

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

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

1. Title of report

Proposed H1 CPZ Havelock 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

14 November 2020

5. Date report made available to decision maker

13 November 2020

6. Decision

- That the Cabinet Member considers the issues detailed in this report and
- A) Notes the result of the informal consultation carried out between 10th September and 9th October 2020 on the general review of the existing zone and the proposal of increasing the operational hours of the existing CPZ.
 - B) Agrees to proceed with a statutory consultation on proposals to increase the operational days and hours of the existing H1 CPZ which includes Havelock Road, Kingsley Road, Kohat Road and part of Plough Lane (on the even numbers between property Nos and 66 Plough Lane) operational Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-367-01 and attached as appendix 1.
 - C) Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions at all the junctions within H1 CPZ as shown in Drawing No. Z78-367-01 attached in Appendix1
 - D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) Support shown in the informal consultation for an extension of hours.
- 2) The impact that match day traffic will have on parking in surrounding roads as a result of the recent opening of the new AFC Wimbledon stadium.

8. Alternative options considered and why rejected

- | |
|---|
| <p>8.1 Do nothing. This would not address the current access issues and the need for mitigating against the increase in parking pressure as well as the Council's duty to provide a safe environment for all road users. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the number of new residential units.</p> <p>8.2 Not to extend the days and hours of operation of the zone. This, however, would be against the wishes of the majority of those who responded to the consultation</p> |
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9. Signature

Martin Whelton	14 November, 2020
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Councillor Martin Whelton

Cabinet Member for Regeneration, Housing and Transport

Committee: Cabinet Member Report

Date: 12 November 2020

Wards: Wimbledon Park

Subject: H1 Controlled Parking Zone (CPZ) Informal Review Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

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

Recommendations:

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

- A. Notes the result of the informal consultation carried out between 10th September and 9th October 2020 on the general review of the existing zone and the proposal of increasing the operational hours of the existing CPZ.
 - B. Agrees to proceed with a statutory consultation on proposals to increase the operational days and hours of the existing H1 CPZ which includes Havelock Road, Kingsley Road, Kohat Road and part of Plough Lane (*on the even numbers between property Nos and 66 Plough Lane*) operational Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-367-01 and attached as appendix 1.
 - C. Agrees to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions at all the junctions within H1 CPZ as shown in Drawing No. Z78-367-01 attached in Appendix1
 - D. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the informal CPZ review consultation undertaken with the local residents and businesses within H1 CPZ seeking their views on the extension of the current operational days and hours.
- 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:
 - 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
- Report results to Cabinet Member and consult with Ward Councillors
- Inform residents of outcome

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.

3 INFORMAL CONSULTATION

3.1 An informal consultation was undertaken between 10 September and 9 October 2020. A consultation letter and 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.

3.2 The consultation resulted in a total of 75 online responses. After removing duplicate/multiple returns and those who do not live within the existing H1 CPZ, the overall response rate is 30%. See table 1 below.

Table 1

Road Name	No. of Properties	No. of Responses	Response rate
Havelock Road	102	39	38%
Kingsley Road	56	21	38%
Kohat Road	42	12	29%
Plough Lane	35	3	9%
Haydons Road	16	0	0%
TOTALS	251	75	30%

3.11 In response to the question of changing operational days, a majority of 60% support a change from Monday - Friday to Monday – Sunday while 31% support Monday to Saturday and 9% support no change. See table 2 below.

Table 2

Road Name	No. of Responses	Which days of operation would you prefer?					
		Mon-Sat		Mon-Sun		No change	
Havelock Road	39	15	38%	21	54%	3	8%
Kingsley Road	21	6	29%	13	62%	2	9%
Kohat Road	12	2	17%	10	83%	0	0%
Plough Lane	3	0	0%	1	33%	2	67%
Haydons Road	0	0	0%	0	0%	0	0%
TOTAL	75	23	31%	45	60%	7	9%

3.12 In response to the question of extending the operational hours, a majority of 47% of respondents support a change in the hours of operation from between 8.30am and 6.30pm to between 8.30am and 8.00pm, while 33% support 3pm to 8pm, 13% support 11am – 8pm and 5% opted for no change. See table 3 below.

