

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

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1. Title of report

Proposed H3 CPZ Gap Road area

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport

4. Date of Decision

9 May 2021

5. Date report made available to decision maker

8 May 2021

6. Decision

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

- A) Notes the result of the statutory consultation carried out between 11 February and 12 March 2021 on the proposals to introduce a Controlled Parking Zone (CPZ) 'H3' to include Gap Road (in Wimbledon Park Ward) to operate Monday to Saturday between 3pm and 8pm.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed H3 to include Gap Road operational Monday to Saturday between 3pm and 8pm as shown in Drawing No. Z78-365-03A and attached in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone and including Durnsford Road as shown in Drawing No. Z78-365-03B and attached in Appendix 1.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' reduced waiting restrictions in Pitt Crescent as shown in Drawing No. Z78-365-03B as amended and attached in Appendix 1. Implementation would be subject to reaching a decision on creating off Street parking in Maple Court.
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

Support from the consultation for the introduction of controlled parking on Gap Road

The introduction of waiting restrictions at certain locations would improve road safety. Modifications to the implementation of waiting restrictions on Pitt Crescent made following a meeting with residents and representations made as part of the consultation.

- 7.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 8.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority, especially for emergency and refuse collection service vehicles.

Councillor Martin Whelton

Cabinet Member for Regeneration, Housing and Climate Emergency.

9 May,2021

Committee: Cabinet Member Report

Date: 2nd May 2021

Agenda item:

Ward: Wimbledon Park

Subject: Proposed H3 CPZ Gap Road – statutory consultation.

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

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

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: <mailto:paul.atie@merton.gov.uk>

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 11 February and 12 March 2021 on the proposals to introduce a Controlled Parking Zone (CPZ) 'H3' to include Gap Road (in Wimbledon Park Ward) to operate Monday to Saturday between 3pm and 8pm.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed H3 to include Gap Road operational Monday to Saturday between 3pm and 8pm as shown in Drawing No. Z78-365-03A and attached in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone and including Durnsford Road as shown in Drawing No. Z78-365-03B and attached in Appendix 1.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' reduced waiting restrictions in Pitt Crescent as shown in Drawing No. Z78-365-03B as amended and attached in Appendix 1. Implementation would be subject to a decision on creating off Street parking in Maple Court.
- 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 include Gap Road in a CPZ operational Monday to Saturday between 3pm and 8pm; and the implementation of selective yellow line restrictions.
- 1.2 It seeks approval to progress with the above recommendations.

2. DETAILS

- 2.1 The Council considers a CPZ or a review upon receiving a petition from the local residents. Upon receiving a petition, the Council undertakes an informal and a statutory consultation. With the exception of waiting restrictions proposals are progressed and implemented subject to majority support.
- 2.2 The process involves:
- Respond to petition
 - Consult Ward Cllrs & known associations
 - Informal consultation with residents / local businesses
 - Report results to Cabinet Member and consult with Ward Councillors
 - Inform residents of outcome and start statutory consultation with residents
 - Consult with Ward Councillors
 - Report results to Cabinet Member
 - Inform residents of outcome
- 2.3 It is important to note that on this occasion, this consultation is in response to a commitment the Council made during the planning stage of the new football stadium. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the new residential units.

Consultations undertaken

3. Informal consultation

- 3.1 An informal consultation was undertaken between 10 September and 9 October 2020. A consultation letter including a plan were posted to a total of 251 properties within the consultation area. Notification of the proposals along with the web link to the online questionnaires (e-form) was also posted on the Council's website. The proposals included:
- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions and narrow sections of roads.
 - Single yellow lines (mainly between parking bays and across dropped kerbs) operational during the CPZ hours of operation;
 - Permit holder bays for use by residents, businesses and their visitors
- 3.2 The consultation resulted in a total of 95 questionnaires returned (after removing duplicates/multiple returns from households, staff members of businesses and residents outside the catchment area), representing a response rate of 20% which is considered good for this type of consultation.
- 3.3 Of the 95 who responded, 43% support a CPZ in their road, compared to 52% who do not and 5% who are unsure or made no response.
- 3.4 Consultees were also asked which days of operation they would prefer should the CPZ be introduced in their road. The results for the preferred days of operation of the proposed CPZ show 63% of respondents prefer Monday – Saturday; 32% prefer Monday – Sunday; and 5% are unsure or did not respond. We also asked which hours of operation consultees would prefer should the CPZ be introduced in their road. The results show 45% prefer 3pm – 8pm; 35% prefer 18.30am – 8pm; 14% prefer 11am – 8pm and 6% are unsure or did not respond.

- 3.5 The majority of those who responded opted against the proposed CPZ. However, on a road by road basis, the majority of those who responded from Gap Road (54%) support a CPZ. Due to the geographical location of Gap Road, it is possible to include this road within a CPZ. Gap Road is not connected to the other two roads within the catchment area (Durnsford Road and Pitt Crescent). Gap Road is not a convenient location for residents of Pitt Crescent to park. The walking distance between any proposed parking space in Gap Road and Pitt Crescent is between 10 – 15 minutes and the majority of residents in Durnsford Road have their own off street parking. Its close proximity to the existing 3E zone, means that Gap Rd suffers from bumper to bumper parking and has become an over flow car park from the existing zone. It was, therefore, recommended that the proposed H3 CPZ be progressed to include Gap Road only. The proposed CPZ in Gap Road will prioritise parking for Gap Road residents. It should also be noted that over the years, some residents have been complaining about long term commuter parking and the problem caused by those in the existing 3E who do not want to pay to park in their roads.
- 3.6 The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Climate Emergency on 22 October 2020. After careful consideration of the consultation results and officers' recommendations, the Cabinet Member agreed to proceed with a statutory consultation.

4. STATUTORY CONSULTATION

- 4.1 The statutory consultation was carried out between 11 February and 12 March 2021. The consultation included erecting Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Wimbledon and Mitcham Times and the London Gazette. Consultation documents were also available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan (see Appendix 3) was also distributed to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:
- details of the statutory consultation
 - A plan of design layout and zone boundary
 - Zone operational hours (Monday to Saturday between 3pm and 8pm)
- 4.3 The statutory consultation resulted in 13 representations, 4 representations in support; 3 comments and 6 against the proposed extension to the CPZ. Of the 6 representations from Gap Road, 3 are in support, 2 comments and 1 against; of the 6 representations from Pitt Crescent 1 comment and 5 against; 1 representation from Durnsford Road was comment. There is also 1 representation from Publicspace (refuge Collection service provider) outside the consultation area in support. The main objection is that the current level of parking is being removed from the footway on both sides of Pitt Crescent which would reduce the available parking in the road to the only section of the road that is wide enough to accommodate parking on the carriageway. Details of these representations along with officer's comments can be found in appendix 2.

