



LONDON BOROUGH OF MERTON

The Merton (Parklet) (High Street, Wimbledon) Experimental Traffic Order 2021

1. NOTICE IS HEREBY GIVEN that the London Borough of Merton, on 2 June 2021, made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1984, as amended.
2. The Order shall come into force on 11 June 2021 and shall continue in operation for a maximum period of 18 months.
3. The general effect of the Order will be to replace the two “Pay and Display” bays outside No. 48 High Street, Wimbledon with ‘at any time’ waiting restrictions to facilitate for the installation of a parklet.
4. While the Order remains in force, the Head of futureMerton or some person authorised in that behalf by him, may, under section 10(2) of the Act, if it appears to him or that person, essential in the interests of the convenient, expeditious, and safe movement of traffic; or in the interests of providing suitable and adequate on-street parking facilities or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision thereof.
5. A copy of the Order, and other documents giving more detailed particulars of the Order, including a plan identifying the length of road affected by the Order, can normally be inspected during normal office hours on Mondays to Fridays inclusive at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, until the end of a period six months from the date on which the Order comes into force. However, due to the pandemic, documents are also available for inspection at <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations>.
6. The London Borough of Merton, as the Order making authority, will consider in due course whether the provisions of the Order should be continued in force indefinitely. Any person desiring to object to the Order continuing indefinitely may, within a period of six months beginning with the day on which the experimental order came into force or if that Order is varied by another order or modified pursuant to section 10(2) of the 1984 Act, beginning with the day on which the variation or modification or the latest variation or modification came into force, visit <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations> and do so at the appropriate feedback link, stating the grounds on which any such objection is made.
7. Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Act, or that any of the relevant requirements of the Act, or of any relevant regulations made under that Act have not been complied with in relation to the Orders may, within six weeks from the date on which the Order was made, make an application for this purpose to the High Court.

Dated 2 June 2021.

Paul McGarry
Head of futureMerton
London Borough of Merton
Merton Civic Centre
London Road,
Morden, Surrey
SM4 5DX



LONDON BOROUGH OF MERTON

TRAFFIC MANAGEMENT ORDER

2021 No. 29

The Merton (Parklet) (High Street, Wimbledon) Experimental Traffic Order 2021

Made: 2 June 2021

Coming into force: 11 June 2021

The London Borough of Merton, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984(a), as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985(b), and of all others powers thereunto enabling, hereby make the following Order: -

1. This Order shall come into force on 11 June 2021 and may be cited as the Merton (Parklet) (High Street, Wimbledon) Experimental Traffic Order 2021.
2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order:-
 - (a) the London Borough of Merton (Controlled Parking Zone) (Wimbledon Village) (No. 7) Traffic Order 2007(c) shall have effect as though:-
 - (i) for sub-paragraph (a) of paragraph (i) of item 3 in column 2 of Schedule 3a to that Order, there were substituted the sub-paragraph (a) specified in column 2 of Schedule 1 to this Order; and
 - (ii) for the number in column 3 of Schedule 3a to that Order corresponding to sub-paragraph (a) of paragraph (i) of item 3 in column 2 of Schedule 3a to that Order there were substituted the number "2";
 - (b) the Merton (Waiting and Loading Restriction) (Wimbledon Village) (No. 2) Order 2019(d) shall have effect as though:-
 - (i) for the item numbered 21 of Schedule 1 to that Order there were substituted the item similarly numbered and set out in columns 1, 2 and 3 of Schedule 2 to this Order.

(a) 1984 c. 27. (b) 1985 c.51 (c) L.B.M. 2007/29 – as amended. (d) L.B.M. 2019/52 – as amended.

3. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of futureMerton for the time being in the London Borough of Merton, or some person authorised in that behalf by him, may, if appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or in the interests of providing suitable and adequate on-street parking facilities or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision thereof.

Dated this the second day of June 2021.



Paul McGarry
Head of futureMerton
London Borough of Merton

SCHEDULE 1

1. No.	2. Designated Parking Place	3. Maximum No. of Spaces
3.	<p>High Street, Wimbledon, the north-east to south-west arm,</p> <p>(i) the north-west side, (a) from a point 1.4 metres north-east of the common boundary of Nos. 48 and 49 High Street, Wimbledon north-eastward to a point 51 metres north-east of the north-eastern kerb-line of Lingfield Road.</p>	2