Table 3

Road Name	No. of Responses	Which hours of operation would you prefer?							
		8.30am-8pm		11am-8pm		3pm-8pm		no change	
Havelock Road	39	15	39%	4	10%	16	41%	4	10%
Kingsley Road	21	12	57%	3	14%	6	29%	0	0%
Kohat Road	12	7	58%	3	25%	1	8%	1	8%
Plough Lane	3	1	33%	0	0%	2	67%	0	0%
Haydons Road	0		0%		0%	0	0		0%
TOTAL	75	35	47%	10	13%	25	33%	5	7%

3.21 Ward Councillor Comments

The local Ward Councillors' have been fully engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the local Ward Councillors prior to preparing this report.

4 PROPOSED MEASURES

- 4.1 Based on the results of the informal consultation, it is recommended to proceed with a statutory consultation to change the days and hours of operation of the zone to Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-367-01 attached at appendix 1.
- 4.2 It is recommended that a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in the area as shown in Drawing No. Z78-365- 02 attached in Appendix 1.

5 ALTERNATIVE OPTIONS

- 5.1 Do nothing. This would not address the current access issues and the need for mitigating against the increase in parking pressure as well as the Council's duty to provide a safe environment for all road users. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the number of new residential units.
- 5.2 Not to extend the days and hours of operation of the zone. This, however, would be against the wishes of the majority of those who responded to the consultation.

6. TIMETABLE

- 6.1 If agreed, the statutory consultation is will be carried out during January 2021. The consultation will include the erection of the Notices on lamp columns in the area; the publication of Council's intentions in the Wimbledon Times and the London Gazette. The documents will also be available at the Link, Civic Centre, at Wimbledon Library and on the website. A newsletter will also be distributed to all consultees. It will detail

the result of the informal consultation; Council's intention of undertaking the statutory consultation on the proposed improvements and a plan.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed changes is estimated at £25k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The cost of this proposal can be from the Environment and Regeneration revenue budget for 2020/2021 for Parking Management schemes.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

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

10. CRIME AND DISORDER IMPLICATIONS

- 1.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed improvements is that the potential increase in parking pressure will not be addressed leaving the residents unnecessarily dissatisfied by the lack of action. It would also be contrary to the level of support demonstrated by those residents who responded to the consultation.
- 11.2 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighborhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

13 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

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

Appendices

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

Appendix A - Drawing Nos. Z78-367-01

Appendix 2 – informal consultation leaflet



- X Crossovers
- X Illegal Crossovers in use (dropped kerb required)
- X Proposed Permit Holder Bay
- X Proposed H1 CPZ Extension
- Proposed H1 CPZ
- Proposed Pay & Display Shared Bay
- Proposed Pay & Display Bay Only
- Single Yellow Lines
- Double Yellow Lines
- D Proposed Disabled Bay
- D Disabled Bay
- T Telegraph Pole
- Lamp Column
- Post
- Tree
- M P&D Ticket Machine

PAY & DISPLAY SHARED BAYS
MAX STAY 2HRS

Zone
H1

EXISTING FREE BAYS
MAX STAY 1HR
NO RETURN WITHIN 1HR

ALL DAY
PAY & DISPLAY
MAX STAY 10HRS

Notes
Do not scale from this drawing

Rev	Description	Date	By	Check	Date	By
1	Convert 5% passing gaps to D/L	11/08	RM	11/08	RM	

Street Scene & Waste
Environment & Regeneration
TRAFFIC & PARKING

Prepared from/based upon the Ordnance Survey's 1:25,000 scale map with the permission of the Controller of the Ordnance Survey. All other copyright material is acknowledged. Reproduction of this drawing is prohibited without the written permission of Merton Council.

PROJECT: Controlled Parking Zones (CPZ's)
TITLE: Proposed Extension to CPZ H1

21 October 2020
21 October 2020
21 October 2020
21 October 2020

merton
Merton Civic Centre
London Road
Morden, Surrey
S24 6DX
www.merton.gov.uk

278-367-01
Consultation
1: 1000

Controlled Parking Zone (CPZ)

Zone H1 review - Kohat Road area



ISSUE DATE : 10 SEPTEMBER 2020

Dear Resident / Business

The purpose of this leaflet is to seek your views on proposals to extend the operational hours of Controlled Parking Zone (CPZ) H1. This proposal is in response to the recently completed Stadium on the Greyhound site and the commitment the Council made during the planning stage. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the 633 new residential units. Prior to responding to this consultation, you may wish to note the following information that we have been provided regarding matches at the stadium include: There are expected to be about 23 home league games during the season with about 16 being scheduled for Saturdays at 3pm and about 4 on a Tuesday or Wednesday evenings at 7.45pm. Games may also take place on Bank holidays, Boxing Day, New Year's Day, Good Friday and Easter Monday.

