

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

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

Church Road area, proposals to improve parking facilities.

2. Decision maker

Councillor Andrew Judge, Cabinet Member for **Environmental Sustainability and Regeneration**

3. Date of Decision

1st January 2013

4. Date report made available to decision maker

21 December 2012

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

6. Decision

The Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the result of the statutory consultation carried out in October 2012, on measures to improve parking for the businesses in Wimbledon Village.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-204-01B in Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in Appendix 2.
- D) Agrees not to convert the set of Resident Only bays outside Nos 7 & 9 Lancaster Road to shared use.
- E) Agrees to carry out a statutory consultation to allow parking Monday - Saturday between 8.30am and 6.30pm within the existing off peak Pay and Displays bays in Church Road in the event that the proposals for the Belvedere Traffic Study scheme does not go ahead.
- F) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures detailed below and as shown in Drawing No. Z78-204-01B in Appendix 1:-
 - i) To allow parking on Saturdays between 8.30am and 6.30pm within the Pay and Displays bays in Church Road and High Street.

- ii) To convert the loading bay in Courthope Road to shared use bays thereby allowing parking between 8 and 10am, 20 minutes free no return within two hours and loading will be permitted between 10am and 6.30pm.
- iii) To convert the first set of shared use bays on the south side of Lancaster Road close to its junction with Church Road to pay and display only bays (as shown in Drawing No. Z78-204-01B in Appendix 1).
- iv) To convert some Resident only bays to shared use and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 23/25 Lancaster Road as shown in Drawing No. Z78-204-01B in Appendix 1.
- v) Agrees to review the scheme between 6 – 12 months after implementation subject to available funding.
- vi) To re-introduce 20 minutes free parking at certain Pay and Display (P&D) bays in the Village and Arthur Road.
- vii) Agrees to introduce additional Resident Only parking bays on existing single yellow line out side properties Nos. 7/9 Lancaster Road.
- G) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

The Report is a carefully balanced response to the needs of residents and local businesses. Both have to be considered if the Village is to remain an attractive place to live as well as to visit. The particular quality of the Village depends on it being a place of amenities: shops, cafes, restaurants etc as well as a place to live. I have considered the consultation submissions and the comments of the officers, which I support.

Archer Judge

8. Alternative options considered and why rejected

Do nothing. This would not address the current parking demands of the businesses in respect of their views expressed during meetings and the statutory consultation.

Not to convert some of the Resident bays and yellow lines and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 23/25 Lancaster Road. This will not meet the desire and aspiration of the businesses.

9. Documents relied on in addition to officer report

10. Declarations of Interest

11. Publication of this decision and call in provision

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

*There is no need to resend Street Management Advisory Committee reports.

Delegated Report

Cabinet Member: Environmental Sustainability & Regeneration

Date: 26th November 2012

Agenda item:

Ward: Village

Subject: Church Road area proposals to improve parking facilities– Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Environmental Sustainability & Regeneration

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3214 email: paul.atie@merton.gov.uk

Recommendations:

It is recommended that the Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the result of the statutory consultation carried out in October 2012, on measures to improve parking for the businesses in Wimbledon Village.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-204-01B in Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in Appendix 2.
- D) Agrees not to convert the set of Resident Only bays outside Nos 7 & 9 Lancaster Road to shared use.
- E) Agrees to carry out a statutory consultation to allow parking Monday - Saturday between 8.30am and 6.30pm within the existing off peak Pay and Displays bays in Church Road in the event that the proposals for the Belvedere Traffic Study scheme does not go ahead.
- F) Agrees to carry out a statutory consultation to introduce Resident Only parking bays on existing single yellow line outside properties Nos. 7/9 Lancaster Road.
- G) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures detailed below and as shown in Drawing No. Z78-204-01B in Appendix 1:-
 - i) To allow parking on Saturdays between 8.30am and 6.30pm within the Pay and Displays bays in Church Road and High Street.
 - ii) To convert the loading bay in Courthope Road to shared use bays thereby allowing parking between 8 and 10am, 20 minutes free no return within two hours and loading will be permitted between 10am and 6.30pm.
 - iii) To convert the first set of shared use bays on the south side of Lancaster Road close to its junction with Church Road to pay and display only bays (as shown in Drawing No. Z78-204-01B in Appendix 1).
 - iv) To convert some Resident only bays to shared use and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with

Lancaster Gardens and 23/25 Lancaster Road as shown in Drawing No. Z78-204-01B in Appendix 1.

- v) Agrees to review the scheme between 6 – 12 months after implementation subject to available funding.
- vi) To re-introduce 20 minutes free parking at certain Pay and Display (P&D) bays in the Village and Arthur Road.
- G) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the statutory consultation carried out with the residents and businesses of Church Road area. Based on the consultation, meeting and feed back received, it recommends that the relevant Traffic Management Orders (TMOs) is made and the proposed measures be implemented as shown on Drawing No. Z78-204-01B in Appendix 1.
- 1.2. It also seeks approval to undertake a statutory consultation on proposal E and F of this report.

2. DETAILS

- 2.1. The key objectives of parking management include:
 - Tackling congestion by reducing the level and impact of traffic in town centres and residential areas.
 - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
 - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
 - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- 2.2. Controlled Parking Zones aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times.
- 2.3. A CPZ includes double yellow lines (no waiting 'At Any Time') restrictions at key locations such as at junctions, bends and along certain lengths of roads where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross.
- 2.4. Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

- 2.5. On May 29th 2012 officers and the Cabinet Member attended a meeting with some businesses from Church Road and on May 31st 2012, the Director for Environment and Regeneration held another meeting with the Village business Associate to discuss parking difficulties affecting footfall within the Village shopping parade. Based on the discussions, the following proposals have been designed to address concerns raised.

3. **PROPOSED MEASURES**

- 3.1. The proposals are detailed below and shown on drawing Z78-204-01B attached as Appendix 1.
- 3.1.1 To allow parking on Saturdays between 8.30am and 6.30pm within the Pay and Displays bays in Church Road and High Street.
- 3.1.2 To convert the loading bay in Courthope Road to shared use parking bay thereby allowing parking between 8 and 10am, 20 minutes free no return within two hours and loading will be permitted between 10am and 6.30pm.
- 3.1.3 To convert the first set of shared use bays on the south side of Lancaster Road close to its junction with Church Road to pay and display only.
- 3.1.4 To convert some Resident Only bays to shared use bays and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 9 Lancaster Road.
- 3.1.5 To re-introduce 20 minutes free parking at certain Pay and Display (P&D) bays in the Village and Arthur Road.
- 3.1.7 Currently the pay and display bays only (P&D) in Church Road and High Street operated between the hours of 10 am and 4 pm, Monday to Saturday. During the peak period Monday to Saturday parking is banned within these bays preventing customers / passing trade from stopping. It is, therefore, proposed to allow parking within these bays on Saturdays, between 8.30am and 6.30pm, with a maximum stay of one hour and no-return within two hours with the first 20 minutes free. This will result in facilitating frequent footfall to the shops. The loading bay in Courthope Road will be converted to part time with 20 minutes free parking between 8.30 - 10am with loading between 10am and 6.30pm; this will increase the number of parking available during the peak period. The removal of Saturday peak hour restrictions and the conversion of the loading bay will provide parking spaces that can be utilised by visitors.
- 3.2. It is proposed to convert some Resident Only bays and some single yellow line on the west side of Lancaster Road between its junction with Lancaster Gardens and Nos. 7/9 Lancaster Road to pay and display shared use bays. In May 2012 the Council carried out a survey of the parking pattern and usage of the bays in Lancaster Road. It was found that on average there is 30% spare parking capacity in the road during the hours of operation of the zone and also there are stretches of single yellow line which could be converted to parking bays. Over the years businesses in the Village have been asking for more shared use bays for visitors to the Village. The conversion of Resident Only bays to shared use bays will allow residents and visitors to utilise. Business permit holders will not be permitted to utilise these bays. It is also proposed to convert the first set of pay and display shared use bays to pay and display only bays for visitors to the area. Currently these bays are all occupied by residents and business permit holders all day without a turnover. This is likely to result in frequent turn over facilitating more visitors.

