

NON-KEY DECISION TAKEN BY A CABINET MEMBER

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

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

The Causeway P&D and Cannizaro waiting restrictions.

2. Decision maker

Cabinet member for regeneration, environment and housing

3. Date of Decision

22 December 2016

4. Date report made available to decision maker

20 December 2016

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

N/A

6. Decision

- A) Notes the result of the statutory consultation carried out between 23 June and 21 July 2016, on measures to manage the parking and improve safety, access and parking for visitors on The Causeway, Wimbledon Village.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-232-01 attached as Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in section 4 of this report and in appendix 2 of this report.
- D) 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. Z78-232-01 (in Appendix 1). The proposed measures include pay and display parking bays Mon-Fri 8.30am-6.30pm maximum of 5 hours stay.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) along The Causeway and Cannizaro Road as shown in Drawing No. Z78-232-01 attached as Appendix 1.
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

The Causeway is not a residential road and has no residents. The introduction of parking controls would allow a reasonable turnover of spaces by those visiting the area and ensures the removal of all day / half day free parking. The introduction of parking controls would remove commuters who use the road for all-day parking and make parking facilities available for the wider community and those visiting the common.

Following discussions with Village ward Councillors and other stakeholders, the days of operation is reduced to Monday to Friday to compliment the already existing CPZ in the Chester Road area.

The introduction of a maximum 5 hour stay would also help accommodate those visiting the local Golf Clubs and other local businesses.

The high level of demand for parking with obstructive parking at its junctions and at equestrian crossing points which is causing physical and visual obstruction for all road users – this includes pedestrians and equestrians. The situation has over the last few years deteriorated particularly with caravans (living accommodation) being parked on The Causeway. The Council has also had to spend vast amount of resources on a continuous legal battle to move these caravans. This problem can be managed by the introduction of double yellow lines and installing parking bays within this identified area.

8. Alternative options considered and why rejected

Do nothing. This would not address the problem of the obstructive and all day parking from commuters and caravan users that is currently taking place. Lack of action would be contrary to the views expressed by local residents and residents associations over the years.

To amend the hours of operation to 2.30-5.30pm as suggested by representations made in the consultation. This, however, will not maximise the availability of the proposed parking provisions and address commuter parking.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

22 December 2016

Committee: Cabinet Member Report

Date: 20 December 2016

Agenda item:

Ward: Village.

Subject: The Causeway – Pay & Display parking bays – Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

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 Regeneration, Environment and Housing:

- A) Notes the result of the statutory consultation carried out between 23 June and 21 July 2016, on measures to manage the parking and improve safety, access and parking for visitors on The Causeway, Wimbledon Village.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-232-01 attached as Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in section 4 of this report and in appendix 2 of this report.
- D) 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. Z78-232-01 (in Appendix 1). The proposed measures include pay and display parking bays Mon-Fri 8.30am-6.30pm maximum of 5 hours stay.
- E) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) along The Causeway and Cannizaro Road as shown in Drawing No. Z78-232-01 attached as Appendix 1.
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the results of the statutory consultation carried out between 23 June and 21 July 2016 on proposal to introduce Pay and display parking bays in The Causeway and some double yellow line restrictions at key locations.
- 1.2. It asks for the Cabinet Member to consider the objections received to the statutory consultation and seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed Pay and Display parking bays on The Causeway operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-232-01 and attached in Appendix 1.
- 1.3. It also seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as

consulted) along The Causeway and Cannizaro Road as shown in Drawing No. Z78-232-01 and attached in Appendix 1.

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. Within any parking management proposal, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the 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.

2.3. The Causeway is a non-residential road without any form of restriction. Over the years it has been subject long-stay commuter parking which is not considered the best use of available space as it does not cater for the parking needs of the local community including visitors to the Common. There is a high level of demand for parking with obstructive parking at its junctions and at equestrian crossing points. This is causing physical and visual obstruction for all road users including pedestrians and equestrians. The situation has over the last few years deteriorated particularly with caravans (living accommodation) being parked on The Causeway. The Council has spent vast amount of resources on a continuous legal battle to move these Caravans; however, this process of moving the culprits on is simply not sustainable. To address this problem and to manage the parking, the Council is seeking to introduce double yellow lines and install parking bays within this identified area. The proposed parking management will allow the Council to manage and maximise the parking for all users.

2.4. Whilst officers were preparing the statutory consultation for The Causeway, the Council received a petition from the roads known as the Quadrant, namely Camp Road, Camp View, and West Place including the uncontrolled half of West Side Common requesting a CPZ. The Ward Councillors and Resident Associations requested that The Causeway and the Quadrant area be consulted at the same time. It was argued that the Quadrant area is a relatively small area with limited available on-street parking and the potential parking displacement from The Causeway would adversely impact all available parking spaces in the Quadrant. The resultant consequence of that would be serious congestion and residents would be unable to find a parking space anywhere near their home. Officers were given assurances by the Ward Councillors that the area would support a CPZ and would work with officers to expedite the consultation process. Officers agreed to delay the statutory consultation for The Causeway until the statutory consultation for Camp Road area was programmed. In effect officers agreed that the two statutory consultations would be undertaken simultaneously but it was made clear that the implementation of one would not affect the other.

- 2.5. A statutory consultation was carried out between 23 June and 21 July 2016 on the proposed measures for The Causeway and a separate but simultaneous statutory consultation was carried out on the proposed Quadrant area CPZ. During both consultations, the Resident Association encouraged residents to consider an alternative hours of operation that was not offered by the Council. As a consequence some residents requested the hours of operation for the proposed Quadrant area CPZ to be changed and a demand for the proposed hours of operation for The Causeway to be changed to match some resident's preferred hours of operation for the Quadrant's CPZ.
- 2.6. Due to the conflicting demands received from some of the residents, officers have been compelled to undertake an informal consultation on the proposed Quadrant area CPZ to determine majority support for the preferred hours of operation. This consultation commenced on 24th November 2016 and concluded on 16th December 2016. The results of that consultation will be reported to the Cabinet Member for consideration and decision within a separate report. Although a full analysis of the results has not been carried out at the time of writing this report, the current feedback appears to favour 2.30 - 5.30pm hours of operation for the Quadrant area CPZ. However, it is important to note that Ward Councillors and resident associations have been advised that the proposed hours of operation for The Causeway will not be changed to reflect the proposed Quadrant area CPZ hours of operation.
- 2.7. The Resident Association continues to demand that the hours of operation for The Causeway be changed to 2.30 to 5.30pm instead of 8.30am - 6.30pm and that The Causeway should not be implemented until Quadrant area CPZ is implemented.
- 2.8. Throughout the entire process, the Council has advised all consultees that the 2 projects are and will be treated as separate projects and the rate of progress of each scheme should not affect the other. It is considered that the Council has made every attempt to progress the 2 projects concurrently as to alleviate concerns raised by some residents; however with the on-going delay to the proposed CPZ, it would be unreasonable to delay the introduction of the proposals for The Causeway particularly when the CPZ informal consultation could instigate other issues that could potentially delay the process even more.
- 2.9. During consultations with the Ward Councillors, it was agreed that the proposed parking bays on The Causeway would be Pay & Display only. As The Causeway would act as a car park facility, officers had initially proposed days of operation Monday to Saturday and hours of operation between 8.30am and 6.30pm. However, following discussions with Ward Councillors and other stakeholders it was agreed that the day of operation be reduced to Monday to Friday to compliment the already existing CPZ in the Chester Road area. Also the maximum 5 hour stay was agreed so as to accommodate those visiting the local Golf Clubs and other businesses.
- 2.10. Officers consider that it would be reasonable to proceed with the proposal for The Causeway regardless of whether or not support for the proposed hours of operation in the Quadrant area is demonstrated. To address congestion concerns officers will be seeking to introduce the proposed double yellow lines within the Quadrant area that have already been subject to a statutory consultation as part of the CPZ consultation.
- 2.11. On 18th November 2016, at a meeting with one of the Ward Councillors and Resident association representatives and a representative from the Golf Club, officers advised those present that The Causeway proposals would be implemented (subject to Cabinet Member approval) but the enforcement date would be delayed until the future of the proposed CPZ for Quadrant area is determined. Additionally, it was agreed that to manage congestion and obstructive parking, the double yellow lines proposed during the CPZ statutory consultation would be implemented before the future of the proposed CPZ is determined.

3. PROPOSED MEASURES

- 3.1. The proposal is to introduce pay and display parking bays Mon-Fri 8.30am-6.30pm maximum of 5 hours stay and double yellow lines at key locations as shown on plan Z78-232-01 attached as Appendix 1.

4. CONSULTATION UNDERTAKEN

- 4.1. The statutory consultation on proposals to introduce a number of measures to improve parking in The Causeway was carried out between 23 June and 21 July 2016. 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, Wimbledon Library and on the Council's website. A newsletter was also delivered to all consultees.
- 4.2. The statutory consultation resulted in a total of 42 representations being received, 5 in support of the Council's proposed hours of operation (8.30am to 6.30pm); 31 against Council's proposed hours but in favour of the Residents Association's suggested reduced hours of operation (2.30 to 5.30pm), and 6 made comments. A representation was also received from the Metropolitan Police with no comments or observations.
- 4.3. The current unrestricted parking is adversely affecting the effective use and enjoyment of the Common by the general public especially families, dog walkers and other people wishing to visit the area for leisure activities. It is also restricting access to local businesses such as the Golf Clubs, the Fox and Grapes and other businesses in the Village.
- 4.4. It is evidenced from the representations received and the meeting organised by the Residents Association on 29 June 2016, which an officer attended, everyone agreed that some form of restriction is needed on The Causeway to remove long term commuter parking, the camper vans and caravans.
- 4.5. Since The Causeway is not a residential road, and in the absence of a car park in the Village, the Council's intention is to use this road as a car park facility that would serve the wider community. Officers are of the opinion that the operational hours is one for the Council to determine, based on a number of factors, the main one being the proposed hours will allow the Council to maximise the parking potential along The Causeway allowing a reasonable turn over by those visiting the area and it ensures the removal of all day / half day free parking. The Council is keen to introduce the parking management proposals along this road to address some on-going issues mentioned above. Currently those visiting the Common have nowhere to park as The Causeway is filled with cars before 8.30am. Those who want to use the Common for leisure activities cruise the area looking for a parking space which adds to pollution and congestion. This proposal will remove commuters and make parking facilities available for those who visit the area.