There is also the TEFL competition for Leagues one or two of which tend to have lower attendance. That is a minimum of 2 midweek evening games and a maximum of 6, depending on progress. There is also the League Cup (midweek) and FA cup (weekends) including Friday evenings, Saturday lunchtimes, Saturday tea-time, Sundays or Mondays.

The season is early August to early May. Pre-season games from early/mid-July can be well attended, particularly against higher league opposition. These will occur midweek and weekends, about 2-3 in total.

There is also the likelihood of other events that may take place at any given time. And of course there

number of residential units within the developer

To address residents' parking and access concerns the Council is undertaking an informal consultation to seek your views on proposals to review the existing control parking in your zone (see enclosed plans for the proposals).

PROPOSAL

The proposals include a number of provisions which are detailed below:-

Extended days of operation –

Monday - Saturday or Monday to Sunday

Operational Hours - The choice of operational hours are explained below:

(Monday to Friday, Between 8.30am – 6.30pm) This is your current hours and days of operation. This does provide maximum protection required currently. However, it would not cover all the anticipated football games days and times including bank holidays.

(8.30am - 8pm) - This will provide maximum protection to the residents by removing short and long-term parking. It will, however, be less flexible for residents and their visitors who will need to obtain a visitor's permit from the resident they are visiting in order to park in the permit holder bay. It would cover all the anticipated football game days and times including bank holidays.

11 am and 8pm - These operating times offer less

www.merton.gov.uk

'all day' controls. It would cover all the anticipated game days and times including bank holidays.

3pm and 8pm - These operating times offer less restrictions for residents and their visitors. It is still effective in preventing commuters and other long stay parking. It would cover all the anticipated football games days and times including bank holidays.

LET US KNOW YOUR VIEWS

The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link (one vote per household or business) www.merton.gov.uk/cpzh1 The online system has been created to keep costs down and allow the Council to process your views more efficiently. If, however, you require a hard copy, please contact Paul Atie, paul.atie@merton.gov.uk and one will be posted to you. Please let us have any comments or suggestions you may have by **9 October 2020** and it is only one vote per premises.

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

WHAT HAPPENS NEXT

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

Further information on how CPZs work & details of

permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzh1

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

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Cabinet Member for Regeneration, Transport and Housing.

Cllr Martin Whelton

Phone: 020 8545 3425

Email: martin.whelton@merton.gov.uk

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

Comments	APPENDIX 2
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H1 CPZ Review - comments
Restrictions to match days only. Please note I do not consent to a money making scheme dressed up as parking help for residents.
It is already difficult to find parking on Saturdays and Sundays, let's not make it worse.
Very keen to limit the amount of football/new residents parking on our peaceful street which is already short on parking. Andrew
Will steps also be taken to prevent football fans on foot from using Kohat Road as a short cut to the stadium if they are walking from Wimbledon or Haydons Road stations?
I notice this is coming at the same time as dramatically increasing the cost of annual visitor permits. I think that's inappropriate if our hours are going to include the weekend now. Permits for our zone should be cheaper as we have to use more of them for grandparents visiting etc.
I would like the option of a continuous / 24 hour restriction to be in place
Priority MUST be given to area residents parking needs. It is already difficult at times to find a space near to home during uncontrolled hours and we will NOT tolerate either stadium user parking or the residents of the flats taking spaces away from existing residents. Many thanks for the consultation.
I would prefer restrictions to remain the same but with restrictions for match days on Saturdays as they do in Fulham.
Parking restrictions must apply to Bank holidays, boxing day, new year's day, good Friday and Easter Monday to protect residents from being swamped by non-residents cars.
Residents should have allowance for any extra cost to them for visitors car parking/permits as a result of this burden. What traffic management will be applied to Haydons Rd for residents access during games? As a family we have multiple family activities to get to at weekends. Will there be a police presence at the entry of Havelock Rd and Plough Lane, same with Kohat and Kingsley Rd to Haydons Rd? In summary, Haydons Rd/Plough Lane is a bottle neck as is, please consider managing this carefully and the further impact to residents and onward access to St George's Hospital etc.
Reference to your drawing Z78-146-04 and the clear lack of free or Pay & Display parking spaces. In addition I would like to see additional Part day Pay & Display places outside the Apostolic Church in Kohat Road and Havelock Road. This would provide extra parking for the business's at the north end of Haydons road.
The excess vehicle traffic created by the stadium must be controlled and local residents already struggle to park in Havelock Road. Clearly many non-residents use the street to park: this was confirmed in lockdown when the streets were half empty. We look forward to the new parking controls and would like to see them as tight as possible. We purchase permits for our visitors and are happy to do so provided they can actually find a space. This will change under the current restrictions once the stadium is functional.
There should be no increase in the parking permits due to Wimbledon AFC moving into the area.
I have a child who attends various swimming and other classes on a Saturday. If no restrictions are put in place to cover match times on Saturdays, that will become impossible (we just won't be able to get a space on the road). Similar problems will exist for the (many) older residents on the road. Similarly, if there are no restrictions to cover evening matches, it will become a huge problem for people returning from work, etc (it used to be impossible to park when there were much smaller greyhound crowds). Generally, there isn't a problem parking in the mornings so pushing the restrictions back to 11am would be beneficial.