- 3.3. It is proposed to re-introduce the 20 minutes free parking on all the relevant pay and display machines in the Village and Arthur Road in Wimbledon Park. It should be noted that it is an offence to obtain additional 20 minutes free ticket.
- 3.4 It is proposed to undertake a further statutory consultation to introduce some Resident Only parking bays on existing single yellow line out side properties Nos. 7/9 Lancaster Road that will provide more parking spaces for residents.

4. CONSULTATION UNDERTAKEN

- 4.1. The statutory consultation for the proposals to introduce a number of measures to improve parking in the Church Road area was carried out in October 2012. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties within the consultation area.
- 4.2. The statutory consultation resulted in a total of 16 representations were received, 14 of which are against the proposed changes to the parking arrangement in Lancaster Road. 1 representation from a business that felt the proposed changes do not go far enough and 1 representation from Village Businesses Association presenting a parking wish list and recommendation to improve parking in the area. These representations together with officer's comments are detailed in Appendix 2. A representation was also received from the Metropolitan Police with no comments or observations.
- 4.3. The aim of the measures is to provide more parking opportunities for visitors and to increase footfall. It also attempts to accommodate the loss of parking provision that were removed when the peak hour parking ban was introduced in Church Road about a year ago. This was done so as to improve traffic flow and congestion along Church Road. From the representations received during the statutory consultation it is clear that residents are unhappy about making changes to the parking bays in Lancaster Road. Residents want available spaces for residents use only. They fear that business permit holders and visitors will take up all the available parking spaces. To address such fears business permit holders will not be able to park within the proposed converted bays in Lancaster Road. The Council is keen to improve the vibrancy and well being of the Village and parking provision for visitors is a vital tool in attracting visitors. Some may argue that the Village is well served by public transport and that these proposals are in direct contradiction of the Council UDP, which says that "the principle of parking control is to enhance the environment and parking needs of local residents", Residents should understand that if motorists cannot stop close to the High Street to visit the shops, they will simply go some where else. It is acknowledged that the previously proposed pay and display shared use bays out side properties Nos. 7/9 Lancaster Road would be the closest long stay bays to the High Street and these spaces will be favourite for motorists trying to park as close to the High Street as possible. Following the consultation it is thought reasonable not to convert these Resident bays to shared use but to extend them to provide more parking spaces for residents.

- 4.4. The P&D only bays in Church Road and the High Street currently operate between the hours of 10 am and 4 pm, Monday to Saturday. Parking is banned during the peak period Monday to Saturday. It is proposed to allow parking during the peak on Saturdays between 8.30am and 6.30pm, with a maximum stay of one hour and no-return within two hours with the first 20 minutes free.
- 4.5. Comments from Ward Councillors are set out in appendix 2 of this report.
- 4.6. It is recommended that approval is given to make the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures as shown in Drawing No. Z78-202-01 and attached in Appendix 1.
- 4.7. In considering the proposed measures, the Council must consider whether or not the problems currently being experienced is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

5. TIMETABLE

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

6. ALTERNATIVE OPTIONS

- 6.1. Do nothing. This would not address the current parking demands of the businesses in respect of their views expressed during meetings and the statutory consultation.
- 6.2. Not to convert some of the Resident bays and yellow lines and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 23/25 Lancaster Road. This will not meet the desire and aspiration of the businesses.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1. The cost of implementing the recommended measures is estimated at £25k. This includes the publication of the made Traffic Management Orders, road markings, resurfacing and the signs. It does not include staff cost.
- 7.2. The Environment and Regeneration capital budget for 2012/13 contains a provision of £200k for parking management schemes. The cost of these proposals can be met from this budget.

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.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1. The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 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 as well as 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 IMPLICATION

- 10.1. N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1. The risk in not addressing the issues raised by the local businesses would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from the very few who have objected but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1. Before reaching a decision to make the necessary Traffic Management Order to implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2. 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.
- 12.3. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
 - (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) any other matters appearing to the Council to be relevant.

13. APPENDICES

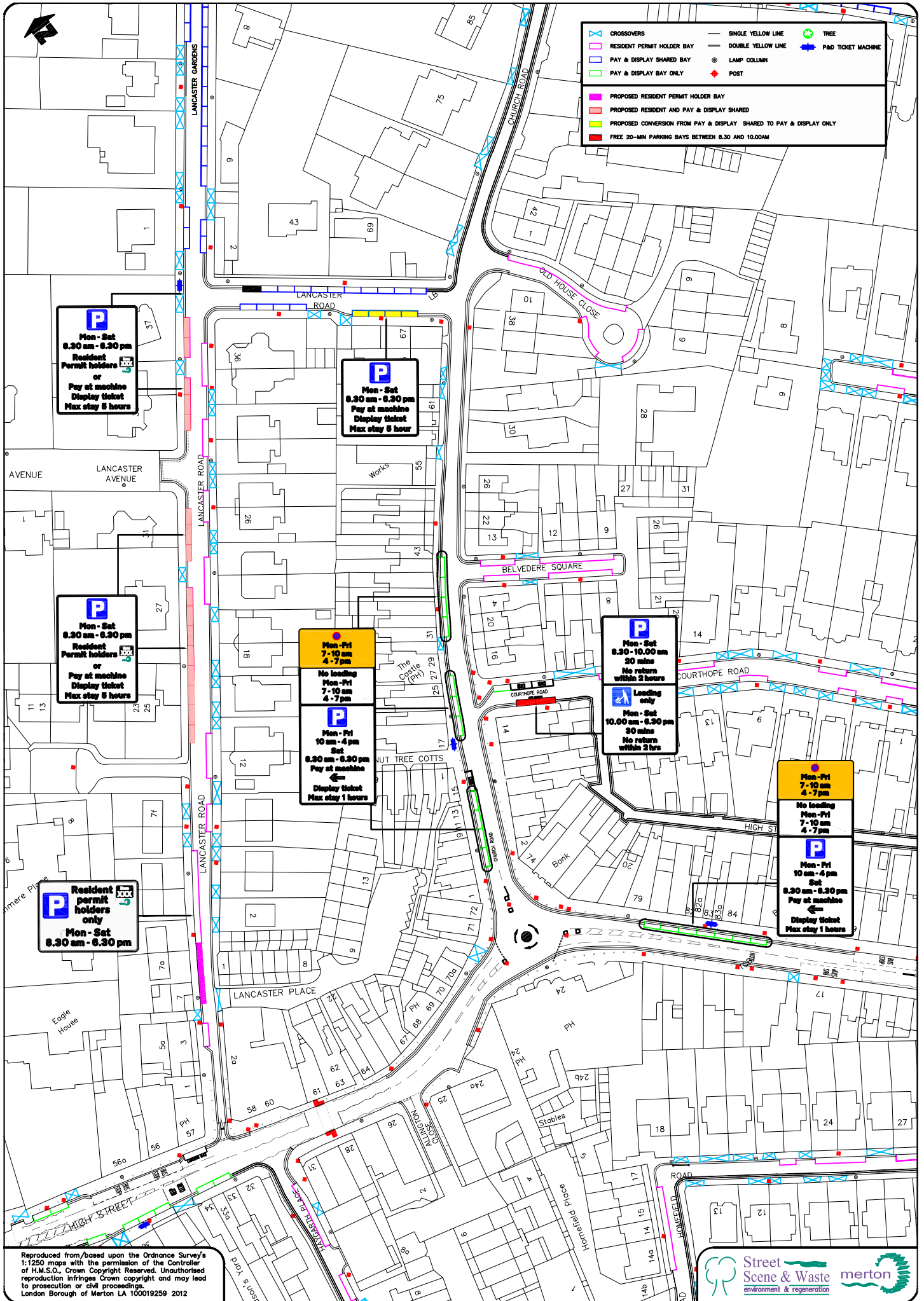
13.1. The following documents are to be published with this report and form part of the report.