Ward Councillors comment

- 4.6. All local ward Councillors have been fully engaged during the consultation process.

The Causeway CPZ is unusual in that it has no residents. Therefore our considerations focus immediately on the greater good that can be provided by controlled parking in the road. At the outset we wanted to remove the 'permanent parking' and the all-day parking. It is true that a short operating period would achieve this but Councillors and Officers believe that the 'free for all' on the Causeway has not served well the users of either the common or the Village businesses. Controlling the parking in this non-residential road gives us the chance to do something beneficial for

the wider community. Longer hours will greatly improve the chances that visitors from afar will be able to park and enjoy the Village. The same is true for those seeking to use the common or play golf at Wimbledon GC. Of course they will have to pay but that is not unusual at popular locations.

Nearby residents are able to seek protection for themselves with CPZs in which they will get 'the first choice'. It seems sensible that the Causeway should serve visitors and that they should pay too. The tariff and the maximum parking period are likely to ensure a more useful turnover of the spaces than we have now or would have with a shorter period of operation.

In your draft report you mention that 6 respondents made comments. As you do not describe any of these I am assuming that you do not consider that any of them offered a new insight that should cause us to reconsider our approach. If this is not the case you should advise us immediately.

I support the recommendation that you intend to make to the Cabinet Member. I have not had the chance to discuss this with my colleagues over the weekend but believe that they share these thoughts. They do now have the chance to make further comments.

5. RECOMMENDATIONS

- 5.1. It is recommended that the Cabinet Member agrees to the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures in The Causeway and the proposed double yellow lines within the Quadrant area as consulted.
- 5.2. It is recommended that the charge for parking within the pay and display bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation the cost is £1.20 per hour.

6. TIMETABLE

- 6.1. If a decision is made to proceed with the implementation of the proposed measures, Traffic Management Orders for the double yellow lines 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. The measures will be introduced soon after. Those who objected to the consultation will be advised of the decision separately. With regards to the pay and display bays on The Causeway, the intention is to implement the physical measures but delay the making of the TMO and the operational date of the parking bays but no later than until March 2017.

7. ALTERNATIVE OPTIONS

- 7.1. Do nothing. This would not address the problem of the obstructive and all day commuters parking including the antisocial parking that is currently taking place. Lack of action would be contrary to the views expressed by local residents and Residents Associations over the years.
- 7.2. To amend the hours of operation to 2.30-5.30pm as suggested by the Resident Association. This, however, will not maximise the availability of the proposed parking provisions and will not address commuter parking.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1. The cost of implementing the recommended measures is estimated at £30k. This includes the publication of the Made Traffic Management Orders, road markings, Pay and display machines; buildouts to accommodate P&D machines and signs. It does

not include staff cost. This will be met by the Environment and Regeneration revenue budget for Parking Management schemes for 2016/17.

9. LEGAL AND STATUTORY IMPLICATIONS

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

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1. The implementation of the proposals affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 10.2. By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses 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.
- 10.4. Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

11. CRIME AND DISORDER IMPLICATION

- 11.1. N/A

12. RISK MANAGEMENT IMPLICATIONS

- 12.1. The risk in not addressing the issues raised by the community would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have objected to the hours of operation but it is considered that the benefits of introducing the measures as recommended by officers outweigh those suggested by the Resident association.

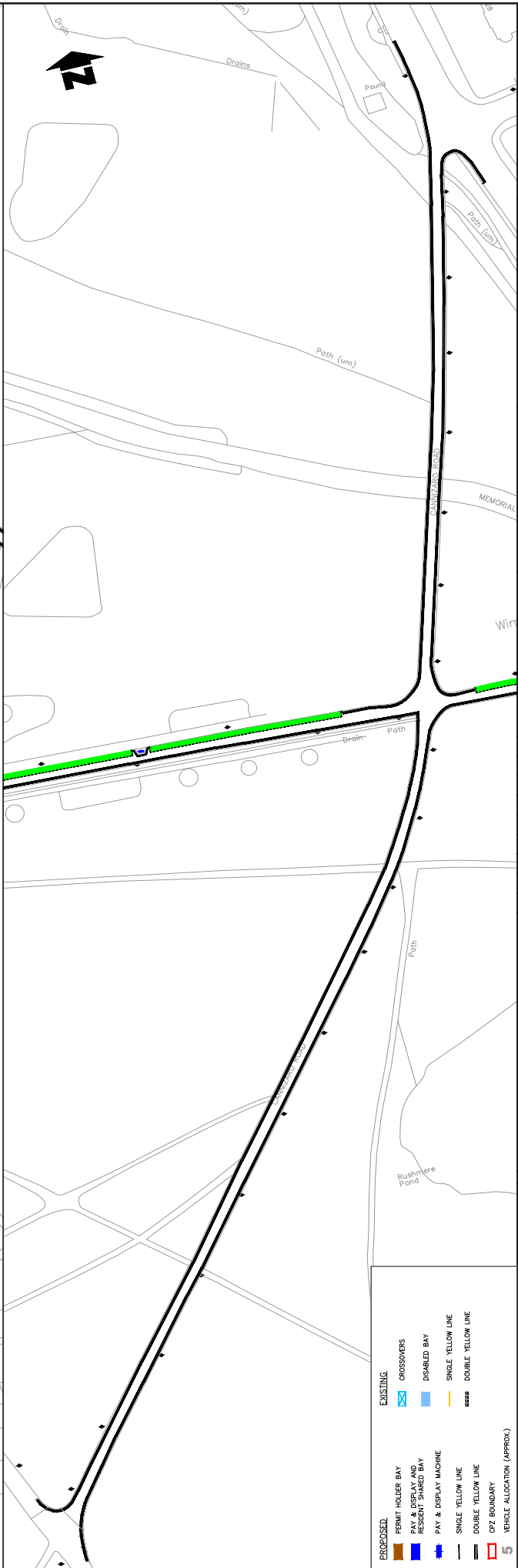
13. ENVIRONMENTAL IMPLICATIONS

- 13.1. Before reaching a decision to make the necessary Traffic Management Order to implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 13.2. The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 13.3. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.

14. APPENDICES

- 14.1. The following documents are to be published with this report and form part of the report.
- Appendix 1 – plans Z78-232-1.
- Appendix 2 – Representations and officers' comments
- Appendix 3 – Statutory consultation material



PROPOSED		EXISTING	
[Orange Box]	PERMIT HOLDER BAY	[Blue Box]	CROSSOVERS
[Blue Box]	PAY & DISPLAY AND RESIDENT SHARED BAY	[Blue Box]	DISABLED BAY
[Blue Box]	PAY & DISPLAY MACHINE	[Blue Box]	SINGLE YELLOW LINE
[Blue Box]	SINGLE YELLOW LINE	[Blue Box]	DOUBLE YELLOW LINE
[Blue Box]	DOUBLE YELLOW LINE	[Blue Box]	CPZ BOUNDARY
[Blue Box]	VEHICLE ALLOCATION (APPROX)	[Blue Box]	

Notes
Do not scale from this drawing

No.	Revisions	Drawn	Stg	Date	Checked	Stg	Date	Appr	Stg	Date

PROJECT	Z78-232-02
Client	Merton Council
Location	Merton Council, London, Surrey
Scale	1:500
Status	DRAFT
Drawn By	NTS
Drawn Date	
Drawn By	
Drawn Date	
Drawn By	
Drawn Date	

PROJECT	Controlled Parking Zones (CPZs)
TITLE	Causeway Area
Drawn By	
Drawn Date	
Drawn By	
Drawn Date	
Drawn By	
Drawn Date	