Pitt Crescent

- 4.5 The main reason for the 5 objections is based on the proposed double yellow lines on both sides of Pitt Crescent. The carriageway is not wide enough to accommodate parking on one side except in some sections of the road, and the footways are not wide enough to accommodate parking. Currently vehicles park partially on the footway in the narrow sections to allow adequate space for emergency and refuse vehicles but do not provide adequate space for pedestrians using the footway, in fact pedestrians are often forced to walk on the carriageway and now that the Council is

aware of this unsafe and illegal practice, the Council is compelled to take the appropriate action. As detailed in the informal consultation report, the narrow sections of Pitt Crescent, the carriageway width is between 4.1m and 4.6m and footway width on both sides of the road is 1.8metres. The minimum running width required by fire engine & service vehicles is between 3 and 3.5 metres. Carriageway and footway along the narrow sections of road is not wide enough to accommodate partial footway parking and access for pedestrians and emergency services.

- 4.6 Contrary to the restrictions proposed during the consultation stage, based on some feedback received from some residents and following a site meeting with some residents, Ward Councillors and the Cabinet Member on 6th April 2021, the Cabinet Member instructed officers to reduce the extent of the previously proposed restrictions. Cabinet Member's instructions also included not to implement the amended waiting restrictions until a decision is reached on the creation of off street parking spaces outside Maple Court. This section of highway is not public highway and therefore the Council is not the decision maker. This amendment can be viewed in appendix 1 shown as drawing Z78-365-03B.
- 4.8 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians therefore, access for all road users take priority over parking. It is therefore essential that the yellow lines are introduced as proposed. The residents within the uncontrolled areas have not demonstrated support for a CPZ and it would be unreasonable to ignore those who have demonstrated support for inclusion.

Ward Councillor Comments

- 4.9 Ward Councillors have been engaged during the consultation process and have been advised of the outcome of the consultation and officers' recommendations; at the time of writing this report, no written comments have been received for the purpose of this report.

5. RECOMMENDATION

- 5.1 It is recommended that the Traffic Management Orders TMOs be made to introduce a Controlled Parking Zone (CPZ) 'H3' in Gap Road operational from Monday to Saturday, between 3pm and 8pm as shown in Drawing No. Z78-365-03A in Appendix 1.
- 5.2 The CPZ design comprises of permit holder bays to be used by residents and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 5.4 Permit issue criteria

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The charges for permits are (tier 2 on the price list) £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320.

- 5.6 Visitors' permits

Half-day permits at £3. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.

5.7 Trades permits

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

5.8 **NEW CHARGES**

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on emission based-parking charges which will affect the existing permit and P&D tariffs. The final decision has been made and the new charges will be implemented after July 2021. For full details please refer to the website

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

6 **ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 6.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority, especially for emergency and refuse collection service vehicles.

7. **TIMETABLE**

- 7.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after 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 Wimbledon and Wandsworth Times and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

8 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1 The cost of implementing the proposed measures is estimated at £6k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 8.2 The Environment and Regeneration revenue budget for 2021/22 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

9. **LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

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

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents / risks.
- 10.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 10.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 N/A

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents nor address the obstructive parking that has been identified.
- 12.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

13. ENVIRONMENTAL IMPLICATIONS

- 13.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 13.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other

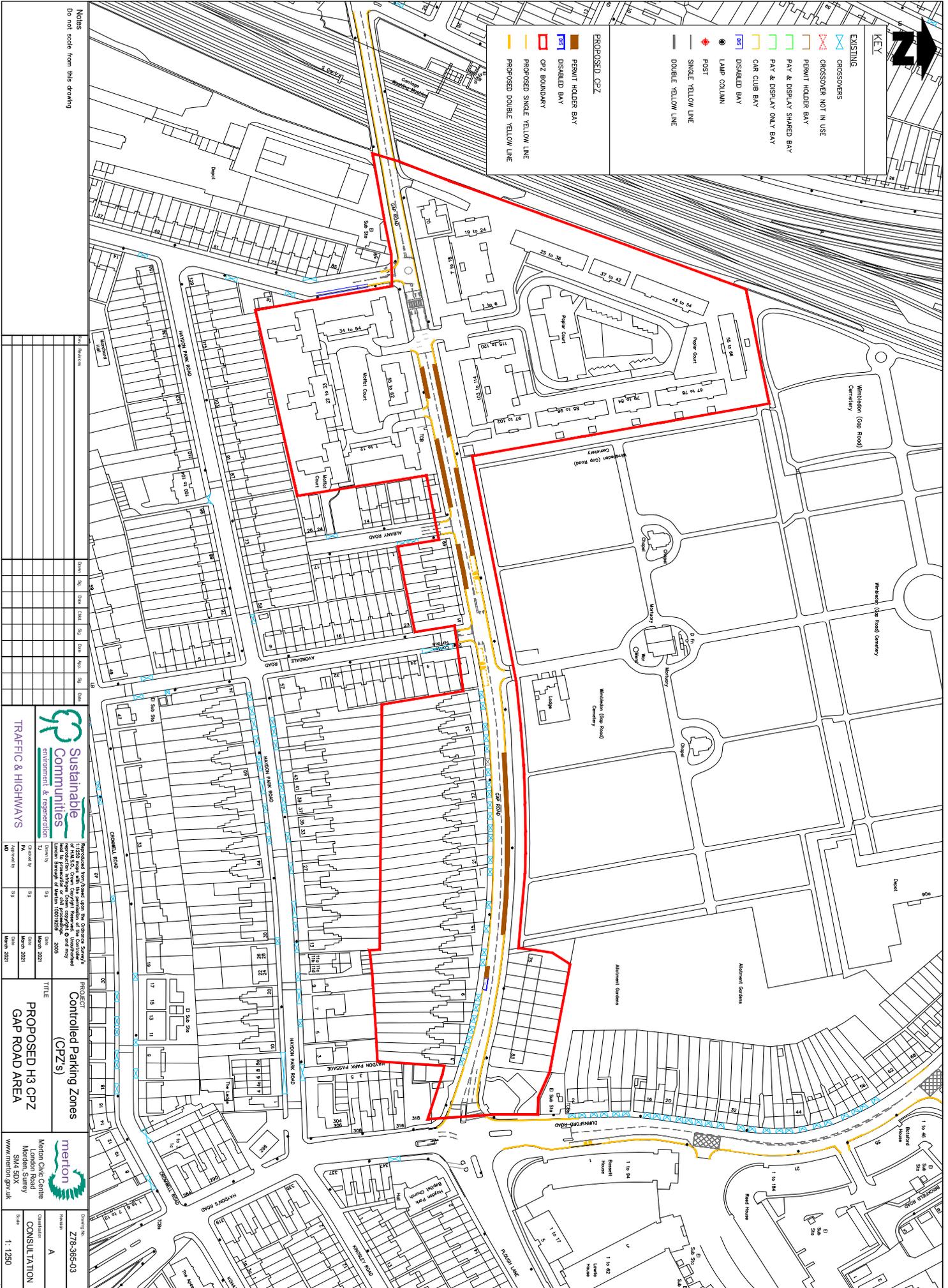
traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters;