SCHEDULE 2

1. Item No.	2. Street/Description	3. Prescribed hours
21.	<p>HIGH STREET, WIMBLEDON</p> <p>I. The north-east to south-west arm,</p> <p>(a) the north-west side,</p> <p>(i) between the north-eastern kerb-line of Lingfield Road and a point 32.5 metres north-east of that kerb-line;</p> <p>(ii) between the south-western kerb-line of High Street (east to west arm) and a point 9 metres south-west of that kerb-line;</p> <p>(iii) <i>from a point 1.4 metres north-east of the common boundary of Nos. 48 and 49 High Street, Wimbledon, south-westward for a distance of 10.1 metres;</i></p> <p>(iv) so much of the carriageway of the north-west side of High Street (north-east to south-west arm) that is public highway as not included in sub-paragraphs (a)(i), (a)(ii) and a(iii) above;</p> <p>(b) the south-east side,</p> <p>(i) between the north-eastern kerb-line of Lingfield Road and a point 10 metres north-east of that kerb-line;</p> <p>(ii) between the south-western kerb-line of High Street (east to west arm) and a point 12.5 metres south-west of that kerb-line;</p> <p>(iii) so much of the carriageway of the south-east side of High Street (north-east to south-west arm) that is public highway as not included in sub-paragraphs (b)(i) and (b)(ii) above;</p> <p>II. The east to west arm,</p> <p>(a) the north, north-east and north-west sides,</p> <p>(i) between the south-eastern kerb-line of Marryat Road and a point 27.5 metres south-east of that kerb-line;</p> <p>(ii) between a point 1.5 metres north-west of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm) and a point 16 metres east of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm);</p> <p>(iii) between a point 26 metres east of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm) and a point 4 metres west of the common boundary of Nos. 56 and 57 High Street, Wimbledon;</p> <p>(iv) between a point 9 metres east of the common boundary of Nos. 56 and 57 high Street, Wimbledon and the north-western kerb-line of Church Road;</p> <p>(v) between a point 27.5 metres south-east of the south-eastern kerb-line of Marryat Road and a point 1.5 metres north-west of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm);</p> <p>(vi) between a point 16 metres east of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm) and a point 26 metres east of a point opposite the south-eastern kerb-line of High Street (north-east to south-west arm);</p> <p>(vii) between a point 4 metres west of the common boundary of Nos. 56 and 57 High Street, Wimbledon and a point 9 metres east of the said common boundary;</p> <p>(b) the south-west, south and south-east sides,</p> <p>(i) between the north-western kerb-line of Marryat Road and a point 14 metres south-east of the south-eastern kerb-line of High Street (north-east to south-west arm);</p>	<p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>A</p> <p>A</p> <p>C</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>C</p> <p>OO</p> <p>A</p>

1. Item No.	2. Street/Description	3. Prescribed hours
	<p>(ii) between a point 24.5 metres south-east of the south-eastern kerb-line of High Street (north-east to south-west arm) and a point 47.5 metres west of the western kerb-line of Haygarth Place;</p> <p>(iii) between a point 32 metres west of the western kerb-line of Haygarth Place and the western kerb-line of Allington Close;</p> <p>(iv) between a point 21 metres east of the eastern kerb-line of Allington Close and its junction with Church Road;</p> <p>(v) between a point 14 metres south-east of the south-eastern kerb-line of High Street (north-east to south-west arm) and a point 24.5 metres south-east of that kerb-line;</p> <p>(vi) between a point 47.5 metres west of the western kerb-line of Haygarth Place and a point 32 metres west of the western kerb-line of Haygarth Place;</p> <p>(vii) between the eastern kerb-line of Allington Close and a point 21 metres east of that kerb-line;</p> <p>III. The north-west to south-east arm,</p> <p>(a) the north-east and east sides,</p> <p>(i) between the south-eastern kerb-line of Church Road and a point 0.5 metres north-west of the common boundary of Nos. 79 and 80 High Street;</p> <p>(ii) between a point 0.5 metres north-west of the common boundary of Nos. 79 and 80 High Street and a point 3 metres south-east of the common boundary of Nos. 85 and 86 High Street;</p> <p>(iii) between a point 3 metres south-east of the common boundary of Nos. 85 and 86 High Street and its junction with Ridgway;</p> <p>(b) the south-west and west sides,</p> <p>(i) between its junction with Church Road and its junction with Ridgway.</p>	<p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>C</p> <p>A</p> <p>T</p> <p>A</p> <p>A</p>