Approved		Date	
Checked		Date	
Drawn		Date	
		Date	

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Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Representations and Officers Comments	Appendix 2
Representations in favour	
<p>VQ 010 I write to express my support for the proposal for payment parking meters on The Causeway. Set In the middle of Wimbledon Common (a listed Site of National Scientific Interest), The Causeway has been a 24/7 free commuter car park for far too long - a hideous carbuncle despoiling the face of a world famous beauty-spot. Only by introducing controlled all day (8.30am - 6.30pm) payment parking will it be possible to free it of commuter parking, by people who don't put a foot on the Common, for genuine visitors to this haven of peace and tranquillity.</p>	
<p>VQ 099 As a resident of west side common I welcome and endorse your current proposals for the Causeway and quadrant areas. I would however request that the no parking restriction is continued from the corner of west side/ Camp Road all the way up to the Keir to ease the bottle neck in this area.</p>	
<p>VQ 026 I am in agreement that pay and display parking should be introduced on the Causeway. I would also support VQ residential shared bays being included at the west end of the Causeway if that was possible</p>	
<p>VQ 015 I agree with the proposal and support it.</p>	
<p>VQ 057 To whom it may concern. I support the attached proposal.</p>	
Comments	
<p>VQ 005 I am writing to you with regard to the proposed CPZ for Causeway and the Quadrant. In principle I am in favour of a CPZ in this area. However I suggest that the proposed double yellow lines be replaced by single yellow lines at the end of Causeway (from the Fox & Grapes side of the Council Litter Bin) at the junction where it joins West Place. Also outside No. 26 West Side Common, where you are currently showing three vehicle cross-over points, whereas there should only be two. The crossroads at this point is extremely wide and spacious, so Single Yellow lines will be quite sufficient to allow the free movement of vehicles. And single yellow lines will allow dog walkers to park before 8.30 am and after 6.30 pm, which will be very helpful.</p>	
<p>VQ 054 Our residents will be affected by any changes to parking regulations in this area and, conscious of the obligation they have to maintain Wimbledon Common for the wider public benefit, make the following general observations on the Council's proposals:</p> <ol style="list-style-type: none"> 1. The Causeway. It is sensible to eliminate long-term parking: day-long and overnight (if possible). The objective should be to create regulations that preserve access to the Common as an amenity (e.g. for exercise, dog-walking, golf etc) while not impacting too severely on the daily economic life of the Village shops, offices, businesses, bars and restaurants. 2. Westside Common. Again, a sensible proposal – but with a serious error in detail. 3. The Quadrant. The principal consideration here must be the wishes of the residents. <p>Our detailed observations are:</p> <ol style="list-style-type: none"> 1. The scheme must be introduced in its entirety or not at all; partial implementation (e.g. The Causeway only/The Causeway and Westside Common only) will be a disaster for Quadrant residents. 2. Pay and Display hours and conditions should be the same across the two zones. 3. Be aware of and prevent “topping up” by motorists attempting to park beyond the permitted time. Is “pay-by-phone” a factor here? 4. Consider delaying the P&D start time to the afternoon so that members of Wimbledon Common Golf Club and patrons of the Fox and Grapes can continue to enjoy both as they do now. Even the lightest controls will impact very negatively upon these two amenities and it would be a tragedy if they couldn't survive them. 5. Westside Common. Officers are clearly not aware of the serious problem on the bend of this road just before it meets The Causeway (outside The Kier property); if they were, they would never have suggested siting P&D bays there. Currently, multiple vehicles park there throughout the day. The carriageway, however, is too narrow at that point and drivers, unable to see around the bend thanks to the parked cars proceed regardless only, frequently, to meet a vehicle coming in the opposite direction – forcing one or the other to reverse back around the bend. Some drivers find this a difficult manoeuvre; some find it impossible; sometimes two or three cars are forced to reverse; sometimes there is a “stand-off” and sometimes, harsh words are exchanged. It is not an exaggeration to say the bend has been a nightmare for years – particularly at busy times of day. Officers might argue they have allowed “see-through”. This won't work; apart from other considerations, if the scheme goes ahead with fewer parked vehicles along Westside Common traffic will now be moving slightly faster than it does now and clashes are inevitable. 	

We strongly suggest these proposed P&D bays are removed from the scheme and replaced with double yellow lines. I look forward to the result of this consultation.

Officers Comments

The implementation of The Causeway has already been delayed due to the Quadrant's proposed CPZ. Every effort will be made to close the gap between the implementation of the 2 separate proposals but it with the on-going issues with regards to the hours of operation within the Quadrant, it would be unreasonable to continue to delay a proposal in favour of a proposal when its future / rate of progress is uncertain. Every effort will be made to minimise the impact. Proposed mitigating actions are set out in the body of this report. Currently those visiting the Common do not anywhere to park as The Causeway suffers from long term parking by 8.30am. Those who want to use the Common drive around looking for a parking space adding to congestion and pollution and at times motorists opt to park in an obstructive and dangerous manner. Merton's proposal is to provide a parking facility that can be accessed by more visitors by removing long term parking. The proposed measures will also address access and safety issues

The proposed pay and display shared use bays out Kier was suggested by one of the Ward cllrs but having considered the safety implications, these bays will not be introduced.

VQ 065

My wife and I own and live in Camp View, and are aware of the two related proposed CPZ schemes at Causeway/Westside Common and at the Camp Road Quadrant. We write this email to express our views on the two schemes as an interested parties.

1. It is essential that whatever is proposed re restrictions and timing on the Causeway/Westside Common scheme is replicated on the Quadrant scheme and that the two are brought in at the same time.
2. There is a major 'pinch point' outside the Keir on Westside Common. There should, therefore, be no parking of any sort outside the Kier or on the bend from Westside Common into Camp Rd.
3. There is a second 'pinch point' on Camp Road where parking stops on the right side of the road near The Study but immediately starts on the left side of the road. There should, therefore, be parking on one side of Camp Road only.
4. There should be no 'Ringo' availability to avoid all day parkers simply paying for parking from their Wimbledon offices or further afield.

VQ 016

I have read your parking proposals for The Causeway and am concerned that the required purpose of stopping long term parking and use of the area for semi-permanent campers will be achieved at the detriment of the local business community. You are using a sledge hammer to crack a nut. If you wish to stop overnight parking and long term parking the simplest and cheapest way forward would be to restrict parking for a maximum of 2 hours per day Monday to Friday after say 7pm to enable those people working in the village an area to park and visitors to the area to be able to use the facility of the common. I personally use the parking on the Causeway, when there is space, probably 3 to 4 times a week usually in the afternoon after midday to go to my Wimbledon village office. There are obviously cars and vans there which are parking on a long term basis and do not seem to move for months on end. If these vehicles were correctly enforced some of the issues would not occur. By restricting the parking to a maximum of 5 hours you are forcing those workers in the town to either seek other employment or shorter working hours. The general lack of business parking in the area is already a factor for office workers and will only be exacerbated with this proposed CPZ. The free parking on The Causeway gives the business users in the Village breathing space and the only problem is the lack of enforcement for the overnight users. If these vehicles were moved on a regular basis there would not be a problem for residents, visitors or business users. I note you also have proposal for the restriction hours to be between 8:30 and 6:30 which is completely unnecessary. How will those parents picking up children be able to park? This proposed CPZ is over kill and unnecessary. It will severely affect business and leisure users in the Village and I would strongly oppose the measure. It appears to a money raising exercise for the council.

Officers Comment,

The proposed pay and display bays will The Causeway to be used as a car park accommodating the parking needs of greater numbers rather than being fully occupied by all day parking. This is not a CPZ where residents and business permit holders can share the parking bays with other paying customers. There are a number of long term parking bays in all the zones in the Village that are allocated to businesses for them to purchase season ticket "Pre-Paid Ticket"(PPT) for their staff. However majority of the businesses that were allocated the PPT never took up the offer because there are available free parking on The Causeway. The PPT offer is still available to businesses in the Village.

The suggested 3 -hours would remove some of the commuters but would open the area up for shift workers who would park early in the morning and return to their vehicles before 2pm or those who can park free early in the morning and simply pay over the phone for the maximum stay and remove their vehicles before 4.30pm. The proposed hours will ensure a reasonable turnover in terms of parking and maximises parking availability. This also means that the dog walkers and the general public would still find it difficult to find a parking space. The Council has tried and tested hours of operation that work i.e. between 8.30am and 6.30pm which captures the whole day, 10am and 4pm and 11am 3pm which break up the day and prevent majority of commuters including shift workers from being able to park in the zones. The suggested 3 hours would also be perfect for the college 6 formers who park in this area and top up there stay in the shared use bays till 3.30pm.

VQ 097

While control and enforcement is welcome, I believe that the council should not capitalise from this abuse of free parking by visitors. By charging during weekdays, local elderly residents unable to walk long distances and parents with very young children, wanting to spend an hour or so by the sunny pond, will be discouraged from doing so especially with the buses not keeping to the declared timetable. At Weekends, the Green near the pond gets too busy with families and dogs. Instead, Free Parking should be allowed with a limit of 1-2 hours and then charged and penalised.

VQ 006

I write in connection with the proposed parking controls on The Causeway and Cannizaro Road. I'm in total agreement that commuters and 'long-stayers' should be stopped from parking there, but this can easily be achieved by charging for ONE hour per day, say from 11.00 am to midday. To charge from 8.30 to 6.30pm is totally unnecessary in order to achieve the objective and will simply deter people from enjoying walks on the common or shopping locally. Both of which I'm sure you would like to see continued. I live in Devas Road and the one hour parking restrictions have worked brilliantly. Please consider the same arrangement on the common.

Officers Comment

1 hour restriction may remove some of the commuters but would open the area up for shift workers and commuters who would park early in the morning and pay over the phone for the one hour. 1 hour restrictions cannot be effectively enforced and the Council is not willing to consider a proposal that may not be effective in its operation and enforcement. The proposed hours will ensure a reasonable turnover in terms of parking and maximises parking availability. This also means that the dog walkers and the general public would still find it difficult to find a parking space. The Council has tried and tested hours of operation that work i.e. between 8.30am and 6.30pm which captures the whole day, 10am and 4pm and 11am 3pm which break up the day and prevent majority of commuters including shift workers from being able to park in the zones. The suggested 3 hours would also be perfect for the college 6 formers who park in this area and top up there stay in the shared use bays till 3.30pm.

Representation in favour of suggested 2.30 – 5.30pm.