Appendix 1 – Drawing no. Z78-204-01B

Appendix 2 – Representations and officers' comments

Appendix 3 – Statutory consultation material

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Representations

12285713, Lancaster Rd

I am writing in regards to the above reference and specifically regarding the parking down Lancaster Road. As a resident who parks their car down Lancaster Road on a daily basis, I feel that there is already insufficient parking and I struggle to find a space in the allocated bays. Introducing pay and display shared bays will make the parking situation down here much worse than it already is. Given the road's close proximity to the high street, I fear that these spaces will be favoured more than the Lancaster Gardens end, Sundays and evenings are a nightmare with people trying to park as close to the village as possible. This will therefore have a great impact on us, especially when it comes to things like trying to unload our shopping and not being able to park close to our house. I think that introducing these bays is not in the interests of the residents and does not take our current problem with parking into consideration. Thank you for taking the time to read my opposition, I hope that it is taken into consideration.

12285719, Lancaster Rd

I am writing in reference to your letter regarding a change to the parking restrictions on Lancaster Road, Wimbledon Village. As a resident of the road I find that parking is totally inadequate for the residence of the road as it is. I would take action and object to any changes that would affect these parking restrictions which the residents of the road would have to share parking with pay and display. Also this proposal has not taken into consideration those at the top of Lancaster Road where the Road meets the High Street. This would undoubtedly, become a premium place to park for people wishing to use the local shops and restaurants in the Village. As a resident, I understand that the businesses need to find ways of allowing customers park in the village but feel that the current regulations are in place to protect the residents of our street, not to service the local businesses. The residential parking bays are an issue as, in my opinion they need to be increased in size and any plans to change the parking restrictions to pay and display would be ludicrous. Thank you for taking the time to read my opinions on this matter and I hope that you would take these into consideration.

12285796, Lancaster Rd

We have just received, through our door at x Lancaster Road, the proposed parking amendment changes (see above). I strongly object on the following counts:

- 1) You have put a parking bay (probably two), straight across our drive entry (not marked on your plan, but definitely installed by the council, and on all other plans that I have seen).
- 2) You are proposing an additional parking bay beside the parking 'meter' at the junction with Lancaster Road, and Lancaster Gardens. In my opinion, this is unsafe, being across the white 'junction' lines, thus reducing visibility. Additionally, in the winter, this junction gets very icy (is rarely salted by the council), and is then precarious at best.
- 3) The change of use of the parking bays in Lancaster Road from residents only to shared use will make it very difficult to park for residents. With a VOn permit, we have a very restricted number of spaces available, so, coupled with the removal of four shared use bays in Church Road to pay and display only, this will make parking very difficult. Already, with the current spaces, parking is hard. Please reply promptly, particularly with reference to point (1).

12286118, Lancaster Rd

I live in Lancaster Rd. I have paid a lot of money for an annual permit, and object to losing residents parking bays. Two sets of Lancaster Rd bays are affected by the proposals, which is a bit much. I can appreciate business wanting parking places to be freed up, but residents have requirements too.

12286511, Lancaster Rd

We are writing with regard to the proposals sent to us for changes to the parking provisions in Lancaster Road. We wrote before in March 2010 to give our objection to changing the parking in Lancaster Road. Once again, it seems that the council is determined to push in proposals that do not in any way consider the actual residents of the street. We have terrible trouble parking in our road in front of our house, which we think is something we have paid for and are entitled to. On many days, if we take our car out to drop children at school, the parking slot is gone from outside the house and indeed the whole street and we have to walk from Lancaster Gardens often with heavy bags to our door. To propose changing the bays to pay and display available to everyone is totally mad. Apart from the obvious benefit to the council of more money, even though we have all paid for resident permits already, if we can't park in the road, is this a fair outcome? To put in more parking bays will just add to the congestion in what is a narrow street, particularly outside our house where you cannot get two cars going down the road at the same time on a Sunday when there is a free for all. If you would like photographic evidence of this, I am happy to supply to you. In addition, if the proposed timed changes to the Belvederes take place, can you imagine what the road will be like? We urge you to come and look at the road on a Sunday for yourselves. Our drive is too tight for more than one small car and we always park our car on the drive but we are not prepared to ruin the look of the road and its lovely period houses by putting tarmac across the whole of the front garden, which is against all environmental advice regarding drainage/loss of greenery, and again what benefit to the council if the village loses its period look? We also need to be able to park visitors and family on the road as near our house as possible as some of them are elderly. Again we do not think this is an unreasonable request. We understand that in some roads around the common, the use of shared bays has

been changed BACK to residents eg in Lauriston and Murray precisely because of the problems for the actual residents, so we do not understand why again you are trying to push it into Lancaster Road? We realise that you have created your own problems by restricting the parking time on Church road and that the shops are anxious to reverse this, so why not do this rather than push the problem on to other roads around the village? Why not introduce paid parking on the Common, not just on the Southside? That would give a lot more bays to visitors coming to the village. We are copying in the ward councillors and Stephen Hammond and urge you to listen to the voices of the Lancaster Road residents and not go ahead with these proposals in their current form.

12286515, Lancaster Rd

I am writing once again to object to the latest parking proposals for Lancaster Road. In the first instance I am disappointed and surprised that having written before on the same subject, we are having to write again. It seems that the council which we wholly fund are yet again keen to push through changes with no regard to the residents of the road. So, to make it clear again, here are why we think these changes are wholly inappropriate: the main reason is simply this- danger. Before you even consider putting through these changes, I strongly urge you to come and spend some time in Lancaster Road on a Sunday. The road becomes utterly packed with cars on both sides- as will be the norm under your plans for new bays. Along the length of the road there are large stretches where there is no room for two cars to pass. But most importantly, by adding all of this parking and narrowing the road, you are limiting all of the sight lines. It is already difficult and dangerous to reverse out of my drive on a Sunday. Cars race up and down the road, and it is only possible by stationing my wife in the road to hold up traffic. Also, when the road is fully parked- as it will be in your plans, it is almost impossible to manoeuvre out there. It will only be a matter of time before a car crashes into someone reversing off their drive/ a child is hit trying to cross a narrow road with no sight lines. PLEASE come and see this for yourselves on a Sunday even as things currently stand, I often struggle to park anywhere near the vicinity of my house. Given that I pay for parking permits for both of my cars, this seems pretty unfair already. The idea that we should now share some of the bays , and therefore find parking even more difficult is absurd. I fully understand that the businesses in the village are keen for somewhere for people to park. But surely the simple way to achieve this is by reversing the parking restrictions you have made to Church Road. Prior to your changes the shops were happy, as were the local residents, and the traffic flowed fine up there. Now the former two are unhappy and the traffic flows no better. Or of course you could introduce paid parking in the Common where there is no issue in certain roads with the residents. I trust that you will this time listen to the view of the residents. We have lived here for nearly twenty years. Why change something that just about works now, for something that clearly will not