LONDON BOROUGH OF MERTON

EXPERIMENTAL PARKLET SCHEME

The Merton (Parklet) (High Street, Wimbledon) Experimental Traffic Order 2021

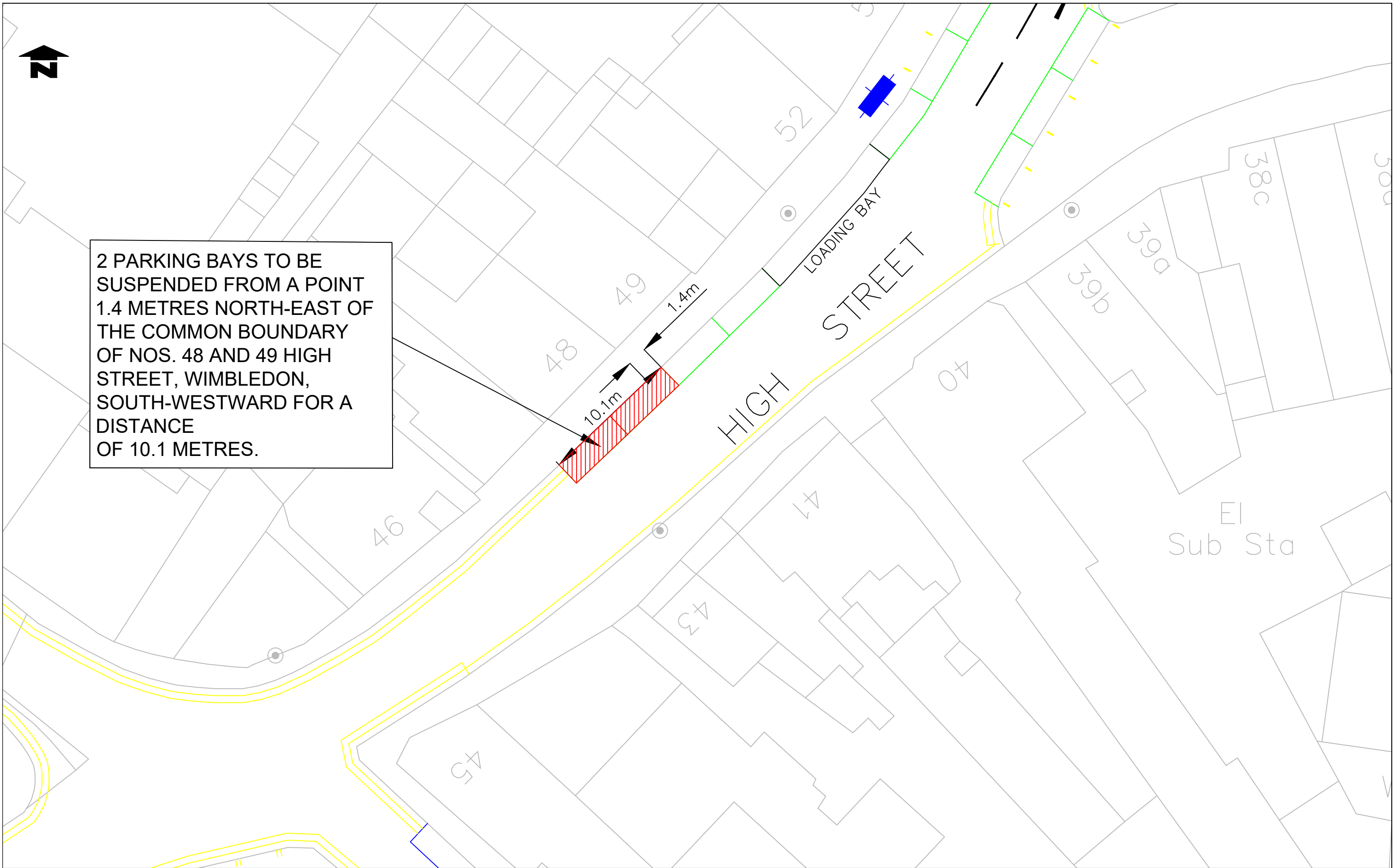
STATEMENT OF REASONS

The above Order is considered necessary to assist local businesses and improve local amenities.

The main reason for proceeding by way of an Experimental Traffic Order is to assess the effects of the proposal for a trial period before consideration is given to whether the provisions of the Experimental Traffic Order should be made permanent.



2 PARKING BAYS TO BE SUSPENDED FROM A POINT 1.4 METRES NORTH-EAST OF THE COMMON BOUNDARY OF NOS. 48 AND 49 HIGH STREET, WIMBLEDON, SOUTH-WESTWARD FOR A DISTANCE OF 10.1 METRES.



Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

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London Borough of Merton H09019259 2005

Drawn by	TJ	Sig.		Date	29 April 2021
Checked by	EM	Sig.		Date	29 April 2021
Approved by	MD	Sig.		Date	29 April 2021

PROJECT	CPZ ORDERS
TITLE	SUSPENDED P & D HIGH ST WIMBLEDON

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Drawing No.	SK01
Revision	
Classification	DRAFT
Scale	1: 250