VQ 038

1. I am writing to submit an objection, on behalf of the Club and its members, to the proposed order designated above.

Background and Location

2. Our Clubhouse is located at 19 Camp Rd, SW19 4UW – approximately 100 yards from the Western end of the Causeway and roughly 300 yards from Cannizaro Road. The Club has existed at this location since 1912. We have a total membership of about 280, 200 men and 80 ladies. As well as our regular membership, we attract about 2300 guest players per annum. The great majority of members and guests live within fairly close proximity to the club. We have 5 full employees and a further number of part time and casual ones. In addition, the Club also owns and administers an office complex immediately to the rear of the Clubhouse, providing service suites to for up to 5 tenants. Approximately 12 people are employed in these offices.
3. The Causeway and Cannizaro Road are located on Wimbledon Common which incorporates the golf course on which we play. Wimbledon Common is designated as a Site of Special Scientific Interest and has an European designation as a Special Area of Conservation. The Common as presently constituted dates from the Wimbledon and Putney Commons Act 1871, which removed the Commons from private ownership. The preamble to the 1871 Act states that its purpose, inter alia, is "*to preserve the same for public and local use, for the purpose s of exercise and recreation, and other purposes*". The Common is a much loved and well used local amenity.
4. The Common is used by a wide range of people, including our members. Regular users include walkers, runners, horse riders and cyclists. Most users of the Common, including the great majority of our golfers, travel there by car. This is due to the fact that most areas of the Common are remote from any feasible public transport. The nearest public transport to the Club is a bus route, roughly ¾ of a mile away. It is not feasible for our members to use such transport considering that distance and the equipment they would need to carry with them.
5. The vast majority of our members park in spaces available on the Common, as close to the Clubhouse as possible. There is very limited available space immediate adjacent to the Clubhouse (space for approximately 20 cars). However, firstly, this is by no means adequate for the number of members attending the Club on many given days and, secondly, that space is not reserved for use by the Club. The policy of the Common is that available spaces (including those adjacent to the Club) are for all users – the various parking areas on the Common do not have any parking restrictions or charges. The obvious consequence of this is that much of the available parking space (particularly close to Wimbledon Village) is taken up by others – notably commuters.
6. We recognise that this has led to problems in the locality of the Common, including on the Causeway, Cannizaro Road and the "Quadrant" of roads made up of Camp Road, West Place, North View and Camp View (as well as West Side Common). We are aware that the Council propose to establish a CPZ in our immediate area – i.e. the Quadrant (CPZ VQ). We are sympathetic to the opinion of local residents who we recognise agree to a large extent that some form of parking control should be implemented.
7. This objection specifically relates to the order referred to at the beginning of this letter but, whatever the administrative technicalities which you seek to impose on the overall proposals, it is clear to us that the effects of

order 201 and the proposal for a CPZ will be combined and indistinguishable between them. We have received paperwork from the Council which indicates that they believe all proposals should be considered jointly. We will submit a separate objection to the proposal for a CPZ within the time specified by that separate process, but we agree with that view.

o Effect on the Club

8. As I have set out above, the Club is located in close proximity to the Causeway, therefore any measures applied to parking on the Causeway will have effects on the availability of parking places close to the Club.
9. The most obvious consequence of this is that individuals who have previously parked in those areas will be displaced to other available space. As there are no parking restrictions on the Common, it is inevitable that parking will be redirected to those areas – including to the area immediately adjacent to our Clubhouse. This problem must be considered in conjunction with the creation of the CPZ we have referenced above – the potential imposition of that CPZ means that even less space will be available for the traffic which has previously parked on the Causeway.
10. This is not the only issue the proposals will cause. At present, our members may park in the areas of the Causeway (and the proposed CPZ) if there is available space. This is necessary because there is limited available parking in any other adjacent areas of the Common. These are the only available spaces. If parking in those areas is restricted in the manner you have proposed, parking in those areas will be either impossible or unfeasible for members of the Club. Firstly, our members will not be able to park in areas of the CPZ reserved for residents or already occupied. Secondly, the proposals do not allow sufficient time for golf and attendant activities – the five hour maximum is not enough time to allow for a round of golf and associated activities. Thirdly, even if the five hour maximum period proves adequate on any occasion, the total cost of parking at £8.50 (which would be paid on each occasion) will be commercially prohibitive and will be a major deterrent to members and guests of our golf club. To illustrate the magnitude of the effect of these charges, our weekday guest fee for a round of golf is £15, therefore, with the proposed charges, the total cost for our guests will be £23.50, which makes it commercially uncompetitive.
11. The total effect of these proposals (if implemented) would mean:
 - a. An inevitable loss of spaces currently available to our members (both those adjacent to the Club and elsewhere) as these will be occupied by people currently parking on the Causeway;
 - b. The loss of any feasible parking on the Causeway.
 - c. Consequent serious losses of membership for the Club, which, if it becomes a sufficient number, will result in probably unsustainable financial losses.
12. These issues apply equally to all users of the Common – not solely to our members. The parking controls and charges proposed in order 201 are at all levels disadvantageous to the majority of Common user. Specifically, at a minimum, those users will be charged for parking whereas before parking was free, in keeping with the intent of the 1871 Act.
13. It is for those reasons that we object to the proposed imposition of the parking restrictions on the Causeway as set out in Order 201.

Our Interests

14. We note that the Council proposes to make these orders in accordance with the powers conferred by the Road Traffic Regulation Act 1984 (the “Act”).
15. Section 45(3) of the Act places an obligation on the Council, when determining these proposals to:

*“consider both the interests of traffic and those of **the owners and occupiers of adjoining property**, and in particular the matters to which that authority shall have regard include—*

 - (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 accommodation... is available** in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.”*

(our emphasis)
16. We submit that, in accordance with section 45:
 - a. The Council has a duty to consider the interests of the Club and its members as an owner/occupier of adjoining property. To this end, the Act does not distinguish between residents, businesses or other occupiers. The Council is obliged to treat all parties, including the Club, equally under the Act. The interest of the Club will be severely effected by this proposal.
 - b. The proposals for the Causeway will do little, if anything, to improve the free movement of traffic on that road (the location of parked cars is likely to be similar to current use).
 - c. The Council has a duty to consider the ability of the members of the Club to access the Clubhouse premises. The imposition of this proposal (and the consequential effects) will severely limit the ability of members to park and access the Club, as we have set out above.
 - d. There is no off-street parking available in the neighbourhood for members of the public. The only available off-street parking is for some residents (though not all).
17. Section 122 of the Act places a further duty on the Council as follows:

*“It shall be the **duty** of everylocal authority upon whom functions are conferred by ...this Act, so to exercise the functions conferred on them ...as (so far as practicable **having regard to the matters specified in subsection (2) below**) 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 ...

(2) The matters referred to in subsection (1) above as being specified in this subsection are—

(a) the **desirability of securing and maintaining reasonable access** to premises;

(b) the **effect on the amenities of any locality affected...**”

(our emphasis)

18. We submit that in accordance with section 122:

- a. The Council has a duty to consider the expeditious and convenient, movement of traffic to and from the Club. The imposition of this proposal (and its consequential effects) will detrimentally impact on the movement of traffic to and from the Club.
- b. The Council has a duty to have regard to the need for adequate parking facilities to be made available to the Club and its members. The imposition of this proposal (and its consequential effects) will result in a major loss of parking facilities available to the Club and its members, as well as other users of the Common. This could result in the terminal decline to the Club and its closure.

Officer's comment - Once the commuters are removed there will be adequate parking facilities for residents, businesses and visitors to the area. Currently all available space is utilized by long term parking which adversely impacts those with genuine need of visiting the area.

- c. The Council has a duty to consider maintaining reasonable access to the Club and its premises. The imposition of this proposal (and its consequential effects) will result in the severe degradation of access to the Club and will result in many members being unable to access whatsoever.

Officer's comment - See comment on point 12 above.

- d. The Council has a duty to consider the effect of the proposals on the Club as a local amenity. As we have set out above, the proposals will have a significant and potentially terminal effect on the Club.

Officer's comment - It is the Club's own responsibility to secure its own private parking area for its members. The Council can only deal with the public highway.

- e. The Council has a further duty to consider the impact of the proposals on the Common and its users. The proposals will mean, firstly, users of the Common are restricted in parking access and secondly, any available parking spaces on the Common will very likely be inundated by traffic which has been displaced from the proposed areas.

It is of the greatest importance that the Council consider the impact of this proposal (and other proposals) on the Club and the Common – both of which are major local amenities which have been serving the local community for many years. They should be allowed to continue to do so.

19. In addition to our own interests, we are also aware that other commercial operations in the area foresee serious financial problems if the proposals are implemented as suggested. This includes the Fox and Grapes pub, the Study Prep School and Cannizaro House. The effect on those parties is likely to be similar to the Club and must be given serious and adequate consideration.

Alternatives

20. As we have set out above, we recognise that there are serious problems in the area which have built up over time, caused by all day parking by commuters and longer term parking by others. We have had extensive consultations with the local residents and other local interests, and we are aware that, for understandable reasons, the residents are largely in favour of some form of parking controls on the Causeway.
21. We submit that the proposals should be modified by way of reducing the restricted hours. We suggest that the restricted hours be changed from 0830/1830 to 1430/1730. Maximum stay 2 hours with no return within 1 hour. We consider that this will be effective and sufficient to accomplish the stated purpose of deterring parking by non-users of the Common, without detrimentally impacting on the interests of those in the locality to such a large extent. Given that purpose can be achieved by shorter hours, we see no reason for the imposition of a longer period of restrictions and we understand many residents agree. In addition, we are aware that the Council has the power under the Act to impose an experimental or temporary order in place of any permanent decision. Given the wide-ranging and potentially serious impact of these proposals on all manner of different parties (the Club included), we consider that any proposal that is implemented must be on such a temporary basis. This will allow proper consideration of the impact of the proposal, should it go ahead. Proceeding without that 'test' would be completely inappropriate and we can see no drawback to that course of action, if these restrictions do proceed. We deem our proposals to be effective in reducing long term parking in the area, and to be fair and reasonable to all the interests involved, namely residents, Common users, and commercial interests. We trust that our submission will be favourably considered

Officer Comment

The Causeway is a public highway and not residential nor part of a CPZ. In the absence of a car park in the Village, the

intention is to maximise its use whilst addressing antisocial parking. The Council has to consider how it would best manage the pattern and level of parking whilst catering for the larger community / visitors etc. The hours of operation for The Causeway cannot be determined by the hours of operation of any of the neighbouring CPZ (existing or new). Officer's recommendation to the Cabinet Member will be to retain the proposed hours of operation for The Causeway. The Council acknowledges possible displacement, and that is the main reason the statutory consultation for The Causeway was delayed and the statutory consultations for the proposed CPZ and The Causeway were carried out at the same time but independently. This was explained before, during and after the consultations. It would be unrealistic not to progress with any scheme because of the possible displacement. Adopting this principle would mean that no scheme would be implemented anywhere in the Borough. To address this, the neighbouring roads have been offered the option of a CPZ. It should also be noted that the uncontrolled roads are fully parked without any capacity for additional parking for most part of the day. It is therefore considered that although demand may increase the actual parking capacity will remain unchanged as would the current level of obstructive parking.