12286779, Lancaster Rd

I write, as a resident of Lancaster Road, to object strongly to the proposed changes to parking controls, specifically changes numbered 3. and 4. The effect of these changes will be to increase the demand for the designated spaces and reduce their availability to residents. It should be noted that the total number of VoN resident bays is in any case very small, and that in Lancaster Road it is currently unusual to find more than one or two of these spaces unoccupied for any length of time, ie existing demand from residents only is such that the spaces are normally fully utilised. The proposed changes will mean that demand will increase from non-residents and therefore we residents are likely to experience times when we are unable to find a local residents space at all. What do you propose we do then - drive around the block continuously until someone leaves a space? I would also refer you to Chapter 6. Transport of Merton Council's UDP, which is meant to be the guiding force behind all your policies . . . I quote from the first para of this Chapter, para 6.95: "The principle of parking control is to enhance the environment and parking needs of local residents, . . ." Am I missing something here or is this in direct contradiction to your proposed changes? Further on, in para 6.100 your UDP states: "In accordance with Government Guidance . . . parking policies and standards in Merton seek to limit car use and encourage alternative means of travel which have less environmental impact." Once again your proposed changes directly contravene this UDP (and Governmental) guiding principle. Your proposed changes are based upon the request from local businesses to provide more parking spaces for non-local shoppers, ie you are proposing to encourage more non-local shoppers to drive their cars here to shop rather than using public transport. Public transport facilities to/from Wimbledon are generally very good. Accordingly you should be adopting policies to *reduce* the number of vehicles visiting the area, for instance by *reducing* the number of non-resident parking spaces available - exactly the opposite of what you are actually proposing. Have you noticed that a significant number of front gardens along Lancaster Road have been gravelled or laid down to brick or some other hard standing surface, which can be presumed to have been done so as to allow the resident to park in their own front drive rather than on the street? Would you agree that this loss of front gardens represents a negative change to the local environment? It replaces potentially attractive garden areas with their potential for all kinds of ancillary benefits such as extra rain water soak-away, habitats for small birds, and flowers to attract bees, with ugly surfaces filled with lumps of metal, ie cars. If you reduce the number of residents' spaces along Lancaster Road any further you can expect, in time, more residents to covert the remaining few front gardens into parking areas - a tragedy as well as another direct contravention to your UDP guiding principles. Ah, but when did any politicians of any persuasion ever adhere to their excellent guiding principles ? Kind regards, in anticipation of your reversing your proposed changes,

12286801

I write to object to the proposed parking controls and in particular items 3), 4).
The proposed changes will:
a) increase traffic in the relevant roads
b) deprive residents, their families of their reasonable expectation to park in their street.

c)worsen an already difficult parking situation; we have observed on daily basis that most parking bays in Lancaster road are full; Lancaster Road tends to be inhabited by large families

d)The current request from local businesses arose after the Council changed the parking regime in Church road in anticipation of the increased traffic expected to arise from the proposal to close the Belvedere roads. The Council can help the local businesses by dropping its road closing plans and reinstating the ex-ante parking regime

12286816, Lancaster Rd

Merton UDP (2003) Policy PK.1 paragraph 6.95 states: "The principle of parking control is to enhance the environment and parking needs of local residents...". The proposal named above (notice issued 4 October 2012) directly opposes this principal aim by the following methods:

- 1) Massive reduction of secured resident only bays in Lancaster Rd from approx 28.5 bays to 14.5 bays to serve approx 35 dwellings, some containing 3 flats
- 2) Loss of 4 shared bays by conversion to pay and display only on south side Lancaster Road at junction with Church Road

Other unwanted effects:

- 1) Continued degradation of Lancaster Road environment by conversion of front gardens into parking spaces, including entrances without crossovers (see photographic evidence presented below under "Environment").
- 2) Additional bays between entrance to 27 Lancaster Road and Lancaster Avenue make safe vehicle exit from drives of nos. 24 & 26 Lancaster Road very difficult (a 7 point turn?) by narrowing the road. This encourages on-street parking by less confident residents making the situation worse. The fact that nos 32, 34 & 35 Lancaster Road already have this difficulty does not mean it needs to be widely reproduced.
- 3) Conversion of all spaces on west side of Lancaster Road to shared use means a resident of Lancaster Road reaching home either by day or evening may find no parking space available to them. Will this "enhance the environment and parking needs of local residents" ? (Merton UDP 2003 para 6.95)
- 4) The single yellow line opposite nos 24 & 26 Lancaster Road is used by delivery vehicles (example: food deliveries to old peoples home in Lancaster Avenue, furniture deliveries, Ocado & Tesco deliveries). If this space is lost larger delivery trucks will have to stop in middle of road and obstruct it for up to 30 mins.

Environment

- 1) By encouraging non-residents to access the village area by car the proposal ignores Merton UDP para 6.96 which states: "Control of on-street parking....will assist the Council in achieving the aims of the Road Traffic Reduction Act and meeting the new requirements for improved air quality in the borough".
- 2) By increasing the total number of cars parked in the road the environment is degraded.
- 3) Residents in CPZ Vc near the junction with High Street are already 'stressed' by lack of on-street parking. At no. 2 Lancaster Road the wall hiding the dustbins has been kicked over leaving half a brick protruding above ground level (Figure 1), three cars are parked in the front garden and at least one space does not have a crossover (Figure 2). Merton Council guidance on Vehicle Crossovers (Dropped Kerbs) states: "It is an offence to drive over a footway without a proper vehicle crossover". Parking proposal ES/SGE/Church Rd encourages this type of activity. In addition this house now has rubbish readily visible and sometimes spilling onto the street due to loss of the wall (Figure 3).
- 4) Nos. 4 & 6 Lancaster Road have needed to convert their entire front gardens for use as car parks, one of them covering the garden in paving (Figures 4 & 5).

Conclusion

This proposal has at its heart a desire to ignore the best interests of residents of Lancaster Road and a desire to reverse the gains which followed introduction of the CPZs some years ago. In addition, it suggests that Merton Council are ignoring their own UDP.

12287059

Thank you for your leaflet dated 4 October 2012. We hereby object to the proposed changes therein. We have already written to you giving our reasons and they remain unchanged.