- (a) the desirability of securing and maintaining reasonable access to premises,
- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,
- (c) the national air quality strategy,
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers,
- (e) any other matters appearing to the Council to be relevant.

14. APPENDICES

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

- Appendix 1 - Drawing No.Z78-365-03 A,
- Appendix 2 – Representations and Officer's Comments
- Appendix 3 - Statutory consultation document newsletter,



Appendix 3 - Representations and Officer's Comments

Support

004 Gap Road

I wanted to write in support of the scheme to restrict parking on Gap Road.

Gap Road is made much more dangerous with commuters and people parking along it, including car sales.

I live in Poplar court and have been regularly blocked in by commuters leaving their cars parked across the smaller entrance. Many van drivers park by the smaller exit blocking the view of oncoming traffic, forcing anyone pulling out to do it blindly into the main road. Commuter parking has stopped completely in the Poplar Court Car park since parking permits were introduced and I hope the same will happen with Gap Road. When the football starts, we'll see much more dangerous parking across the entrances and blocking views coming out of the parking in Poplar Court. I personally dropped my motorbike manoeuvring on the pavement after someone parked their car across the entrance. I fully support the strongest most stringent version of the new parking zone.

008 Gap Road

First of all, we would like to thank you for all your hard work in putting together proposals for a controlled parking zone.

We are broadly in favour of most of the proposals but would like to request one tiny amendment. We note from your plans that a yellow line will be painted on the street outside numbers 148 and 150 Durnsford Road. This makes perfect sense. However, it seems to us that it would also be important to extend this yellow line to cover house numbers 152 and 154.

Our house (xxx) and that of our neighbours (xxx), with whom we have consulted closely, are located at a potentially dangerous intersection of Durnsford Road, that is to say opposite Endeavour Way, which is an extraordinarily busy road. Cement mixers, Reston Waste trucks and colossal Waitrose delivery vans regularly swing round out of and into Endeavour Way, and there are regularly accidents at this junction. The ability of these vehicles to manoeuvre is already being hampered by the presence of commuter vehicles that park outside our gates and those of our neighbours. They are of course not supposed to block our driveways but they frequently do so.

Needless to say, the arrival of a new football stadium is likely to significantly increase the chances of cars being parked outside our driveways. A yellow line would of course go a long way towards tackling this problem. It would also guarantee that the parking issues opposite Endeavour Way do not get any worse and do not end up hampering the progress of ambulances and police vehicles that travel at speed up and down Durnsford Road.

We would indeed be very grateful if you were to look favourably upon this request for an extension to the yellow line to cover 152 and 154 Durnsford Road.

009 Gap Road

I would like to show my support for the introduction of controlled parking on Gap Road. We reside at * Gap Road; in the past 6 years we have noticed the traffic become heavier and more dangerous to pedestrians. There are dozens of occasions when I have had to walk in the road with a pram to navigate a parked car/van on the pavement. We welcome controlled parking to help clear the pavements for walking and to allow residents and their visitors the opportunity to park, especially during match days.

We would also like to bring to your attention the sheer number of lorries/skip vehicles on this road. There is barely a minute go by from 7am to 4pm (Mon to Fri) when one of these vehicles thunders (at more than 20mph) along this road. The issues with pollution will not be resolved until you take a close look at the sheer

number of skip trucks using local roads. The A3 is just down the road, they would be far suited to this location and would still be local to Wimbledon.

010 Publicspace (Merton)

I am writing regarding the consultation for double yellow lines at Pitt Crescent. Our service area would be in favour of this move. The dustcarts that service the houses in Pitt Crescent struggle to manoeuvre safely in this location. The measure of yellow lines would alleviate this and improve access for our service provider.

Please let me know if you require any further detail

Comments

002 Gap Road

Hello my name is *** and I live at ** Gap Road SW19 8JG. I have lived here since August 1989 (32 years this year) and have seen a lot of problems over the years concerning parking along Gap Road.

I think the worst was all the illegal crossovers making it impossible for other residents to park and damaging the pavements. It became so bad for me as a disabled person with a Blue Badge that I would not go out. I suffer with depression and anxiety; along with many physical health issues and disabilities.

I applied to Merton council for a disabled bay to be put outside my home and also permission from my housing association to drop my curb. Both were accepted and I have been able to park using the disabled bay quite successfully ever since. My Late Mother would of invested in the dropped curb for me as she knew how distressing it was for me not to be able to park. I am in receipt of Employment Support Allowance and PIP. I am unable to work.

I have many concerns regarding the proposal for Gap Road becoming a controlled zone. Firstly what are the costs involved in buying a permit annually? I am on a limited income. Also would my disabled bay remain and would it become a "premium" spot for other disabled drivers in the area? I need to be able to park outside my property; especially when the main reason i go out is to buy groceries; so would be returning with bags. Lastly i would ask if there is financial support available to finally solve my parking problems by installing a crossover? The paving in the front garden is sound; it would only involve removing the front wall and of course Merton dropping the curb.

As we are all painfully aware the last 11 months have been an incredibly sad and anxious time. I have one bubble buddy who i get to see once every 10 days or so. I have hardly been out. I really do not need anything to increase my anxiety or lower my mood further.