The Council do not disclose representations received from third parties, to do so would be in breach of the Data Protection Act. The content of all representations will be included within officers' report to the Cabinet Member for his attention. This report will be published on the Council's website once the Cabinet Member has made his decision. The statutory consultation was carried out on specific proposed hours of operation, any change would mean a further statutory consultation. Given the conflicting views from resident groups, the Council would need to undertake its own informal consultation to determine the level of support for any proposed hours of operation after which a statutory consultation would be carried out should there be a change in hours of operation to that previously consulted upon.

The issues raised have been covered in the above paragraphs. Additionally, it needs to be made clear that the Council is being transparent and consistent in its approach to such matters. The Causeway is not a CPZ nor a residential road. In the absence of a car park facility in this area, this road provides the Council the opportunity to accommodate the parking needs of the wider community and visitors as it does within its car parks. Unlike a CPZ, the proposed parking measures for The Causeway should not be determined by a selected few. It is true that during the statutory consultation representations have been made to the hours of operation for The Causeway and as with any statutory consultation, all representations will be considered primarily based on the validity of the objections. These are for the Cabinet Member to consider before making his decision.

With regards to the actual implementation of The Causeway the previous proposed starting date of October is no longer a realistic date for implementation. We are looking to adjust our work programme to accommodate an informal consultation for Camp Rd CPZ to determine the hours of operation. This consultation does not relate to The Causeway in any way. As previously explained now that the Council is aware of support for different hours of operation to those consulted, it has been decided to undergo the Council's full consultation process i.e. to carry out an informal consultation to determine overall majority (this also happened during the Chester Road area consultation) and once this is determined by the Council, we will undertake the necessary statutory consultation unless the majority opt for the hours that the Council has already consulted on.

You state the overall effect of Mr Atie's email is to give an ultimatum to the residents which is neither fair nor reasonable. The residents are effectively being held to ransom in that they are invited to withdraw their objections to the longer period of operation at Camp Road with the threat that, if they will not do this, the Causeway restrictions will be implemented regardless. The Council is well aware that this will not be acceptable to residents who live in Camp Road.

The Council is merely setting out options and implications for each option. Comments made within the referred email are also in line with the discussion the Council had in a meeting with the local Ward Councillors' and Residents' Association. A meeting that was held at their request.

You state there is no reasonable justification for implementing one proposal before the other and prior to this email the Council has always proceeded on the basis that both proposals would be dealt with simultaneously and that they will have an indistinguishable and inevitable effect on each other which is specifically acknowledged in the Council's consultation document. You state it is now completely unacceptable for the Council to threaten to proceed with one of those proposals without the other — the only reason for doing so is to pressure the residents of Camp Road to withdraw their objections.

The Council does believe there is justification to manage parking along The Causeway in isolation for the reasons set out above. The Council is mindful of the implications which is the reason the 2 consultations were carried out at the same time but separately. As previously explained, although it is acknowledged that there may be a displacement, the Council has attempted to mitigate against it by consulting Camp Rd area on a CPZ sooner rather than later as previously programmed.

The Council never gave an undertaking that both schemes would be implemented at the same time. The Council did agree that both statutory consultations would be carried simultaneously once the Ward Councillors' carried out an informal consultation to determine the hours of operation the residents would prefer. The outcome of that consultation showed that majority of the residents preferred Monday to Saturday, between 8.30am and 6.30pm and the Council carried out its CPZ statutory consultation accordingly.

Within the consultation leaflet that was sent to both residents and the businesses, there was no undertaking that both schemes would be implemented simultaneously, it only referred to the consultation. The text within the newsletter stated "It has been decided that both statutory consultations (CPZ in the Quadrant, the pay and display on the Causeway and Cannizaro double yellow lines) will be running concurrently".

You set out sections 45(3) and 122 of the Road Traffic Regulation Act 1984 and state the Act does not make any distinction between residents and business and all parties should be treated equally under the Act. You state there is no justification for prioritising the interests or views of residents over business occupiers and that the obligations are to have regard to the owners and occupiers of adjoining property. You consider the Council is currently acting in breach of both obligations. The state that the fact Council is corresponding with residents to the exclusion of your client and other local businesses demonstrates this. You state the Council has an obligation to consider your client's views and to balance the interests of all parties in the area, as well as local amenities, in response to the consultation.

As part of the consultation process, the Council did a newsletter drop and a newsletter was delivered to your Client's property on Wimbledon Common. All representations will be considered by the Cabinet Member prior to making a decision. A response will be made to all those who made representations soon after a Cabinet Member decision is made.

In terms of an informal consultation the Council does take on-board all views and progresses to the next stage based on majority views and during a statutory consultation, the Council considers the validity of any objection to the proposed making of the Traffic Management Order.

VQ 041

I write in response to the above proposal. I have always been against implementing parking restrictions on The Causeway as it has offered free access to those who wish to enjoy Wimbledon Common; a free public space that is used daily by dog walkers, Merton residents and visitors alike and no-one should have to pay a fee in order to do so. I recognise though that parking in the village and Common has become increasingly difficult, especially with the addition of new parking zones around Wimbledon Common and this will inevitably put further burden on parking on The Causeway. If there are to be some parking restrictions on The Causeway, in particular, to prevent abuse by long stayers (such as live-in caravans that are expensive to move on) they should be as limited as far as possible to ensure that free access to Wimbledon Common is maintained during the week as well at weekends. The matter of proposing parking restrictions on The Causeway came up 11 years ago and this was overwhelmingly rejected by local residents and businesses. One of the arguments that Merton Council cited at the time, was that commuters were using The Causeway to park all day; the natural assumption was that 'commuters' were those that parked and then went elsewhere to work e.g. hopped on a train to London. However, no survey had been done by Merton Council to establish this. A local resident and I carried out our own survey, at the time, over a 4 day period (which we presented at a Merton Council meeting). We visited the site morning, noon and afternoon, logging cars parked in order to establish all-day (and short term) parking and asked questions of those that parked/collected their cars. Other than one person who parked his car and took a bus to Putney, there was no evidence of the commuters as described.

The Causeway survey also revealed that a large proportion of the owners of cars, parked all-day, were people that worked in the village, usually regular staff, such a nurses at The Surgery. These workers were not fortunate enough to be allocated one of the limited number of business parking permits allowed. There was also a few cars that were overflow residents from the village that parked all day, night and at weekends. And whilst it seemed at first sight that there was an almost solid row of parking, a number of spaces were used in relay for short periods by dog walkers and general visitors and there was regularly unused space. Removing this facility could have serious repercussions on the businesses in the village, which have thrived in the last 11 years with an increase in a number of high end shops, which are a great draw for visitors to the Common and village in general. This clearly benefits the area as a whole.

Given the above, my conclusions are as follows; 1. With regard to The Causeway, I reject the CPZ proposal to have;

a) A Pay and Display only scheme

b) Operating hours between 8:30am and 6:30pm.

2. With regard to The Causeway, I would support a Monday to Friday CPZ subject to the following;

a) That some or all of the parking bays are allocated as mixed-use bays so that some Parking Permits can be offered to businesses in and around the village and Common.

This would also help prevent en-masse zone hopping by village workers. With, potentially, 4 parking zones operating within spitting distance of each other (The Causeway itself, 2 that will flank it and the one in Chester Road), it would be very easy for village workers to park all day in 2 hour chunks (or 5 hour plus 2/3 hours if the current proposed Causeway scheme goes ahead), but this would put pressure on the other zones.

As to which businesses would qualify, this would need to be discussed and agreed. And b) Limited operating hours between 14:30 and 17:30, two hours maximum, no return within one hour. There are already several under-utilised mixed-use bays with all day operating hours around Wimbledon Common (e.g. South Side and Chester Road), so I fail to see how adding even more pay and display bays with all day operating hours will even be used or benefit the area.

3. With regard to the proposed parking restrictions on Cannizaro Road. This seems to be a pointless and expensive exercise. I have never seen anyone park, load/unload on this road. The road is too narrow and too busy to park and given that there is only open common land on either side, no reason for anyone to load/unload either. All the signs and lines will accomplish is to spoil the environment. I therefore reject this proposal entirely.

P.S. Following a conversation I had with a gentleman from the traffic department today, I wish to make it clear that this email response was made on the basis of the information I was given; that The Causeway would be a separate operating area to the Quadrant/West Side Common proposed zone and the former would be a separate operating area in its own right as far as the no return rules are concerned. If The Causeway subsequently becomes part of another zone, in particular, the Quadrant/ West side Common zone, then my response above may differ.

Officers Comment,

The proposed pay and display bays will provide the necessary parking opportunity and facility to the general public who are currently unable to use The Causeway because of long term parking and by Caravans. This is not a CPZ -residents and business permit holders cannot share the parking bays with other paying customers. There are a number of long term parking bays in all the zones in the Village that are allocated to businesses for them to purchase season ticket "Pre-Paid Ticket"(PPT) for their staff. Majority of the businesses that were allocated the PPT never took up the offer because there are available free parking areas on The Causeway. The PPT offer is still available to businesses in the Village. 3 hours restrictions may remove some of the commuters but would not address parking by shift workers who would park early in the morning and return to their vehicles before 2pm or park early in the morning and pay over the phone for the maximum stay and return to their vehicles before 4.30pm. This also means that dog walkers and the general public would still find it difficult to find a parking space. The proposed hours will ensure a reasonable turn-over of parking and will maximise the availability of parking bays.

The proposed restrictions for Cannizaro Road are preventative measures and the Council is aware of an incident during an event on the Common when a couple of vehicles were parked on Cannizaro Road which caused serious congestion. If a scheme is implemented on the Causeway and the Quadrant, Cannizaro Road will be the only unrestricted road on the Common and motorists are likely to start parking on the road causing congestion.