As a resident I pay a lot of money for my permit (direly). I work as long haul cabin crew and drive hour In 24 hour Period including weekends. If we dint protect our parking bays once the football stadium is open I would definitely struggle to find a place to park. Normally I've arrived after flying through the night so having parking protection mon-sun 830-8pm is essential. I have experienced living near a stadium before and life became unbearable trying to park . Please protect our street.

In my opinion it will be better for residence.

impossible for residents to find parking already

While I appreciate that the intention is to protect residents and their guests, I feel that having longer, unnecessary hours for restrictions will only impact residents and their guests. Especially with those elder, vulnerable or assisted residents living in there area who may require regular visitors, having longer hours will only be detrimental. It will be much more efficient to have shorter restricted hours, mindfully placed to deter those simply coming for the football games.

We hope the 633 units have their own parking because it is full up with cars every evening anyway. When wimbledon fc were in the old stadium, a policeman was stationed at the end of kohat and kingsley to check permits an hour or so before the start till 15 mins after start of game, thus saving thousands of pounds on new signage and permits and least aggravation for residents and visitors if you leave the times as they are.

Parking is more and more challenging with loads of businesses who park their cars and vans in hours street at all times but most specifically after 6.00pm. I am extremely worried that if we do not change the restriction we, residents, wont have any spare spaces for us. I hope the new regulation will take please! Mrs Harrison

You accepted this development and the residents mostly opposed it. Travel/parking was always and remains a significant factor in the concern of residents. At the time comments such as this were made 'A condition of AFC Wimbledon's successful application to develop the stadium was that they pay the cost of consulting on and, if necessary, implementation of Match Day parking restrictions, to deal with any problems caused'. The changes to parking restrictions are needed BUT residents should NOT be expected to pay to support it !

By extending the timings i assume that our yearly passes will not increase to warrant the extra days of cover. This would be hugely unfair and unjust as we are basically forced into this decision due to the stadium and flats development. You will also be asking local residents (most who didn't want the stadium developed!) to pay for more in visitor passes which isn't fair. Especially if it's the weekend and evening when most visitors will come to the area. What are the councils plans to acknowledge this and support your residents who will once again have to spend more money through no fault of their own? Will the council pass on free visitor passes to the residents? Or will the football club fund this? There really needs to be something done otherwise it's just another "tax" on residents and further unhappiness about the expense of living in the area, again, through no fault of the residents. We will be forced into this.

My household would prefer maximum protection for residents' parking in light of the soon-to-be-opened sports stadium and new Plough Lane development. We would like the hours extended to 8.30am-8pm Mon-Sun

I want to know if by increasing the hours if Residential Parking, the residents will have to pay more money for their existing residential parking

yes it would be good to up the hours and also keep the people in the flats away from us as well as too many of them in the flats opp. me have permits and they should not have as they have there own parking please Merton don't keep giving them permits as they have there own parking and regarding the stadium they should at least have there own as well

I would like to request the maximum resident parking available in light of the demand that will be placed on residential parking during the multi-usage of the stadium, including Sunday and Bank Holidays. As a senior resident and the payee of a residents' parking permit, I need to be able to park in my street. The influx of spectators and their cars, not to mention the potential off spill from the 633 new residential units, will cause a significant demand on parking spaces in Kingsley Road. Thank you.