I would really appreciate traffic and highways input into supporting me during these proposals. I am already dealing with so much with very little support as a vulnerable person. The disabled have really suffered during this time-6/10 who have sadly died have had disabilities. It is such a worrying time for me. I hope you are a least able to put my mind at rest concerning this important issue.

005 Gap Road

The proposal as it stands is unfit for purpose for 2 key and equally important reasons. One of those reasons is one I suspect you were not aware of when the original proposal was mooted while the other is an area where I have conducted research and found your proposals to be lacking.

The next 2 sections of this document cover these 2 reasons which are the timing of the parking control and the number of spaces.

However before that analysis, I want to make clear that I believe there is a preferable solution but only if the one currently under consideration is modified in these 2 areas.

1 Timing of the Controlled Parking

The H3 Controlled Parking Zone pamphlet dated 7th August 2020 that was distributed with the questionnaire made it quite clear that the proposal was "aimed at addressing the potential parking difficulties that may be generated by the Wimbledon AFC stadium and the 633 new residential units". (This is written in the first paragraph). The next 6 paragraphs detail AFC Wimbledon football fixtures and when they are played. The pamphlet does say "there is also the likelihood of other events that may take place at any given time".

The subsequent proposal (dated 11th February 2021) said operating hours would be 3pm – 8pm and to operate Monday – Saturday. The earlier pamphlet states 3pm – 8pm “would cover all the anticipated football days and times including bank holidays”. Given this statement it is no surprise the 3pm – 8pm choice was popular.

However Wimbledon AFC are in deep discussions with the London Broncos rugby league side. In fact Wimbledon AFC are about to survey their supporters (who actually own the club) to get their approval to share the ground. I am not privy to the supporters opinions but understand that the club will pitch that the financial advantages to share the ground outweigh fears about the state of the pitch after a rugby game. At this time of writing it is expected ground sharing will be approved.

London Broncos fixtures this year run April-October and all their 10 home games play on Sunday afternoons. Thus the proposed Mon-Sat parking restrictions will not alleviate parking pressure from the rugby games.

Obviously rugby games at the stadium were not anticipated at the time of the questionnaire but surely now can be taken into consideration. I actually believe you have, inadvertently, biased the results towards a Mon – Sat result by strongly implying that the games will be on Saturdays and Weekday evenings. Now it seems Sunday games are likely as well.

2, The amount of parking spaces.

As mentioned above, the proposal was “aimed at addressing the potential parking difficulties that may be generated by the Wimbledon AFC stadium and the 633 new residential units”. It was not a response to claims of congestion or vehicular or other impedence.

The detailed H3 TMO Consultation document online lists 7 parking areas in the Gap Road proposal comprising 55 parking spaces in total.

Never having cause to count the cars parked in my road, I had no idea whether 55 spaces would be sufficient and, given you have not collected any data, I decided to do my own counts.

I have counted the number of cars parked in Gap Road (i.e. not in driveways or in parking areas within the boundaries of flats) on 20 occasions consisting of different times and different days of the week. Every day of the week was covered and timings ranged from 10 am to 4.30 pm. The counts were timed to cover both within proposed controlled parking times and outside those times.

The number of parked cars exceeded 55 on 9 occasions –

Day	Date	Time	No Cars	Excess over 55
Mon	15-Feb	13.10	60	5
Mon	15-Feb	11.55	59	4
Wed	17-Feb	15.50	59	4
Mon	22-Feb	12.21	58	3
Fri	26-Feb	15.43	58	3
Fri	26-Feb	16.23	58	3
Mon	22-Feb	11.07	56	1
Thurs	25-Feb	12.40	56	1
Thurs	25-Feb	16.08	56	1

That is 9 times out of 20 (45%) when proposed parking spaces would not suffice.

The 11th February document implies that Gap Road suffers from “commuter parking and the problem caused by those in the existing 3E (area) who do not want to pay to park in their roads”.

This is anecdotal evidence. Neither you nor I have figures to estimate what number of cars this represents.

Since none of the excess parking occasions I recorded occurred on the weekend, you might say this indicates that commuters are the problem (i.e. on the expectation that 3E drivers would park in Gap Road at the weekend as well as during the week whereas commuters probably do not work at the weekend and

therefore do not need the spaces). 6 of my observations occurred on the weekend and none of these exceeded 55 cars.

However on the basis of 6 weekend counts I think such a detailed conclusion would be spurious. I have lived in Gap Road for 25 years and have only noticed the occasional obvious commuter. If one guessed 1-2 commuters a day, that still leaves 6 from 20 observations over the 55 car limit. (Incidentally I have never seen people parking and sneaking off to their house in E3).

I am aware these counts were taken during Covid lockdown but I have no alternative data to guide my interpretation. I do not know how these counts might differ from the non-Covid norm. For example, commuter traffic might be lower than normal but, on the other hand, the Government has advised people to travel to work by car rather than public transport and might present more commuters. More people are working from home but this means more people in zone 3E as well as Gap Road.

Overall I think my data, despite its limitations, suggest not enough parking is being provided in the proposal and I have the following suggestion.

At the moment parking on the northside of Gap Road east of the eastern kerb-line of Avondale Road starts opposite my house 33 Gap Road. The proposal starts this same area of parking at least 3 spaces further east opposite 30 Gap Road. There is no reason for this change. Parking at the moment does not impede the bus stop and is well clear of the Cemetery gates.

The proposal also says parking in this area will be on the road rather than 2 wheels on the pavement. The pavement on this part of Gap Road is very wide (unlike the pavement in parking areas further west) and I cannot see why 2 wheels on the pavement would not suffice here.

This leads to the following opportunity and for this I must apologise if my understanding of the number of spaces is wrong. My eyesight is not as good as it was and I am unable to discern the difference on your maps between what is planned as a double yellow line and a single yellow. I am not the only person with this problem and I have tried expanding the online version of the map but to no greater clarity. However assuming I have it correct, you propose to make the entire street outside of the parking zones double yellow lines. I think this is a mistake. You will be able to make more space available with a single yellow line on the south side of the road opposite the space I mentioned above. I appreciate a single yellow line will not add spaces within parking zone times but, bear in mind, 5 of the 9 times where I found parked cars exceeded the 55 space proposal were outside the proposed 3pm - 8pm control times.

There may be objections from the Council with regard to my suggestions and I should cover those.

Firstly, as stated above, this plan is "aimed at addressing the potential parking difficulties that may be generated by the Wimbledon AFC stadium and the 633 new residential units". It was not a response to claims of congestion or vehicular or other impedence.