VQ 035

I live in West Place. I support the introduction of a CPZ on the Causeway subject to the following comments and objections:

1. The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.
2. The CPZ is introduced at the same time as the Westside/Quadrant scheme.
3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

The rationale for this is as follows:

- The only problem we are trying to solve is long term parking – all day and longer. We believe this can be virtually eliminated by shorter hours.
- Shorter controlled hours will promote access to the Common as an amenity.
- It will also promote use of, and access to, the village – shops, restaurants, offices and to my stables
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.
- Overall it will help preserve the unique nature and balance of this very special area.

I feel very strongly that this 'lighter' touch should at least be tried, for perhaps 18 months, which I understand to be within your powers. Please consider the affects of opening up the roads too much as I believe it will encourage motorists to speed.

VQ 017

As residents of Camp View, Wimbledon, we support the introduction of a CPZ on the Causeway but would like to do that subject to the following comments: The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour as this will promote access to the Common and local amenities and prevent long-term parking

1. That CPZ is introduced at the same time as the Westside/Quadrant scheme, otherwise there will be spillovers that will negatively affect the local community
2. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays. Hopefully this is helpful in the implementation of the new parking scheme.

VQ 034

We support the introduction of a CPZ on the Causeway subject to the following comments and objections:

1. The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.
2. The CPZ is introduced at the same time as the Westside/Quadrant scheme.
3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

The rationale for this is as follows:

- The only problem we are trying to solve is long term parking – all day and longer. We believe this can be virtually eliminated by shorter hours.
- Shorter controlled hours will promote access to the Common as an amenity.

- It will also promote use of, and access to, the village – shops, restaurants, offices, stables etc. .
 - These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.
 - Overall it will help preserve the unique nature and balance of this very special area.
- We feel very strongly that this 'lighter' touch should at least be tried, for perhaps 18 months, which I understand to be within your powers.

VQ 042

As a local business owner I am writing to respond to the proposal for a CPZ on the causeway in Wimbledon Common. While I agree that the introduction of some form of controlled parking in the area is necessary. I object to the current proposal on the grounds that the hours proposed are too lengthy and that as we are trying to eliminate all day and long term parking on the Causeway a shorter two hour maximum with no return within one hour would be enough to solve this problem. Also, shorter hours of operation would ensure locals can still use the Common as an amenity and support businesses in the Village and would therefore propose the hours of operation should be from 14.30 to 17.30 only. The longer hours of operation proposed by Merton Council will have a detrimental effect on the Wimbledon Common Golf Club and the Fox and Grapes pub and it is very likely they will go out of business. As a new tenant in the Golf Clubs business park I am very concerned that my business will suffer due to the long hours of operation of the CPZ and that should the Golf Club close down I will be forced to move elsewhere. Having just moved into and renovated our commercial property moving again so soon would be a huge financial strain of my business.

In short, I think a lighter approach to parking controls should be tried and then reviewed and I propose the following

- The hours of operation should be 14.30 to 17.30 only. Two hour maximum, no return within one hour.
- The CPZ is introduced at the same time as the Quadrant/Westside scheme.
- The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

VQ 037

I am writing in response to the parking proposals on The Causeway and Cannizaro Road, Wimbledon. As a regular user of Cannizaro Park and Wimbledon Common with my children and dog over the last 10 years I am very aware of the problem of parking in this area with the long stay commuters and anti social parking at junctions etc. I therefore completely understand that the residents would like some parking restrictions in place to enable them to be able to park outside their own houses, in their own road etc and to keep the traffic flowing easily without congestion.

However, as a local resident it would be great to still be able to park in some of these roads to be able to walk dogs and/or go for a walk or play on the Common or in Cannizaro Park without having to Pay and Display. Could one or two of the roads not have a restriction of less hours eg. 11-3pm or 12-2pm? Which would discourage all day parking. In summary, I am opposed to the implementation of these parking restrictions as it would reduce the number of people using Cannizaro Park, the common and the local pubs/restaurants which are such lovely places to visit with children and dogs and to be able to park there is great benefit to local residents.

VQ 048

We support the introduction of a CPZ on the Causeway subject to the following comments and objections:

The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.

- 1. The CPZ is introduced at the same time as the Westside/Quadrant scheme.*
- 2. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.*

The rationale for this is as follows:

The only problem we are trying to solve is long term parking – all day and longer. We believe this can be virtually eliminated by shorter hours.

- Shorter controlled hours will promote access to the Common as an amenity.*
- It will also promote use of, and access to, the village – shops, restaurants, offices, stables etc. .*
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.*
- Overall it will help preserve the unique nature and balance of this very special area.*

We feel very strongly that this 'lighter' touch should at least be tried for perhaps 18 months, which I understand to be within your powers.

VQ 027

We support the introduction of a CPZ on the Causeway subject to the following comments and objections:

- 1. The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.*
- 2. The CPZ is introduced at the same time as the Westside/Quadrant scheme.*
- 3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.*

The rationale for this is as follows:

The only problem we are trying to solve is long term parking – all day and longer. We believe this can be virtually eliminated by shorter hours.

- Shorter controlled hours will promote access to the Common as an amenity.
- It will also promote use of, and access to, the village – shops, restaurants, offices, stables etc. .
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.
- Overall it will help preserve the unique nature and balance of this very special area.

We feel very strongly that this 'lighter' touch should at least be tried, for perhaps 18 months, which I understand to be within your powers.

VQ 085

I am writing in support of the introduction of a CPZ on the Causeway subject to the following comments and objections:

- The hours of operation should be 1430 to 1730 only with two hour maximum and no return within one hour.
- The CPZ is introduced at the same time as the Westside/Quadrant scheme.
- The agreed hours will apply in the Quadrant/Westside CPZ to both Residents and Shared Pay and Display bays.

The principal problem is long term parking which can be all day and longer which I believe can be eliminated by CPZ with shorter hours. Shorter controlled hours will promote continued access to the common as an amenity and will also promote easy access to Wimbledon Village shops, restaurants, offices and stables. These shorter controlled hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as currently proposed. Overall it will help preserve the unique nature and balance of this very special area.

I feel very strongly that this approach should at least be tried, for perhaps 18 months, which I understand to be within your powers.

Officers Comment

3-hour restriction may remove some of the commuters but would open the area up for shift workers and commuters who would park early in the morning and pay over the phone for the one hour. 1 hour restrictions cannot be effectively enforced and the Council is not willing to consider a proposal that may not be effective in its operation and enforcement. The proposed hours will ensure a reasonable turnover in terms of parking and maximises parking availability. This also means that the dog walkers and the general public would still find it difficult to find a parking space. The Council has tried and tested hours of operation that work i.e. between 8.30am and 6.30pm which captures the whole day, 10am and 4pm and 11am 3pm which break up the day and prevent majority of commuters including shift workers from being able to park in the zones. The suggested 3 hours would also be perfect for the college 6 formers who park in this area and top up there stay in the shared use bays till 3.30pm.

With regards to the Quadrant CPZ, the view of residents will be taken into consideration when considering the CPZ proposal. The Causeway is not a residential road and therefore it would be the Council's decision to decide on the hours of operation which has been determined by considering a number of factors including the best use of available space and maximising the availability of the parking bays. Regarding implementation time frames and rate of progress, the residents have been provided with sufficient information to make an informed decision. The Council will act in response to the outcome of the CPZ informal consultation.

VQ 040

I do reluctantly support the CPZ on the causeway, subject to the following:

1. We consider the hours of operating should be 14.30 – 17.30 only, in order to assist the Fox and Grapes, Wimbledon Common Golf Club and The Study school. This should have a two hour maximum with no return within one hour.
- 2 The CPZ should be introduced at the same time as the West Side Quadrant scheme.

VQ 051

We have had meetings locally to take soundings from the local residents and I support the introduction of a CPZ on the Causeway subject to the following comments and objections:

1. The hours of operation should be 1430 to 1730 only from Monday to Friday. Meter timing should be two hour maximum, no return within one hour.
2. The CPZ should be introduced at the same time as the Westside/Quadrant scheme.
3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

Shorter controlled hours will promote access to the Common as an amenity.

- It will also promote use of, and access to, the village- shops, restaurants, offices, stables etc ..
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.
- Overall it will help preserve the unique nature and balance of this very special area.

At the two meetings of the residents, each one of about 40 people, that I have attended it was apparent that the majority of those attending wanted the scheme to operate for fewer hours than has been proposed.

VQ 032

With regard to the above planned CPZ for the Causeway, I am in favour in principal to its introduction in order to curb the existing over-use by commuters and other long-term parkers but not the present proposal of all day restriction. The current un-restricted parking is severely affecting the use of the common by dog walkers and other people wishing to visit this marvellous benefit to the area. It is also restricting access to local amenities such as the Golf Clubs, the Fox and Grapes and making it difficult for residents to park – especially those in Hanford Row who have no off-street parking facility whatsoever. While the proposal of all day restrictions may indeed curb the use/abuse by the commuter and long term parker, it will also severely restrict access to everyone else unnecessarily. I would therefore support controlled parking on the Causeway between the hours of 14.30 to 17.30 with a two hour maximum and no return within one hour to prevent abuse of the arrangement. This would prevent long term parking while allowing genuine visitors both to the Common and surrounding amenities to continue to enjoy the benefits of the area.

VQ 019

As a resident of North View Wimbledon, I thought I should express my desire that the controlled parking zone on the causeway be limited to the hours of 2:30 and 5:30 due to the effect that a longer period would have on our local pub, the Fox and Grapes. Many thanks for taking this into consideration

VQ 025

We support the introduction of a CPZ on the Causeway subject to the following comments and objections:

1. The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.
2. The CPZ is introduced at the same time as the Westside/Quadrant scheme.
3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

The rationale for this is as follows:

- The only problem we are trying to solve is long term parking – all day and longer. We believe this can be virtually eliminated by shorter hours.
- Shorter controlled hours will promote access to the Common as an amenity.
- It will also promote use of, and access to, the village – shops, restaurants, offices, stables etc. .
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed.
- Overall it will help preserve the unique nature and balance of this very special area.