1. We agree with the businesses that they should not have been put in a position to lose business due to the Council deciding to restrict parking on Church Rd seemingly to counteract the expected increase in traffic there following the proposals to close the Belvederes. Rather than push the problem onto other roads, better to re-instate the parking as it was, halt road closure plans, after all shoppers should be able to park near the shops just as residents and their families should be able to park where they live. If the bus is an issue - residents did express their concerns and objections at the time. Allowing Saturdays is just a placebo.
2. Courthope Rd - It seems to be a small token allowing parking from 8 and 10am, it is simply not enough to solve the problem, again returning the Church Rd parking as it was would be better.
3. Lancaster Rd at junction with Church Rd - this would result in loss of parking for Residents and Business permit holders that end and push them further into Lancaster Rd, thereby creating loss of parking for Residents. It would increase traffic in the road. It will worsen the already difficult parking situation in the road with residents already having to walk a distance with shopping bags, prams, children etc back home. When non-resident drivers are in a hurry and spend time going round and round looking for a bay it results in frustration and speeding. Most bays in Lancaster Rd are usually full.
4. Lancaster Rd - Residents already find it a struggle often to find a bay. Our homes are also our investments of hard work and sacrifice and purchased with the parking parameters at the time an important consideration, this proposal would be detrimental to that investment by removing those amenities. It is unreasonable to expect residents, their families and visitors etc not to be able to park in their own street. It is unreasonable to increase the traffic and

pollution, not in-line with the new requirements for improved air quality, and noise in the street. It would not be environmentally friendly, neither would paving over more front gardens to create parking. It is unreasonable to turn residential roads like ours into a giant car park. It is unreasonable to spoil the village. It is unreasonable to expect us to put up with more non-residents' noise. It is unreasonable to force the recycling/refuse lorry, delivery lorries etc to block the street by holding up traffic by creating bays where they currently pull in, at the junction with Lancaster Avenue. It is unreasonable to affect our ability to get in and out of our drives as is the case already on sundays when the road is full of cars on single yellow lines. Negotiating the way in and out safely is challenging. It is unreasonable to stop residents being able to reverse into their drives in order to safely exit them (more and more tiny children on scooters below car level), by creating more bays across from their drives.

5. 20minute free parking - this would be helpful alongside re-instating the parking as it was in the Village.

If you state that: "The principle of parking control is to enhance the environment and parking needs of local residents", then this proposal goes against those words.

12287446, Lancaster Rd

As residents of Lancaster Road, we do not agree with the proposed changes listed in the *Proposed Parking Amendments to Church Road, Lancaster Road, Courtope Road and the High Street*, items 3, " To convert the first set of shared use bays on the south side of Lancaster Road close to its junction with Church Road to pay and display only" and item 4 "To convert some residents bays to shared use and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 9 Lancaster Road". We appreciate the fact that you have consulted residents to get a true sense of how these proposed changes would affect the residents of the roads in question and hope that our responses will indicate just how negative the effect of your proposed changes would be on the local community. Parking allocation for residents:

Currently it is a struggle for residents to find parking on Lancaster Road in the existing residents' parking bays. Some properties on Lancaster Road have limited or no parking on our properties. Particularly during the school year there is competition with business permit holders for the spaces close to our homes. When you have small children or limited mobility a parking space close to your home is essential. We pay a considerable sum to have residents' parking permits and changing to shared use bays would discriminate against those who have paid to have residents' parking and create more of a scrum for parking places. The Von permit does not cover the entire road, and stops well short of the High Street. In addition, guest permits which we have paid for would become useless as it would become impossible for guests as well as tradesmen working at residents' homes to use the allocated spaces which could be entirely filled by pay and display users. Accessibility to residents' drives: Additional parking on the road would also affect our ability to get in and out of our drives. This is clear on Sunday when the road is full of cars parking on the single yellow line. Negotiating the way in and out of our drives becomes extremely difficult when there are cars parked on either side of the entrance and across the street from the drive as well. Increased Traffic: An influx of cars on our road is a cause for concern because of the large number of families with young children and the existence of a care home for the elderly (Lee House) on Lancaster Avenue. The addition of pay and display parking bays would increase the number of cars using the road. Impatient drivers late for appointments in the Village would turn the road into a cut through which would threaten the safety of the children and the elderly. Many of the elderly residents of the care home use their Zimmer frames to walk into the Village to shop or have coffee daily. They have to cross Lancaster Road to get to the Village and move at a very slow pace which makes them easy targets for cars. Access for deliveries/Traffic Flow: Lancaster Avenue is a private road where the care home for the elderly, Lee House, is located. The care home has regular food service deliveries by large lorries as well as weekly rubbish collection. These lorries have to carefully negotiate turning through the automated gates in and out of Lancaster Avenue from Lancaster Road. Additional parking on Lancaster Road would limit the lorries's ability to turn safely in the road. Lorries for rubbish/recycling collection and deliveries for Lancaster Road stop on the existing single yellow lines to deliver to homes on the road. Replacing the area that they park with Pay and Display/Shared Use would create a situation where delivery vans and lorries would be forced to park in the middle of the road, blocking the traffic flow. Lorries delivering to many of the High Street restaurants, grocery stores and shops (Bailey and Sage and Fired Earth, for example) stop at the top of Lancaster Road where it meets the High Street. They pull into an area on Lancaster Road with single yellow lines. This would again be compromised by additional Pay and Display/Shared Use bays which, when full, would force the delivery vans into the road, blocking traffic. There are a number of Council-run homes for the elderly at the top of Lancaster Road on The Wimbledon High Street end. Many of the residents of these houses have hot meals delivered. The vans have to have a place to stop and park so that they can unload and deliver to the residents. Replacing the residents parking with shared use would mean that those spaces providing a safe place for the van to stop would no longer be guaranteed. Increased Noise Pollution: Late night noise and nuisance would increase with shared use parking and additional parking. Currently there is a problem on the road with patrons of Village bars and pubs parking on the single yellow lines and returning to their cars late at night creating noise pollution. For all of these reasons we feel that replacing the current parking with Pay and Display/Shared Use would create major problems for the residents of the road as well as for the services that should be able to access them without delay. This would have a direct impact on the idea that "The Principal of parking control is to enhance the environment and parking needs of local residents..." (*Merton UDP 2003 para 6.95*)

12288188, Lancaster Rd

We wish to register our strongest objection to the recently published amended parking proposals for Church Road, Lancaster Road, Courthorpe Road and the High Street. We object on two bases: We pay annual resident parking charges that cost £390 pa. In addition to this, we pay for day and half day permits. The last purchase was for a further £50. This is a considerable annual sum by any measure. As it stands currently, it is often impossible to park

in Lancaster Road: the very bays that are to be converted to shared use are frequently occupied to capacity by residents and local businesses. Is the council proposing to reduce the cost of resident's permits? Given that the council is already benefiting from considerable income from the current parking arrangements, it suggests to us that these proposals are being driven by the goal of gathering more and more money from the same assets as much as any other objective. 2. Lancaster Road lies between two areas (Burghley/Maryat and the Belvedere estate) where changes to traffic management arrangements are being proposed. It cannot be appropriate to segment consideration of these changes and piecemeal their introduction. You are seeking to introduce this parking proposal without regard to the impact that changes in the adjacent areas will have on the roads covered by these new parking arrangements. Consultation on isolated aspects of a wider scheme is unacceptable. We have received very little by way of constructive response on the traffic management proposals being made by the council, notwithstanding the 'decades' of their development. We have had a discussion with Cllr Bowcott but, as the email chain (below) illustrates, these were unhelpful and ignored our concerns. We wish to see these parking amendment proposals abandoned. We wish to have consideration of the changes to the traffic management in the Burghley/Marryat area and the Belvedere estate roads expanded to include Lancaster Road. Very clearly, changes in traffic controls in one area will impact the others. We wish also to see evidence that Lancaster Road has been considered in the development of the traffic management proposals for Burghley/Marryat and the Belvedere estate as promised by Waheed Alam on 15th September 2011 (again, below). We wish to understand why a 'no right turn' at the High Street end of Lancaster Road is not being considered as an appropriate approach to reducing traffic through Lancaster Road, given the context of the other local traffic management changes. On the basis of the 'experimental' bus lane introduced on Wimbledon Hill, we remain sceptical of the 'experimental' nature of the council's new traffic management arrangements for the Belvedere estate roads. I look forward to receiving timely responses to the questions raised above.