Secondly, if avoiding congestion is a secondary purpose then the plan fails because congestion in Gap Road happens in the Western most area opposite Moffat Court where you plan to site parking (1 side 2 wheels on pavement) on both sides of the road. If you do not believe this, come and observe it when 2 buses or a bus and a Cappagh lorry try to pass each other.

Thirdly, if your objective is to reduce cars then you should redo the research because this was not mentioned in the original proposal. You would also need to address those residents with electric cars since I cannot understand what the issue might be with them so why restrict them. For your information I know there are 4 houses with electric chargers in Gap Road and I understand more are to follow.

3, Other Points

There are some factual and procedural errors in your submission.

The proposal states "the walking distance between any proposed parking space in Gap Road and Pitt Crescent is between 10-15 minutes". This is simply wrong. From the spaces nearest my house it is a 5 minute walk through the Cemetery to Pitt Crescent. I have timed this walk. This means that you cannot state as your pamphlet does that "Gap Road is not connected to the other two roads within the catchment area".

There is a fundamental market research flaw in asking respondents to support or not support a complete and single plan and then dividing up the responses to get your desired result. Your questionnaire asked for support of the entire plan, it did not suggest that there were several unrelated areas in the plan and that responses would be aggregated within those areas. It also gave no indication that the resultant plan might not include all roads. In my case I thought that, should no parking in Gap Road be available, I could park in Pitt Crescent without too much inconvenience. My vote referred to the entire plan, not the parts you selected.

You mention the response rate, at 20%, is quite good for this type of survey. The response rate from Gap Road residents was only 13% and you should acknowledge this given your wish to divide up the survey into smaller areas.

Conclusion

The emphasis of your research undertaken was presented as and was totally about “addressing the potential parking difficulties that may be generated by the stadium and the 633 new residential units”. If a reduction in available parking is being proposed then the market research is irrelevant because this aspect of the plan was not highlighted to the respondents.

Given the objective and the results of my research I propose the following alterations –

A, Change the times to reflect the likely Sunday rugby events. (i.e. Mon-Sun).

B, Increase the available parking spaces by extending the proposed northside of Gap Road east of the eastern kerb-line of Avondale Road to begin opposite my house, 33 Gap Road.

C, Make the southside of Gap Road single yellow line.

Thank you for reading my submission. I am happy to discuss this further and look forward to your response.

007 Durnsford Road

I am making contact in connection to the requested controlled parking zone. - Proposed zone H3 - Gap Road, Durnsford Road and Pitt Crescent. Please see attached the document concerned.

I see that Durnsford Road has not even included in the controlled parking zone request... is there any way we can get this changed to controlled parking? or is there any way we can get a parking bay for ourselves at house number ** Durnsford Road? I am a mum of 3 young kids under 5, and having to park far is just very hard on us. Or could just our terrace of houses (** - **) perhaps have our own parking bays? I know that the people in our terrace would all agree to it... I could get a petition signed for those in our terrace? Please advise?

People that work in the industrial estate across the road take the parking on our street all week. Car salesmen park all their cars on our street because its free, and people also leave their cars here for the day that are travelling from Haydens Road road station. People have even parked their faulty cars on our street for months.

There is just no parking for us residents - sometimes not 1 parking one our whole street, especially during non covid times. I have received a few fines now because I have to park on a yellow line or disabled parking in order to get my kids inside the house - those fines are very hefty but I have absolutely no other option.

Please could you advise what we can do to get parking for the residents?

I look forward to hearing from you.

Against

002 Pitt Crescent

I am writing to you in response to the recent communication received regarding the above proposed parking zone.

It is good to know that the majority of the vote opposed the proposal, as I did not feel that this specific proposal was in the best interest of the residents. Although I agree that some changes/improvements need to be made, I don't feel it should be at the expense of the residents, nor should it negatively impact them.

What upsets me is how I feel you have used this vote to still partially get your desired outcome. The consultation was for the area of 3 roads - Pitt Crescent, Durnsford Road and Gap Road, not those roads individually, but yet you have singled out the votes for Gap Road as a way to enforce changes there - basically getting 1/3 of your proposal despite the majority of the vote being against it. How is that democratic? I'm interested to know that if the vote was for the proposal, but the majority of Gap Road had been against, would you exclude them from the CPZ? I feel that wouldn't be the case.

Furthermore, despite stating that Pitt Crescent and Durnsford Road are not included in the CPZ, you are still proposing double yellow lines to be placed on these roads. That is **worse** than the original proposal, and therefore feels like *'well you said no to us, so you can be stuck with yellow lines then'*. This means that there will be no available street parking for the residents, which is totally unjust. Where do you expect the residents to park, especially those of Maple Court and the railway cottages who have no drives or car park? Here in the Pitt Crescent flats, we have 36 flats and only 20 residential parking spaces which as you can imagine can create an overflow onto Pitt Crescent, where will they park? If you were a resident in our situation, where would you park? What would you do?

Also, late in 2020 one of the residents of Maple Court met with councillor Edward Gretton, and was assured that any plans for yellow lines would be halted until parking for Maple Court was sorted, with a mini car park in front of the flats being the proposed idea. What happened to those assurances? Surely you can see and understand how unethical and illegal this all looks?

What confuses me too is that this proposal was on the basis of the opening of the new AFC Wimbledon stadium, with expectation of fans coming to the ground, and new residents moving in. This brings up some further points:

- Was the consultation of the stadium build based on there being suitable public transport options available in the area to support the lack of parking for traveling fans?
- As no fans have been attending the stadium, and may not be for the near future, how is the reason for this proposal still valid?
- Is there not residential parking for residents? If not, why would anyone get an apartment if they had no where to park?

I really try to look at a situation like this from both sides with honesty and disregard my own personal feelings and preferences. As I said I agree that some changes may be needed, and to be honest me and my family might actually be unaffected by all of this, but I am a human of integrity and I care about justice, and the more and more I analyse this situation the more I see **injustice**. I always thought that the borough and the council were there to **serve** the residents, not do whatever they felt they could to generate revenue. With this situation, it alarmingly seems like the latter.

Maybe we need to go back to the drawing board with this. We need to find out from the residents directly what serves **them** best, not have you decide whilst disregarding input from the residents. It would be good if we could bring this discussion to the table (or virtual table) to properly discuss this, between yourselves and a representation of the residents, and work **together** on the best solution that serves everyone.

