehicles parking within the park. The current scheme prevents any vehicle access into the car park before 09.30am Monday - Friday. The vehicle gates are currently opened by the Manager of the 'Rascal Soft-Play' who operates a commercial business from the SJHMPF Pavilion.
- (2) Clearly this NEW Order indicates the Council no longer perceives that the COMMUTER parking is an issues, if Merton operate under this new published scheme, 'hours of operation will be the hours of 06.00am - 11.00pm Monday - Sunday'.
- (3) Allowing the early start will guarantee COMMUTERS easy daily parking especially as Merton are offering the benefit of EIGHT HOURS parking .... Which in reality could be ten hours by arriving at 06.00? Then, paying the charges - later 'via telephone or mobile device'.
- (4) As a result of commuter parking - the potential for 'recreational parkers' will be seriously curtailed. [there are only thirty official spaces plus two disabled bays.] This could also have a serious impact on the 'Rascal soft-play' child facilities within the park Pavilion, which requires parents dropping & collecting their young children, at least TWICE a day.
- (5) I was amazed when consulting the **SJHMPF Management Plan 2005-2015 [Edition -2014/2015]** which details the park has 39 parking spaces; (including 2 disabled) clearly this has been unnecessarily reduced. WHY?
- (6) Motorist currently using the West Barnes Lane shopping parade have also used the car park to complete their community shopping. This new policy could have an impact on the local businesses.
- (7) Currently the gate CLOSURE does NOT operate at a fixed time, (historically there was a variable time between winter and summer seasons - closing at DUSK.) Clearly the new scheme will have a gate closures ..... @ 11pm (23.00 hours). ..... Will LBM be locking the gate at this time? .... or do we assume the vehicle gate could be LOCKED later, midnight or beyond?
- (8) Clearly 'opening and closing time' signs are required, for the car park. (There used to be a Time Clock attached to the main gate, which could be altered by the changing seasons, whenever DUSK occurred, notifying the time of closure.)
- (9) Local residents who live close to SJHMPF have suffered 'anti-social behaviour' for years from the late night activities involving groups of YOUTHS / ADULTS, (congregating both inside & outside the locked gates). This (new) official late closure (whether it is the Winter & Summer season) will produce a major escalation in further anti-social behaviour.
- (10) I cynically, I would suggest that this 'imposition of parking charges' can only be described as a money raising exercise by the authority. Especially if 'offenders' breaching the parking regulations will be subjected to a PCN, (currently) ..... '£60 penalty charge, reduced to £30 if paid within 14 days from date of service'.
- (11) The current design and marked layout of the car park will encourage additional parking at busy times OUTSIDE THE MARKED BAYS (especially on Saturdays when the well supported football activities take place within the park).
- (12) The poorly marked layout of the PARKING BAYS (when full) will encourage cars to park in areas which are NOT marked as 'prohibited areas' by the use of yellow cross-hatching. By LBM NOT restricting these 'ghost areas', parking is possible but will generate additional penalty charges.
- (13)- Order sub-section - b. (i) as detailed above .....

**Question:** If, I am a parent who is self-employed, (e.g. a builder / plumber, etc.) and use my large or small VAN,

with or without company livery in my work, but, on Saturday morning I use it to drive my child to SJHMPF for a 'football match/practice', would I be penalised by this section (of the Order)? If I park in the car park to watch my child play will it result in a £60 penalty notice?

(14) If it is your intention to exclude high-roofed vehicle (vans, ice-cream vendor, etc.), LBM needs to reinstate the 2.2 metre height restriction cross-bar, and, it requires to be made out of something more substantial than the current design. It has been out-of-use for some months, as a result of previous impact damage. (It has NOT been repaired, so there is NO Height RESTRICTION). WHY?

(15) With the summer holidays approaching the THIRTY designated parking spaces (plus two Disabled bays) will clearly create further parking issues in the surrounding streets. The casual motorist will NOT want to pay 'parking charges' to enjoy this public / community facility.

(16) The local WEST BARNES Ward Councillors produced a 'resident's letter', dated 24 June 2017, notifying a Consultation on Parking Charges, (paragraph 5 of the letter states) .... "*The reasoning behind the Council's plans is to deter commuters and customers of local businesses from parking there for long periods for free as well as to address the problems of caravans and abandoned vehicles in the car park*". I feel this claim is both DISINGENUOUS and INACCURATE. The TRUTH would be a more responsible action from our elected representatives.

**IN CONCLUSION** ... this scheme is poorly thought out without a study on the **COMMUNITY IMPACT**.

It is a catch-all regulation that does NOT benefit 'recreational users', and will clearly have an ADVERSE impact on local residents in the area of Sir Joseph Hood Memorial Playing Fields, Motspur Park. **Could this be the start of a long term strategy to run-down the community use of the Sir Joseph Hood Memorial Playing Fields?**

#### **016 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter.

#### **Officers comment**

See section 5 of this report.

#### **021 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached.

#### **Officers comment**

See section 5 of this report.

#### **023 Sir Joseph Hood**

I am a member of the Friends of SJHMPF.

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter.

#### **Officers comment**

See section 5 of this report.

#### **005 Sir Joseph Hood**

I object to the introduction of car parking charges on the following grounds:

The reasoning behind the councils plans are flawed, The car park doesn't open until after 09:00 when the majority of commuters have long since left. The amount of shoppers using the car park is negligible therefore the only ones who will be forced to pay are those who we should be encouraging to use the park and its amenities.

As a resident of Marina Avenue it will mean even more drivers looking for somewhere to park in the road. On Saturday mornings the little league football players parents cause major problems trying to enter and exit Marina Avenue and invariably block access driveways and crossing points, this situation would only worsen for a return of about a £1 per car.

These ticket machines are extremely easy to disable and damage. There is no CCTV in the car park and I doubt whether the machine would last more than a few weeks.

I am appalled at the high handed attitude of Merton Council of installing this machine without any regard to the local residents. I would like to know how much this particular venture has cost.

#### **Officers comment**

See section 5 of this report.

#### **031 Sir Joseph Hood**

I have read their letter of objection to the introduction of parking controls dated 02 07 17.

Please treat this letter as confirmation that I agree with all of the submissions contained within the attached letter from SJHMPF

**Officers comment**

See section 5 of this report

## Merton Council - call-in request form

### 1. Decision to be called in: (required)

--

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

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

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

### 3. Desired outcome

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

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

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

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

**5. Documents requested**

**6. Witnesses requested**

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

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

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

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

The form and/or supporting requests must be sent:

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

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