12287076, Church Rd

Thank you for the information you sent to us about the proposed changes to parking in Wimbledon Village. As a resident of Church Road I already find it difficult to find a parking place during the day. If too many parking bays are to be shared with pay and display it will be well nigh impossible. I am in my 80's and do not relish having to tour the area and perhaps park a long way from my house especially when I am laden with shopping. I appreciate that local businesses want more shoppers in the village but surely you could convert rather less residents bays as proposed? After all, residents pay rates and pay for their parking permits and guest tickets.

12287304 High Street

I have read with horror the proposals to change the parking arrangements in and around Church Road. My house faces Church Road, opposite the Fire Stables. I have no off-road parking facility. As a result I am already competing with visitors and other residents for space to park my car. If I have been fortunate enough to park either in Belvedere Square or Lancaster Road or Gardens if I move the car the chances of finding anywhere near my house on my return are becoming more and more remote, and what you are now proposing is going to make that even more difficult. By reducing the number of spaces dedicated to residents you are effectively giving priority to those visiting. This seems to me to be quite wrong. I use public transport as much as possible but there are occasions when I need to use the car as I cannot carry my purchases. If I am lucky enough to find a space in Lancaster Road or Gardens I still have quite a way to walk carrying my heavy shopping. I am perfectly prepared to pay a reasonable sum to park my car but I do object most strongly to the increased competition it would appear I am going to be forced to face during the day from shoppers and visitors to restaurants etc I already face this problem at night. If I come home before 10.30 or 11.00 (as at my age of 80 is likely) there is often just nowhere even remotely close to put my car and I am forced to walk at least 10 minutes away. I accept that the interest of businesses should be considered but feel strongly that the interest of residents, notably those who have not alternative but to park on the street are not seriously considered in your proposals. I wish therefore to register a strong objection.

Officers' comments

The proposed conversion of some Resident bays and some single yellow lines on the west side of Lancaster Road west side Lancaster Road to pay and display shared use bays will improve parking for all. Currently the existing bays operate as Residents only. In May 2012 the Council carried out a survey of the parking pattern and usage of the bays in Lancaster Road. It was found that on average there was 30% spare parking capacity in the road and also there are stretches of single yellow line which could be converted to parking bays. Over the years businesses in the Village have been asking for more shared use bays for visitors to the Village. The proposed shared use bays will be for residents and visitors only to utilise. Business permit holders will not be permitted to utilise these bays. Also it is proposed to convert the first set of pay and display shared use bays to pay and display only bays for visitors to the area. Currently these bays are all occupied by residents and business permit holders all day without a turnover. This is will facilitate better use of these bays.

It is acknowledged that the proposed pay and display shared use bays out side properties Nos 7/9 Lancaster Road would be closest long stay bays to the High street and will be favourite for motorists. It is, therefore, proposed not to convert these bays to shared use but to extend them to provide more parking spaces for residents.

Council branded vehicles such as those delivering hot meals will be able to stop anywhere within the CPZ including within Resident only parking spaces while Council officers carry out their duties.

Outside of the controlled hours of a zone non-permit holders can park within the zone free of charge.

All comments regarding the Belvedere Traffic Study have been forwarded to the engineer dealing with the project.

Comments from Businesses.

12288059

We write in response to your request for feedback on parking in the Borough's Town Centres on behalf of the Business Association of Wimbledon Village. We represent a significant number of the businesses in the village. We have met with the Wimbledon Society who share the general nature of our concerns. It is hoped we can all work together to balance the needs of residents, businesses and customers so that we can all enjoy our unique village. Individual businesses have responded to the short online parking survey, but the scope to comment meaningfully in this web based format is limited. We are pleased that you are consulting on this important matter as we have a chronic problem which is getting worse this year following the introduction of further restrictions in Church Road which were implemented without consulting us. We have held meetings with the Leader of the Council, Stephen Alambritis, the Director of Environment and Regeneration, Chris Lee, our Member of Parliament, Stephen Hammond and one of our Ward Councillors, John Bowcott, all of whom are fully aware of the problem and fully supportive. We have made good progress on reversing some changes. The village has a unique problem as it is one of few parts of the Borough with no dedicated car park and is surrounded by residents' controlled parking zones. Some roads close to the village rely on curb side parking for residents, others do not, with off street parking more prevalent. The kerbside space is often wasted during the day here and more can be done to share such space, whilst protecting the ability of residents to be able to park nearby. This also assists traffic calming and deters rat running. Recent changes in Church Road were poorly consulted and have had a dramatic impact on trade, with ever decreasing visitor numbers. These need to be reversed urgently and should not depend on the Belvedere Estate traffic saga. It should be possible to allow smooth traffic flows through the village whilst allowing parking on High Street and Church Road. This year has seen the biggest decline in trade in more than 20 years. There is plenty of factual evidence to demonstrate this if Council staff speak to the shop keepers. There is a real danger that if some relatively simple changes are not made very soon, we will have even more empty shops and only the large chain stores will be able to afford to stay. If residents and business do not work together, we will soon no longer enjoy the village that makes it such an enjoyable place to live. We understand that residents parking must be a priority but think much more can be done to utilise more curbside space. Lancaster Road is a good example. We wish to be proactive and realistic and to work together to make a difference. We do not wish simply to moan and talk about problems and see no change. Please ensure that you consult with the Business Association prior to making future changes. This has not happened in the recent past. We enclose a list of both strategic and specific recommendations. Some should be easy and quick easy wins to achieve together, in the short term; others will take longer.

Parking wish list

Strategic priorities

a) More kerbside parking generally. b) Relaxation of outdated parking hours; specifically removing pre 10am and post 4pm parking in week and Saturdays. c) Priority given to urgent measure, ie not to wait for Borough wide consultation. d) Clearer signage for pay and display bays. e) Widen pavements and narrow carriageway in wide part of High Street towards Parkside to achieve more kerbside parking. Chevron parking not end on end, soften environment and calm traffic with gateway from Parkside. Wimbledon Society also keen to improve amenity of Village with this scheme with planting and better paving materials. f) Greater consistency of charges across the Borough. g) Mobile phone payment of parking like Wandsworth. h) Prevent homeowners from building crossovers depriving on-street parking for all. i) Town Planning use to stimulate trade. Prevent change of use and loss of retail, as we lose daytime footfall if useful shops not provided.

Specific recommendations to improve parking. 1. Church Road latest restrictions reversed to previous times. Pay and display from 8.30am – 6.30pm. 2. Saturday restrictions to be lifted on the High Street to be pay and display from 8.30am-6.30pm. 3. Move white line down middle of High Street (from Wimbledon Hill Road to Church Road) to narrow Putney bound carriageway (outside Nos 2-23 High Street)- to discourage illegal parking on double yellow lines and to make more room for traffic to pass parked cars on opposite side of road. 4. Identification of more P&D/shared bays in surrounding side roads to be in operation during trading hours 10am – 5pm. For example Lancaster Road. 5. First 30 mins free on all meters where it is now 20mins. 6. Signage on meters and posts – clarity of usage to reviewed, must be clearer. 7. P&D signs pointing to bays off the main roads. 8. Remove 1st bay on Church Road, re-engineer pavement and add bollard to stop any illegal parking which restricts the buses passing at the junction from the High Street or zigzag lines. 9. Add new bay at the North end of Church Road (retail section) to replace proposed removed one. 10. More loading bays required.