We feel very strongly that this 'lighter' touch should at least be tried, for perhaps 18 months, which we understand to be within your powers.

VQ 020

I am writing on behalf of the business Goldwin Services UK Ltd, which has for the last 20 years or so had offices at Heston Court, Camp Road, Wimbledon. I wish to object to the proposals as set out for the Causeway because I think it will make life even harder for all the businesses in the area. Granted there is a parking problem and whilst I understand the rationale for making these proposals the council has clearly not thought through the ramifications that this will have both for the businesses in Heston Court, for our landlord's Wimbledon Common Golf Club, for the Fox and Grapes Pub, and for the Study School to name some of the business in the area which will be severely affected. It is surely not the intention of the Council to destroy these businesses and it is evident from the fact that Wimbledon Village shops change hands frequently that parking measures already imposed in the area are not helpful for the business community within the whole of the village area. The proposals could be improved considerably if the parking restrictions were reduced to just a short slot in the day, say a 3 hour time frame with no return within two hours. This could apply to the whole of Causeway. There is absolutely no need for the restriction to be from 8.30 – 6.30 when the objective is to stop long term parking for commuter parking and overnight stayers. Some vehicles are there more or less permanently and that is what needs to be stopped, not make everybody pay for their parking just to collect revenue. The Causeway parking should be available for people who wish to use the common for their leisure, whether it is enjoying nature, a walk, a round of golf, or to go for a meal at the Fox and Grapes pub for example. By putting a short time restriction when no parking is permitted, it would have the desired effect of preventing parking from filling up for the whole day, and allow people to come and go more freely during the rest of the day which is how it should be. I do not believe that the council needs to take such a heavy handed approach. Please can you consider having a trial to see if a short time in the day when parking is not permitted with free parking the rest of the time, has the desired effect, before taking the draconian measure of making it paid for parking 5 days a week from 8.30 – 6.00, thus preventing a large number of people from free easy access to the common and further impacting on the businesses in the area.

VQ 022

I would like to make the following response to the proposed CPZ on The Causeway. I am in favour of a CPZ but with the following alterations:

4. **The hours of operation should be 1430 to 1730 only from Monday to Friday.** Meter timing should be two hour maximum, no return within one hour.
5. Its important the Causeway and The Quadrant CPZ are introduced at the same time.
6. It would be sensible to have the same agreed hours of operation across both CPZ's The agreed hours should apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

Having shorter controlled hours will help access to the Common as an amenity:

- It will also give greater use of, and access to, the village – shops, restaurants, offices, stables etc.
- The shorter hours will help the Wimbledon Common Golf Club and Fox & Grapes who are under threat.
- Importantly it will help to retain the unique environment and atmosphere of our neighbourhood.

Officer's comments -

Thus far the residents of Almshouses have demonstrated opposition to the reduced hours and the suggested shared use bays as they acknowledge that The Causeway would provide the necessary parking provisions for visitors.

The proposed permit holder parking bays can be used by parents whilst dropping off / picking up pupils to/from the school which is a far safer option than the current chaotic parking manner.

The proposed measures will ensure access and safety for all road users and will accommodate the varying needs of majority of the road users in the area.

VQ 030

At around 6.30am on many mornings I walk on the Causeway on way to station and work and am shocked by:

1. Number of people sleeping in campers and also cars on Causeway
 2. People relieving themselves on Common, a disgusting sight and health hazard
- HOW CAN YOUR OFFICE ACCEPT THIS?
3. The permanency of some "residents".
 4. Increasingly we now see new "residents" parked overnight in Camp Road and Northview.
 5. This is becoming a serious health hazard to the general public and hence an important responsibility of your department
 6. Local police refuse to do anything. They point to Merton Council to act.

Residents hold the Merton council responsible. As this new trailer camp grows your department will need to fix soon. Action is need now please. As residents and rate payers who work hard to maintain Common and Conservation in area this is a big issue for all and requires action now from your department please. As a first step only:

We support the introduction of a CPZ on the Causeway subject to the following comments and objections:

1. ***The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.***
2. ***The CPZ is introduced at the same time as the Westside/Quadrant scheme.***
3. ***The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.***

The rationale for this is as follows:

- *we are trying to solve is long term parking – all day and longer.*
- *we believe this can be virtually eliminated by shorter hours.*
- *controlled hours will promote access to the Common as an amenity.*

We feel very strongly that this 'lighter' touch should at least be actioned for 18 months, which I understand to be within your powers.

VQ 023

Thank you for the opportunity to comment on the above.

It is with a degree of sadness that we support a CPZ in connection with the Causeway (and subsequently the Quadrant and surrounding area, which is the subject of later comments). The Common is a wonderful amenity and it is in the general interest that this is shared as widely as possible. However the problem of long term parking and the introduction of CPZ elsewhere nearby makes this inevitable. There is clearly a need for the Causeway and the Quadrant and surrounding area to be in step on this, both in terms of introduction and hours. However, at the same time it is in everyone's interest that the introduction of the CPZ on the Causeway (and the Quadrant and surrounding area), be introduced to overcome the long term parking, but providing the least inconvenience to those using the amenity of the Common, those who have businesses in Wimbledon village, the Wimbledon Common Golf Club and the Fox and Grapes. It is for these reasons that it is strongly believed that the hours of operation of a CPZ on the Causeway should be 1430 - 1730hrs Monday- Friday with a two hour maximum, and no return within an hour and that this should be the subject of an 18 months trial. Thank you for your consideration of this matter.

VQ 039

As Paul Atie is aware my wife Joanna and I have, alongside Andrew Durant, been actively engaged with those within the Westside/Quadrant zone to gauge opinion about the overall impact of the two proposed schemes. This has involved

local residents, the WCRA, and the two amenities/businesses most affected, the Fox and Grapes and Wimbledon Common Golf Club. We are regulars at the pub, and members of the latter, where Joanna is Lady Captain and on the Committee. //, CEO of WPCC, has also been very constructive in helping us all understand your and their wider issues and concerns. It was also extremely helpful, and appreciated, when Paul attended one of our informal meetings.

REPRESENTATION

We support the introduction of a CPZ on the Causeway subject to the following representations:

7. The hours of operation should be 1430 to 1730 only, with a two hour maximum, no return within one hour.
8. The CPZ is introduced at the same time as the Westside/Quadrant scheme.
9. The agreed hours will also apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

Our arguments in support of this are as follows:

- The key problem we are all trying to solve is long term parking – all day and even longer. We believe this can be virtually eliminated by shorter hours. We are aware the Council has done a great job moving ‘camper vans’ away – but realise the continuous legal battle (and associated costs) is simply not sustainable.
- The ‘no return’ element is clearly fundamental to eliminate all day parking via Ringo.
- Shorter controlled hours will promote regular access to the Common as an amenity, for walkers in particular.
- This approach will also promote use of, and access to, the village – for example the shops, restaurants, offices, and stables. Daily and weekly commuters add very little value to the community.
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as proposed. This is not being melodramatic – I am aware of the very serious financial implications for both of what has been proposed.
- Overall it will help preserve the unique nature and balance of this very special area.
- We will address this in more detail when we respond on the 26th July, but it would be chaos if the two schemes were not introduced at the same time, and with the same hours. (I don’t want to pre-empt that response, but we can tell you there seems to be a majority consensus that the same shorter hours in the Westside/Quadrant CPZ are desirable).

The Fox and Grapes is the last independent pub in the village. WCGC is a unique golf club – part of the community for well over one hundred years, it is very accessible to all, with a high proportion of rounds played by local visitors at very low green fee rates. We must try and preserve these businesses and amenities. The fact is that the Chester Road scheme was and remains a completely different issue – it’s an entirely residential cul de sac, where the scheme has worked perfectly to clear the streets. That is not what we want. The appeal of wider access to the Village for business and leisure, and the Common as an amenity means that people come and go all the time. This is particularly true of the Causeway. We feel very strongly that this ‘lighter touch’ should at least be tried, for perhaps 18 months, which we understand to be within your powers. Thank you for taking time to consider this. We will be responding by the 26th July re the Westside/Quadrant CPZ.

VQ 031

I would like to make a representation against the proposal described in your notice relating to the pay and display bays on the Causeway. The control hours on the Causeway should be the same as the CPZ hours of operation in the Quadrant. During a meeting of the residents association this week agreement was reached that the majority favoured reduced operating hours in the Quadrant of 2.30pm - 5.30pm and you should be receiving emails regarding this. If this proposal is accepted then the Causeway should operate the same 3 hours. If the Causeway is operating different hours to the Quadrant this will not only cause confusion regarding the parking restrictions but direct extra cars to park in the Quadrant when the restrictions are still in place in the Causeway. Please consider the above objection to the current proposed control hours on the Causeway of 8.30am - 6.30pm.

VQ 086

I am writing in support of the introduction of a CPZ on the Causeway subject to the following comments and objections:

- The hours of operation should be 1430 to 1730 only with two hour maximum and no return within one hour.
- The CPZ is introduced at the same time as the Westside/Quadrant scheme.
- The agreed hours will apply in the Quadrant/Westside CPZ to both Residents and Shared Pay and Display bays.

The principal problem is long term parking which can be all day and longer which I believe can be eliminated by CPZ with shorter hours. Shorter controlled hours will promote continued access to the common as an amenity and will also promote easy access to Wimbledon Village shops, restaurants, offices and stables. These shorter controlled hours will help the Fox and Grapes and Wimbledon Common Golf Club whose very existence is seriously threatened by the measures as currently proposed. Overall it will help preserve the unique nature and balance of this very special area. I feel very strongly that this approach should at least be tried, for perhaps 18 months, which I understand to be within your powers.