I wish the council listened to us and they didn't built the stadium and over 600 flats!!!! It is going to be a nightmare living here regardless of the parking! There isn't any infrastructure in place to have so many people living in this area. How is the schools, GPs, road going to cope in the future?!

Our toad would benefit from parking restriction on football days.

How about no weekend restrictions on non match days as per Fulham? Why did you pass the planning permission for the new flats with so little parking? Should never have gone through.

I do not have a car. I think the visitor permits are over priced particularly for people without cars. I would like to see carefree residents receive free visitor permits. This happens in other boroughs. This should really be done for everyone as the football stadium was not out choice. I would like secure bike parking on the street.

I would like to be confident that whatever the decision that we as a community who live here are able to revisit if things are not working for us.

The obvious choice for residents living near the stadium is the same as chosen by 'every' other London Council. Here is an example from Fulham: <https://www.lbhf.gov.uk/parking/pay-and-display/match-day-parking-craven-cottage> WHY are we not given this choice?? This would be the choice for most people and must be a choice given to Merton residents too ! Also, this questionnaire must be given to all! As most of our elderly residents have not got computer skills or own a smart phone you are not giving 'every resident' a choice! This is NOT democratic !

An option that I would prefer, but not given as an option. I would prefer leaving Monday to Friday as currently operational and introduce Saturday restrictions between 3.00pm and 6.00pm. This to apply on match days only. This would entail additional signage similar as used in Hammersmith & Fulham. This would have minimal impact on residents.

We are appalled to see that you did not allocate enough parking at the new stadium when in consultation. The huge amount of events being held, even on bank holidays, such as Christmas & Easter is an invasion of way of living for the residents in the H1 zone, it is not acceptable that even on Boxing Day my family cannot visit for free or without time constraints – perhaps Merton council should provide free visitor passes to residents. All the area surrounding the stadium will be constantly busy, noisy, & very polluted. What about the unsociable behaviours, we have lived here for 62years & remember very well how terrible it was before, rivalry of the two clubs fighting in the streets, the mounted police everywhere, fans urinating, dropping litter, parking over driveways, double parking etc. The surrounding area cannot cope at present, for example Haydons Road is always bumper to bumper from one end to the other. How will residents even get around on the roads let alone park. As for residents visitors they currently hardly have any pay & display bays in the area, so just to pop in means a pass or use Ringo. We are being forced to change the op hours. The map you provided does not have the disabled bay marked outside my house.

Maximum protection of existing residents parking please. All efforts should be made to make this an almost 100% public transport access stadium/club. Streets in the Zone H1 are usually quiet, as there are no through-routes. This provides a significant amount of safety for children and other residents. Enormous concerns that any form of matchday traffic will significantly raise risk of accidents.

We are worried that there will be a lot of extra rubbish the night of matches. Would be great if extra cleaning for the street would be covered by the club

I don't think there should be parking restriction on Saturday and Sunday at all. I have a lot of family living in Wimbledon and they always visit at the weekends. Adding further restrictions would only pose additional expense for my family. Can a restriction be applied only on the day of the games?

Residents should get precedence at all times, but if the times are changed does it mean the cost for residential parking permits will be changed also.

Very little parking opportunity for residents/guest in our area. Shortest time suits best our community parking restriction.

Extra fees should be charged for large vehicles over 5 meters long.

A better option would have 2 different times; maintain existing M-F times and simply ADD on Sat and Sun 3-8pm. That would have been much better.

We still need Sundays to be uncontrolled.

The increase in more drivers trying to find places to park will have a major impact on local residents, it is already difficult.

Match Day Parking is the requirement if there is a change. All the options here involve residents in paying extra money for visitor permits on non match days. 3pm-8pm is a good idea generally to reduce costs for residents and enforcement particularly for aged residents requiring care and home adaptations (carers cannot use disabled spaces)

us residents on Havelock Rd near the junction of plough lane have a problem with the residents of the flats built opposite on the old football ground site. Despite there being ample parking on their site they choose to park on Havelock Rd. Why are they entitled to a H1 permit i know of one definite such vehicle

Merton Council - call-in request form

1. Decision to be called in: (required)

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy 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