12286122

In response to your proposals for the parking amendments in the Church Road, Lancaster Road, Courthope Road and High Street, Wimbledon Village I would like to respond as follows- We were very much led to believe that there would be due consideration given to needs of the business in the local area, can you please advise me where exactly are you looking to help the needs of local business? Our business is very dependant on customers having to drive to the location to drop off and collect heavy items for laundering and dry cleaning your current plans give them no option to do this without actually adding to the cost of their experience by charging them to park for the privilege. We were led to believe previously that 20 minute drop off bays would be made readily available to assist with the needs of both

our and other businesses in the vicinity; clearly you have not taken this into consideration. The only consideration that has been given are for two bays in Courthope Road which are for a free twenty minute spell between 8.30 a.m. and 10.00 a.m. which has to service the needs of the whole area. In my past experience the loading only area is only available for commercial vehicles to go about their business and this is not availability for private vehicles to use without penalty charge. Other bays in the area are in my view charged at an extortionate rate with the wardens who patrol the area scathing in their approach to offenders which will turn customers away from using the area. Sense should prevail here with a 10 minute free parking zone for people wanting to drop off and move away from the area as quickly as possible to allow them to go about their needs without either penalty or risk of additional charges. All I can see from these proposals is more money being charged for parking and less opportunity to businesses to try and succeed in what continues to be difficult trading times. These plans are wholly unacceptable and are nothing more than a scam to raise more money for the revenue from car parking charges, this plan does nothing to help, promote or support local businesses. Look forward to seeing a full rejection of the proposals in due course with sense prevailing to help local businesses stay alive and supporting the needs of the local community.

Comments from Ward Councillors

“Further to our telephone conversation I reiterate our dilemma. I think that we knew before the consultation took place that the chances of it making everyone happy were very remote indeed. Our intention was to provide more parking opportunities for shoppers wishing to visit the area and make up for the facilities that were removed by the peak hour parking bans that we all allowed a year ago. Reversing that is really the key but I understand that this is not yet possible. We have to hope that this situation will change soon. In the meantime we have to deal with results of the consultation. Residents have clearly told us that they want to keep the residents only spaces for themselves. I find it difficult to ignore this response though I suspect that we embarked on the proposal knowing that ‘it would be a hard sell’.

In our conversation you say that you agree with residents that the spaces nearest to the High Street should remain as they are and that in this case the implementation of the proposal would result in 11 bays being converted to ‘shared use’. This may be okay as part of a bigger picture that explains how these and other measures will support the Village shops and the needs of residents. The shops will also benefit from the removal of the Saturday peak time parking ban and the possibility that this might be permanently removed if the Belvedere traffic experiment is not implemented. You might also like to point out the amount of shopper parking potential that is being restored by the scheme. All of this helps to sustain the Village as a special place for residents! In an attempt to demonstrate to residents that we support their needs we should declare that we will look at the issue of business permits. We suspect that not only are too many being issued but that they are allowed to park too closely to the ‘best spots’. More shop owners than shoppers are parking in the Lancaster Road at present. The residents of the Lancaster Road and customers must have a higher claim on the key parking spots than the owners and staff of the businesses. Business permit holders should park further away. This and the fact that residents are not banned from shared use bays may well leave residents in a better position than they are now.

This is far more wide-ranging than the immediate issue of a consultation that was never a total solution. I like the idea of a more complete treatment even if it is to be implemented in stages. If the broader approach has some merit and the support of Officers and my Ward colleagues then I think that we should write the Report recommending the implementation that you now have in mind but including the promise to review the sale and especially the use of business permits within months. The overall benefits anticipated should also be highlighted.

If we do not wish to contemplate this then I regret that we probably do have to take notice of the ‘advice’ that we have received from the consultation responses.”

Having now had the opportunity to digest my fellow ward Councillor’s comments I write to confirm that I endorse all he has suggested particularly his comments on shopkeepers permits. I believe we should only issued permits to those business who can demonstrate the need for parking as opposed to those simply wishing to supply their staff with commuter parking, to do other wise is unfair to our local residents.

Proposed Parking Amendments Church Road, Lancaster Road, Courthope Road and the High Street

ISSUE DATE : 4 OCTOBER 2012



Dear Resident / Business,

The purpose of this leaflet is to advise you that following representations made by some businesses to the Council it is proposed to make some changes to the parking, waiting and loading provisions in Church Road, Lancaster Road, Courthope Road and the High Street.

PROPOSED CHANGES

The proposed changes are detailed below and shown on the enclosed drawing (Z78-204-01).

1. To allow parking on Saturdays between 8.30am and 6.30pm within the Pay and Displays bays in Church Road and High Street.
2. To convert the loading bay in Courthope Road to shared use thereby allowing parking between 8 and 10am, 20 minutes free no return within two hours and loading will be permitted between 10am and 6.30pm.
3. To convert the first set of shared use bays on the south side of Lancaster Road close to its junction with Church Road to pay and display only.
4. To convert some residents bays to shared use and introduce pay and display shared use bays on the west side of Lancaster Road between its junction with Lancaster Gardens and 9 Lancaster Road.
5. To re-introduce 20 minutes free parking at certain Pay and Display (P&D) bays in the Village and Arthur Road. Please note that it is an offence to obtain any additional 20 minutes free tickets.

Following a comprehensive investigation to maximise parking provisions by providing footway parking on the east side of Church Road between Courthope Road and High Street, Village, it has been concluded that the associated costs of relocating 4 utility services, construction costs and the problems inherent with a ceiled road far outweigh the benefits of providing 3 parking bays. This proposal is, therefore, not cost effective and not the best use of tax payers' money and will not be progressed.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **25 October 2012** quoting reference **ES/SGE/ChurchRd**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration. 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.

Copies of the proposed order and other documents given more detailed particulars of the proposals may be viewed at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm and Wimbledon Library. If you want to discuss the proposals in person, please telephone 0208 545 3214 to arrange an appointment. This information is also available on Merton Council's website www.merton.gov.uk/churchrdv.

Village Ward Councillors
Councillor John Bowcott
 Tel - 020 8946 1011
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Councillor Richard Chellew
 Tel - 020 8545 3396
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Request for document translation
PROPOSED PARKING AMENDMENTS - CHURCH ROAD
 If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

Albanian
 Nëse ju nevojitet ndonjë pjesë e këtij dokumenti të shpjeguar në gjuhën tuaj, ju lutem shprehni kështu dhe na kontaktoni duke na shkruar ose telefonuar duke përdorur adresat e mëposhtme.

Bengali
 এই নথির কোন-কোন অংশ বুঝতে কঠিন হলে, দয়া করে আমাদের সাথে যোগাযোগ করুন।

French
 Si vous avez besoin quel-que chose d'être expliqué dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.

Korean
 만일 본 사서의 어떤 부분을 이해하기 어렵다면, 우리에게 연락하십시오. 우리에 대한 문의사항은 편지나 전화로 문의하십시오.