I spoke to many residents during the time of the last consultation (most of them on Gap Road), and so many of them felt like their voice/vote/opinion didn't matter, and responding to the proposal would 'make no difference'. This was sad to see, but for some reason I wasn't surprised that they were disillusioned with their 'local authority'.

Although a letter through the post may be the most practical way to get some things done, I don't think it is always the best way. I think you all know that as you no doubt expect most people to ignore it (you thought 20% was 'good', I thought that was disappointingly low), which therefore makes it easier for you to get what you want.

In my heart I feel that you are all good people with good intentions, and in this case the decisions/actions don't reflect that. That's why I'm trying to speak to your hearts as humans, not as councillors, and hope that you can see how these decisions can have an effect on real people.

I hope you understand the points raised in this email, and I look forward to hearing back from and hopefully working together with you for a better solution for everyone.

003 Pitt Crescent.

Please explain to me how you failed to answer my last email, sent when you first consulted us on this CPZ.

At that time I asked three specific questions.

- 1) How can the council tell people that new residents moving into the flats at the new stadium will add to parking congestion, you know full well there is no facility for parking at these properties, as would any purchaser.
- 2) How can the council tell people that football fans will be causing congestion when as part of the planning permission for said stadium it was noted there is sufficient public transport for people to not cause an issue.
- 3) Is it legal for the council to put out a survey during the schools summer break, knowing full well a majority of people will either be on holiday or be tied up dealing with their children and child care issues.

You now propose to go ahead with unnecessary yellow lines and parking restrictions along Durnsford Rd and Pitt Crescent, despite the residents disagreeing with the proposal. Please do not try and say it's due to congestion as there isn't any unless you count that caused by the yellow boxes in Durnsford Rd, it's strange how the junction with Gap Rd isn't covered by a camera yet minor roads are.

Kindly explain how this works, if we where prepared to pay for permits you would set up bays and life could continue as usual, now we don't want said bays you see fit to punish us by making life difficult?

Is this how you serve the local community?

You seem to rely on folk not responding to your survey, yet as I've already asked these questions and had no response I feel that you're basically blackmailing or punishing the residents to raise extra funds for your council.

I now demand as a concerned resident that my questions are answered I do not believe you should be so highhanded as to steamroller over a residents concerns, you are supposed to be public servants and as such should answer and respond to your local households.

012 Pitt Crescent

Further to the below email we really need your help and support with this ongoing situation; we are so deeply concerned. Life for so many hard working people will be made so much more challenging by this double yellow line recommendation.

We understand Pitt Crescent needs to be accessible for road users, and pavements for pedestrians. But to apply double yellow lines for the majority of Pitt Crescent, on both sides of straight road sections, on a one way street seems like taking a sledgehammer to crack a nut, to the detriment of the community. Please, please can you help us reduce the length of the double yellow lines to those critical parts of the carriageway only.

We really need your support and help. Please can you help us negotiate for a solution which is more appropriate

013 Pitt Crescent

Hello, I'm contacting you on response the councils plans to put double yellow lines around Pitt Crescent.

The initial consultation proved that the plans were not popular, and we submitted other options to the council that would work better. What happened to the democratic vote, it seems it's been ignored.

This decision to do the yellow lines, is giving me sleepless nights.

The proposal doesn't provide enough parking bays for all the residents who live in Pitt Crescent and Railway Cottages, where does the council propose for us to put our cars.

Pitt Crescent is a unique case, in the fact that the road is narrow and we have to and have always parked 2 wheels on the pavement - We have no choice!

Our suggestions to make the road 'Residents Only' or to have the fence of the flats at the end of Pitt Crescent, moved a meter towards the flats, they have a very big forecourt, making the pavement wider and accessible to both car owners and pavement users.

Also the fact that you are putting parking restrictions until 8pm, making it essential For all residents to buy a permit, even if they are at work all day, and their vehicles are not here. Why can't this time period be revised, or is it just another money making scheme by the council.

I not sure how some of the residents are going to afford to pay the exorbitant sum that is required to park. I have managed to live her for nearly 30 years, without having a problem with parking, and the excuse that the football will make parking impossible is just that, an excuse.

I await your responses.

Officers' Comment

The Council received a number of complaints about the obstructive parking along Pitt Crescent particular for pedestrians who are forced to walk into the road. Not all pedestrians feel safe or confident having to walk in the road and at times being unable to get back onto the footway because of parked cars, this is most concerning with regards to push chair users, wheelchair users, those who with sight or mobility impairment. The footway is for pedestrians and footway parking is illegal. There are occasions when the Council does legalise footway parking but only if the footway is wide enough which is not the case here.

Yellow lines are only introduced along sections of the public highway where parking would cause obstruction thereby impeding access and impact safety of all road users. It is a statutory duty for the Council to maintain access and safety which can be addressed by removing obstructive parking.

It is noted that some of the residents have off street parking and / or could have. Within the proposal, every effort has been made to maximise the number of safe parking space. The Council is simply removing the illegal parking that has been taking place.

Not to address what has already been identified and documented as a safety concern would be irresponsible of the Council and in the event of an incident, the Council can be held accountable for not taking the appropriate action.

It is appreciated that parking is important to residents but the Council must give priority to safety and access.

014 Pitt Crescent

I am writing regarding the proposed CPZ in the Durnsford Road/ Pitt Crescent area .ES/H3

I live at xx Cherry Court Pitt crescent (blocks of flats) the new proposals for Pitt crescent is very unfair for residents in Pitt Crescent .

I live in one of three blocks which has only 19 parking bays for the 36 flats , most of the time we have to park along Pitt crescent as all the bays are taken (some residents have 2 or more cars)

With the new CPZ being put into place there will be nowhere for use to park !

Clarion housing who are the landlords for the flats have said they do not intended to add/alter the 19 existing bays or give permits to the flat residents .

This will mean that the bays will be used by commuters and other person how live in or around Durnsford Road.

There will be a lot of aggravation caused by this with neighbours who have more than one vehicle or park a commercial vehicle there for safe keeping.

Please can this be looked at before the CPZ goes ahead and puts neighbour against neighbour .

There needs to be a permit system in place for residents and local alike , maybe no parking between listed hours IE 10.30am-3.30pm to stop commuter parking , only on one side of Pitt Crescent

Which would still allow emergency and refuge the stated width of road required.

I look forward to you reply

015 Pitt Crescent

I am writing to you in response to the recent communication received regarding the above proposed parking zone.