Polish
 Aby otrzymać części tego dokumentu w pożądanym języku proszę zaznaczyć swawier i skompletować nazwę i numer drogi przemysłowej, lub telefonizacja pod poniższe adresy w zależności od wybranego języka.

Portuguese
 Caso você necessite elucidar parte deste documento em seu idioma, favor assinalar a alternativa respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.

Spanish
 Hágale saber si necesita saber algo de este documento en su idioma. Favor proporcionar el número de la calle correspondiente y el número de la vía industrial o por teléfono.

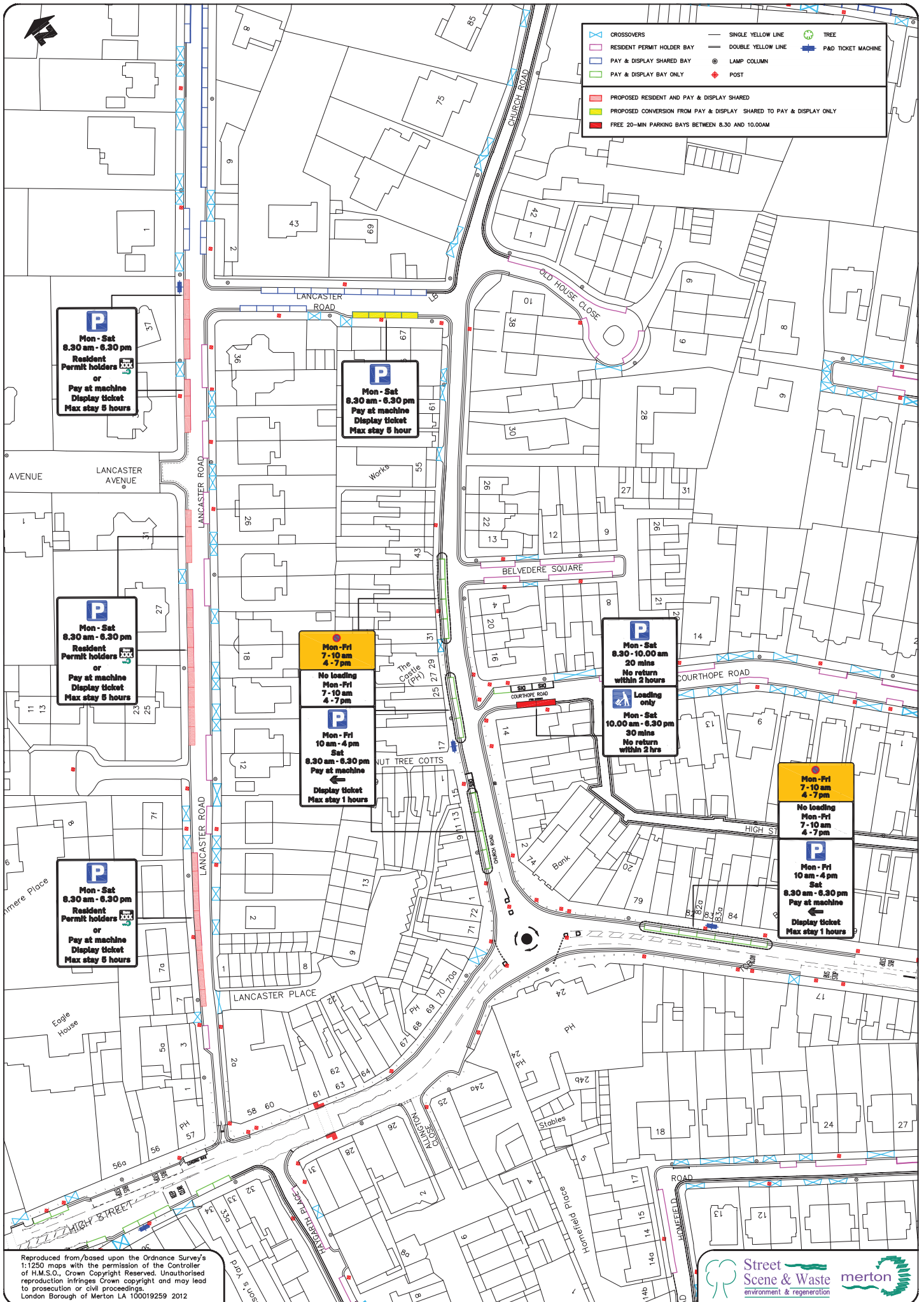
Tamil
 இது ஆவணத்தின் ஒரு பகுதியை விளக்க வேண்டியிருந்தால், கீழ்க்கண்டவற்றில் உங்களுக்குரிய மொழியைத் தேர்வுசெய்து, தொடர்பு கொள்ளவும்.

Urdu
 اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت کی ضرورت ہے تو براہ کرم اس دستاویز کے ساتھ ساتھ درج ذیل معلوماتیں فراہم کر کے ہمیں مطلع کریں۔

Large print Braille Audiotape

Your contact:
 Name.....
 Address.....
 Telephone.....

Paul Atie, Merton Civic Centre, London Road, Morden, SM4 5DX



	CROSSOVERS		SINGLE YELLOW LINE		TREE
	RESIDENT PERMIT HOLDER BAY		DOUBLE YELLOW LINE		P&D TICKET MACHINE
	PAY & DISPLAY SHARED BAY		LAMP COLUMN		POST
	PAY & DISPLAY BAY ONLY				
	PROPOSED RESIDENT AND PAY & DISPLAY SHARED				
	PROPOSED CONVERSION FROM PAY & DISPLAY SHARED TO PAY & DISPLAY ONLY				
	FREE 20-MIN PARKING BAYS BETWEEN 8.30 AND 10.00AM				

P
 Mon - Sat
 8.30 am - 6.30 pm
 Resident Permit holders
 or
 Pay at machine
 Display ticket
 Max stay 5 hours

P
 Mon - Sat
 8.30 am - 6.30 pm
 Pay at machine
 Display ticket
 Max stay 5 hours

P
 Mon - Sat
 8.30 am - 6.30 pm
 Resident Permit holders
 or
 Pay at machine
 Display ticket
 Max stay 5 hours

P
 Mon - Fri
 7 - 10 am
 4 - 7 pm
 No loading
 Mon - Fri
 7 - 10 am
 4 - 7 pm
P
 Mon - Fri
 10 am - 4 pm
 Sat
 8.30 am - 6.30 pm
 Pay at machine
 Display ticket
 Max stay 1 hours

P
 Mon - Sat
 8.30 - 10.00 am
 20 mins
 No return within 2 hours
P
 Loading only
 Mon - Sat
 10.00 am - 6.30 pm
 30 mins
 No return within 2 hrs

P
 Mon - Fri
 7 - 10 am
 4 - 7 pm
 No loading
 Mon - Fri
 7 - 10 am
 4 - 7 pm
P
 Mon - Fri
 10 am - 4 pm
 Sat
 8.30 am - 6.30 pm
 Pay at machine
 Display ticket
 Max stay 1 hours

P
 Mon - Sat
 8.30 am - 6.30 pm
 Resident Permit holders
 or
 Pay at machine
 Display ticket
 Max stay 5 hours

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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

Call-ins must be supported by at least three members of the Council
(Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on
the third working day following the publication of the decision
(Part 4E Section 16(c)(a)(iii)).

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
(Part 4E Section 16(c)(a)(iv)) to the Assistant Head of Democracy, 8th floor,
Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Assistant Head of Democracy on
020 8545 3361