It is good to know that the majority of the vote opposed the proposal, as I did not feel that this specific proposal was in the best interest of the residents. Although I agree that some changes/improvements need to be made, I don't feel it should be at the expense of the residents, nor should it negatively impact them.

What upsets me is how I feel you have used this vote to still partially get your desired outcome. The consultation was for the area of 3 roads - Pitt Crescent, Durnsford Road and Gap Road, not those roads individually, but yet you have singled out the votes for Gap Road as a way to enforce changes there - basically getting 1/3 of your proposal despite the majority of the vote being against it. How is that democratic? I'm interested to know that if the vote was for the proposal, but the majority of Gap Road had been against, would you exclude them from the CPZ? I feel that wouldn't be the case.

Furthermore, despite stating that Pitt Crescent and Durnsford Road are not included in the CPZ, you are still proposing double yellow lines to be placed on these roads. That is **worse** than the original proposal, and therefore feels like *'well you said no to us, so you can be stuck with yellow lines then'*. This means that there will no available street parking for the residents, which is totally unjust. Where do you expect the residents to park, especially those of Maple Court and the railway cottages who have no drives or car park? Here in the Pitt Crescent flats, we have 36 flats and only 20 residential parking spaces which as you can imagine can create an overflow onto Pitt Crescent, where will they park? If you were a resident in our situation, where would you park? What would you do?

Also, late in 2020 one of the residents of Maple Court met with councillor Edward Gretton, and was assured that any plans for yellow lines would be halted until parking for Maple Court was sorted, with a mini car park in front of the flats being the proposed idea. What happened to those assurances? Surely you can see understand how unethical and illegal this all looks?

What confuses me too is that this proposal was on the basis on the opening of the new AFC Wimbledon stadium, with expectation of fans coming to the ground, and new residents moving in. This brings up some further points:

- Was the consultation of the stadium build based on there being suitable public transports options available in the area to support the lack of parking for traveling fans?
- As no fans have been attending the stadium, and may not be for the near future, how is the reason for this proposal still valid?
- Is there not residential parking for residents? If not, why would anyone get an apartment if they had no where to park?

I really try to look at a situation like this from both sides with honesty and disregard my own personal feelings and preferences. As I said I agree that some changes may be needed, and to be honest me and my family might actually be unaffected by all of this, but I am a human of integrity and I care about justice, and the more and more I analyse this situation the more I see **injustice**. I always thought that the borough and the council were there to **serve** the residents, not do whatever they felt they could to generate revenue. With this situation, it alarmingly seems like the latter.

Maybe we need to go back to the drawing board with this. We need to find out from the residents directly what serves **them** best, not have you decide whilst disregarding input from the residents. It would be good if we could bring this discussion to the table (or virtual table) to properly discuss this, between yourselves and a representation of the residents, and work **together** on the best solution that serves everyone.

I spoke to many residents during the time of the last consultation (most of them on Gap Road), and so many of them felt like their voice/vote/opinion didn't matter, and responding to the proposal would 'make no difference'. This was sad to see, but for some reason I wasn't surprised that they were disillusioned with their 'local authority'.

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In my heart I feel that you are all good people with good intentions, and in this case the decisions/actions don't reflect that. That's why I'm trying to speak to your hearts as humans, not as councillors, and hope that you can see how these decisions can have an effect real people.

I hope you understand the points raised in this email, and I look forward to hearing back from and hopefully working together with you for a better solution for everyone.

006 Gap Road

As a resident of Gap Rd, SW19, I am writing to object to the CPZ proposals on Gap Rd for the following reasons:

1. Residents parking was proposed as a solution to residents' concerns about parking on **AFC Wimbledon match days** following the relocation of the football club to Plough Lane. **No other reason**. Why then did the consultation questionnaire **not offer match day parking only as a option**, instead suggesting 6 or 7 day restrictions for different times of the day? Residents could not select a match day only CPZ as their preference as it was not given as an option! Even then, for the survey area as a whole, only 43% of respondents supported a CPZ, rising to 54% specifically on Gap Rd. **The original survey should be null and void and should be re-issued with a match day only CPZ as a clear option.**

Match days only would mean limited CPZ restrictions on alternate Saturdays/Sundays and some evenings for football and, possibly, every weekend if London Broncos are ground sharing. Of course, in the original proposal for the stadium development, it was to be football only, with no ground sharing. Only a matter of weeks after opening, ground share discussions are already underway. Match day parking clearly works in other London Boroughs with Premier League football clubs - at Fulham and Stratford (West Ham) and Wembley. Why can this not be considered by Merton Council? At least give it a try. Make it AFC's responsibility to place clear signage in advance of matches. Fine them heavily if they don't comply.

Is the Council against match day only restrictions because revenue is the Council's main driver for this initiative and not simply to accommodate residents' match day concerns? If it is about revenue generation (and the recent hike in residents' parking fees suggests that it is), I propose that rather than imposing a CPZ on 30-40

spaces on Gap Road, what not apply a CPZ on Waterside Way, opposite AFC Wimbledon? This road would likely generate revenue from 100-150 parked vehicles daily. But Cappagh wouldn't like it. Why should those employed on the industrial estate park for free, when residents have to pay?

2. Applying a double yellow line on the south side of Gap Road opens up Gap Rd to become a motorway. Why? Because you are effectively widening the road. Yes, there is a 20 mph limit, but without enforcement it is useless. The speed limit is ignored by the majority, particularly the HGVs. For residents, the positive of the current situation of **uneven parking on both sides of the road** is that it actually slows the traffic, as 156 and 494 buses and HGVs cannot pass at speed. As residents, we have already had to cope with a significant increase in the volume and size of HGVs (many 6-axle artic 40+ tonners now) using Gap Rd as Cappagh, Reston, NJB and others have expanded their facilities. To allow these HGVs to excessively speed, as well, would be totally irresponsible. Yes, there is a very modest raised platform at the junction of Avondale Rd, but deliberately modest because of the regular ambulance traffic en route to St George's. It does not actually slow the traffic down at all.

If the Council is to impose a double yellow line on the south side of Gap Rd, then some of the money generated from the CPZ **MUST BE INVESTED** in at least one speed camera. If a camera / cameras were located in the right location they would generate money both from speeding vehicles and capturing drivers on their mobile phones w

In summary, **PLEASE CONSIDER** what the real concerns of the residents' are:

1. Match day only parking controls
2. Speeding - with the proposed CPZ on Gap Rd, an increase in speeding traffic as a result of "road widening" through imposition of a double yellow line the south side of Gap Rd.

For once, please listen and re-consider this poorly thought through scheme based on a misleading survey that did not give residents a full range of options and, in particular, the option of preferring limited match day restrictions over 6/7 day restrictions.

Officer's comments

The consultation is for an introduction of a H3 CPZ with operational days of Monday to Saturday between 3pm and 8pm.

The proposed restrictions are to safeguard residents not just during match days but also from other events and other activities that the stadium might hold, as well as from the residential side of the development.

To apply the restrictions every time there is an event is extremely resource intensive and expensive. It is not something that the Council is in a position to consider and manage. The proposed CPZ is almost self-enforcing and is considered to be the best manageable and viable option.

The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits; effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway / transport or fund concessionary travel schemes.

The key objective of managing parking is to reduce and control non-essential parking and assist residents and short-term visitors. Within any CPZ, only those within the zone are entitled to parking permits. Residents can purchase 'Visitor Parking Permits' for their visitors which entitles them to park within any permit holder bays throughout the zone.

Within any parking management design, every effort is made to maximise the number of safe parking spaces, however it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if a CPZ is not introduced and this was detailed in both informal and statutory consultation leaflets during the initial consultation of the CH zone and during the extension consultation.

In response to Wimbledon Stadium as with any large development, the Council seeks from the outset to mitigate potential impacts of the development on the network and on the local neighbourhood and we will

continue to encourage use of sustainable travel and one method of achieving this is by making parking for such users as difficult as possible.

Although there is a permit free obligation on the development, and limited amount of on-site parking provisions, this does not prevent car ownership or totally discourage owners / visitors from finding alternative parking, be it on Merton or Wandsworth roads particularly outside the current CPZ hours. There is always a need for mitigating action. This approach is consistent / in line with normal practice and policy across London, if not the country, when considering new developments particularly of this size. It is about mitigating against potential impact. Both Merton and Wandsworth Councils are acting responsibly in line with normal practice.

It is considered that there are sufficient public transport facilities / opportunities for visitors / football fans etc to use and in an ideal world if everyone adhered to terms and conditions, events should not cause a problem. In reality, however, although majority will be encouraged to use public transport, there will always be those supporters (particularly away fans) who will drive into the area. This is likely to also apply to those attending other events that may be held at the stadium. It should also be noted that it is not unusual for fans to drive into the local area and then walk a considerable distance to attend a game.

The proposals are to protect residents and to ensure that safety and access are maintained at all times.

Controlled Parking Zone (CPZ)

Proposed Zone H3 - Gap Road, Durnsford Road and Pitt Crescent



ISSUE DATE : 11 FEBRUARY 2021

Dear Resident,

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between 10 August and 4 September 2020 on the proposals to introduce a Controlled Parking Zone (CPZ) H3 to include Gap Road, Durnsford Road (between its junction with Gap Road and the Railway Bridge) and Pitt Crescent.

H3 CPZ CONSULTATION RESULTS

The consultation resulted in a total of 95 questionnaires returned (after removing duplicates/multiple returns from households, staff members of businesses and residents outside the catchment area), representing a response rate of 20% which is considered good for this type of consultation.

Of the 95 who responded, 43% support a CPZ in their road, compared to 52% who do not and 5% who are unsure or made no response.

Consultees were also asked which days of operation they would prefer should the CPZ be introduced in their road. The results for the preferred days of operation of the proposed CPZ show 63% of respondents prefer Monday – Saturday; 32% prefer Monday – Sunday; and 5% are unsure or did not respond. We also asked which hours of operation consultees would prefer should the CPZ be introduced in their road. The results show 45% prefer 3pm – 8pm; 35% prefer 18.30am – 8pm; 14% prefer 11am – 8pm and 6% are unsure or did not respond.

The majority of those who responded have opted against the proposed CPZ. However, on a road by road basis, the majority of those who responded

from Gap Road (54%) support a CPZ. Due to the geographical location of Gap Road, it is possible to include this road within a CPZ. Gap Road is not connected to the other two roads within the catchment area (Durnsford Road and Pitt Crescent). Gap Road is not a convenient location for residents of Pitt Crescent to park. The walking distance between any proposed parking space in Gap Road and Pitt Crescent is between 10 – 15 minutes and the majority of residents in Durnsford Road have their own off street parking. Its close proximity to the existing 3E zone, means that Gap Rd suffers from bumper to bumper parking and has become an over flow car park from the existing zone. It is, therefore, recommended that the proposed H3 CPZ is progressed to include Gap Road. The proposed CPZ in Gap Road will prioritise parking for Gap Road residents. It should also be noted that over the years, some residents have been complaining about long term commuter parking and the problem caused by those in the existing 3E who do not want to pay to park in their roads.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Climate Change on 22 October 2020. The report and the decision sheet can be viewed on our website. www.merton.gov.uk/cpzh3. The following have been agreed:

- to proceed with a statutory consultation to include Gap Road within the proposed H3 CPZ, operational Monday to Saturday between 3pm and 8pm.
- to exclude Durnsford Road and Pitt Crescent from the proposed H3 CPZ.

- to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone.
- to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions at key locations in Durnsford Road and Pitt Crescent.
- not to hold a public inquiry on the consultation process.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette. Notices will also be posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email to trafficandhighways@merton.gov.uk by no later than **12 March 2021** quoting reference **ES/H3**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation. We would also welcome representations in support.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons are also available on Merton Council's website www.merton.gov.uk/cpzh3

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Climate Emergency. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the

nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

Further information on how CPZs work, details permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzh3

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on emission based-parking charges which will affect the existing permit and P&D tariffs. It is likely that a final decision will be made early 2021 and if approved, the new charges will be implemented after April 2021. For full details please refer to the website

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

WIMBLEDON PARK WARD COUNCILLORS

Cllr Edward Gretton
Phone - 020 8545 3396
Email: edward.gretton@merton.gov.uk

Cllr **Janice Howard**
Phone - 020 8545 3396
Email: janice.howard@merton.gov.uk

Cllr Oonagh Moulton
Phone - 020 8545 3396
Email: oonagh.moulton@merton.gov.uk

Cabinet Member for Regeneration, Housing and Climate Emergency

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk

Merton Council - call-in request form

1. Decision to be called in: (required)

--

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409