VQ 018

We are writing to comment on the proposed CPZ on the Causeway in Wimbledon. We live at West Side Common so are

directly affected by the parking situation on The Causeway but also recognise the uniqueness of the area and the importance of encouraging access to the area. Our concern, as I think it is that of the Council is to solve the long term parking on the Causeway. Rather than an all day restriction we believe that the problem can be solved by applying shorter hours and would suggest the following:

1. The hours of operation should be 1430 to 1730 only. Two hour maximum, no return within one hour.
2. The CPZ is introduced at the same time as the Westside/Quadrant scheme.
3. The agreed hours will apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay and Display bays.

From an earlier Residents' meeting attended by Paul Atie, we understood that it is perfectly feasible to have a trial of a shorter period, for perhaps 18 months. We would strongly urge the Council to adopt this approach.

VQ 047

I am writing in response to the proposed introduction of a CPZ on the Causeway SW19. I am a resident at North View SW19. Whilst I support the introduction of a CPZ on the Causeway this would be **subject only** to the controlled hours being 1430 to 1730. This would be a two hour maximum, with no return within one hour. By utilising this two hour controlled window of parking, I believe this will achieve the correct balance of eliminating long term parking but preserve access to the common and the unique amenity this provides to all who use it. This is doubly important bearing in mind the common is a conservation area and the fact that the common is a site of special scientific interest. I would implore this view to be taken into consideration. If necessary, I would also press for a trial period using this two hour controlled parking to ensure that the needs of all stakeholders are met.

VQ 046

I am supportive of a CPZ on the Causeway, subject to the following conditions:

10. The hours of operation should be limited to 1430-1730, with a two hours maximum parking time slot and with a "no return within 1 hour" policy.
11. The CPZ must be introduced at the same time as the Westside/Quadrant scheme.
12. The agreed hours will also apply in the Quadrant/Westside CPZ, to both Residents and Shared Pay & Display bays.
13. This should be introduced on a trial basis for a reasonable period of time

Our arguments in support of this are as follows:

- The key problem we are all trying to address is long term parking on the Causeway – all day and longer. I believe this can be virtually eliminated by a restricted period of 3 hours per day.
- Shorter controlled hours will promote regular access to the Common as an amenity.
- The 'no return' element is clearly fundamental to eliminate all day parking via Ringo.
- This approach will also promote use of, and access to, the village – for example the shops, restaurants, offices, and stables. Daily and weekly commuters add very little value to the community.
- These hours will help the Fox and Grapes and Wimbledon Common Golf Club economic viability, whose very existence is seriously threatened by the measures as proposed. This is not being melodramatic – the financial implications for both are real and present
- Overall it will help preserve the unique nature and balance of this very special area.

The Fox and Grapes Pub is the last independent pub in the village and their lunch time trade is key to its survival. WCGC is a unique golf club – part of the community for well over one hundred years, with a high proportion of rounds played by local visitors at very low green fee rates. We must try and preserve both of these businesses and amenities. I feel strongly that this 'lighter touch' should be trialled, for perhaps 18 months, which is within your powers to grant.

VQ 021

I just returned from holiday to read your parking proposals for The Causeway and am concerned that the required purpose of stopping long term parking and use of the area for semi-permanent campers will be achieved at the detriment of the local business community. If you wish to stop overnight parking and long term parking the simplest and cheapest way forward would be to restrict parking for a maximum of 2 hours per day Monday to Friday after say 6pm to enable those people working in the village an area to park and visitors to the area to be able to use the facility of the common. I personally use the parking on the Causeway, 5 days to attend my office job in Church Road, Wimbledon village. I have to start work at 6.45am in order to get a parking space there as it is, without your restricting the parking provision and trying to make us pay to be able to park to go to work! There are obviously cars and vans there which are parking on a long term basis and do not seem to move for months on end. If these vehicles were correctly enforced some of the issues would not occur. There is absolutely no other place to park for work/shopping in Wimbledon Village, if you do not park on a meter. This is common land, not sure how you are able to put CPZ on common land?

By restricting the parking to a maximum of 5 hours you are forcing those workers in the village to either seek other employment and/or shorter working hours. I am sure you will find that the businesses in Wimbledon Village are already suffering from lack of parking for customers.

The general lack of business parking in the area is already a factor for office workers and will only be exacerbated with this proposed CPZ.

The free parking on The Causeway gives the business users in the Village breathing space and the only problem is the lack of enforcement for the overnight users. If these vehicles were moved on a regular basis there would not be a problem for residents, visitors or business users. I note you also have proposal for the restriction hours to be between 8:30 and 6:30 which is completely unnecessary. This proposed CPZ is overkill and unnecessary. It will severely affect

business and leisure users in the Village and I would strongly oppose the measure. It appears to be yet another money raising exercise for the council.

VQ 084

1. **HOURS OF OPERATION**

We would like to propose 1430 to 1730. Two hour maximum, no return within one hour. (This remains our overall preference, but it is not currently an option within Merton's policy/offer). This would apply to both Residents and Shared Pay and Display bays. Irrespective of hours of operation it is essential that the CPZ on the Causeway is implemented at the same time.

2. **THE KEIR**

We would propose eliminating or moving the Pay and Display bays outside the Keir to relieve the bottleneck.

3. **CAMP ROAD**

A higher proportion of shared Pay and Display in Camp Road. We would like to see the Pay and Display extend from the Fox and Grapes to half way along the almshouses and also on the other side of Camp Road on the stretch outside Camp Farm.

VQ 052

We, Lionhart Investments Limited ("Lionhart"), are contacting you to express our views with respect to the Controlled Parking Zones ("CPZ") proposals dated 5th January 2016. Lionhart has leased business premises from the Wimbledon Common Golf Club ("WCGC"), located at Heston Business Court, 19 Camp Road, Wimbledon, SW 19 4U W for the past 23 years. As you are aware the WCGC is located within the proposed boundaries of the CPZ and as such any CPZ restrictions that are imposed in the area that affects the WCGC also have an impact on Lionhart. It is clear that the proposals, as presently suggested, will cause serious and probably terminal problems for the WCGC. WCGC already compete with other Commons users for limited parking spaces and without doubt the enactment of the CPZ will displace vehicles into their area. The commencement of the Chester Road CPZ is already causing vehicles transferring from Chester Road into the Camp Road and Sunset Road locations. As you are already aware there are three non-residential entities in the CPZ area which are the Fox and Grapes, the Study School, and WCGC. Within the proposals, no consideration appears to have been given to the needs of these entities, nor for the other businesses located in the area namely those businesses located at Heston Business Court. These businesses provide significant employment and other benefits to the area all of which will be at risk if the current CPZ proposals are implemented. Therefore, by means of this letter, we wish formally to submit our objection to implementation of the CPZ proposals. The commercial consequences of the proposals are clearly extraordinarily damaging to the non-residential entities in the zone and in our view must be reconsidered.

VQ 098

I respond to your statutory consultation on behalf of Wimbledon and Putney Commons Conservators, undertaken in accordance with Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. In your Core Planning Strategy, Wimbledon and Putney Commons are identified as a Publicly Accessible Open Space, Site of Metropolitan Importance, Metropolitan Open Land, a Site of Special Scientific Interest and a Special Area of Conservation. The Conservators have a statutory duty to maintain the Common and to protect and preserve its amenity and natural aspect for the benefit and enjoyment of the public. Conservation of the Commons is a fundamental concern to the Conservators who are wholly committed to maintaining and protecting and preserving this valued and important public open space.

Over recent weeks, several meetings have been facilitated by the Wimbledon Common West Residents' Association involving local residents, businesses and those with significant interest in the local amenity of the area. This has been very helpful in enabling the different views of the local community to be shared. It has become evident that the issues affecting The Quadrant and The Causeway are more complex than those affecting Chester Road, which is a no through road with only residential properties. The Causeway and The Quadrant form part of a busy through route serving local residents, businesses, the amenity of the Commons and two golf courses. The Conservators primary objective is to facilitate the use of the Commons and golf course by visitors, facilitating resident parking but also supporting the economic benefits derived from parking provision in this local area. On this basis, we were grateful to the Council for the concession already made with regards deleting controls on Saturdays that formed part of the original scheme. It is essential that the controls put in place for these two separate Controlled Parking Zones (CPZ) are identical and introduced at the same time, indeed not to do so would only serve to create potential traffic problems in the local area, something the CPZ's are seeking to resolve. The overwhelming view of the local residents, businesses and the Conservators is to reduce the operational hours of the CPZ, currently proposed for 8.30am to 6.30pm Mondays to Fridays and to consider extending the provision of shared use bays, thereby facilitating more space for visitor parking.

Having considered the potential options the Conservators support the reduced hours in the Camp Road area should be modified by way of reducing the restricted hours to 2.30pm to 5.30pm with a maximum two-hour stay and no return within one hour. Introducing these, controls for an initial trial period of twelve months, in accordance with the Regulations, will provide an opportunity to determine their effectiveness. We will respond separately but on an identical basis to the statutory consultation for The Quadrant. Given the rural character and amenity of the area, we urge the

Council to consider using its discretion with introducing additional street furniture to serve these new controls, utilising the absolute minimum necessary and ensuring that signs, line marking etc. reflect the Conservation Area status.

Significant advances have been made with introducing parking controls in this sensitive area of the Borough and it is hoped that the Council, who have to date taken a pro-active and helpful approach, will support the approach outlined above. We reserve the right to reconsider the position, should the Council pursue the introduction of different controls for The Causeway and The Quadrant.

VQ 049

The Fox & Grapes are extremely concerned about the proposed controlled parking zone in The Quadrant and parking controls on The Causeway. While we would like our customers to be able to come and go as they please without having to worry about parking costs or parking tickets, we recognise that if controlled parking is introduced all around us, it will be impossible to avoid it ourselves. However, we also consider that if the main purpose of the CPZ is to prevent long term or all day parking by non-residents/commuters, then restrictions do not need to be put in place all day and every day. You may recall that we discussed this matter back in August when I raised my concerns. I had heard you mention at the Belvedere Estates Residents Association AGM the possibility of restricted parking 'for a couple of hours in the afternoon' on The Causeway. This now seems to have escalated into an all day/all week clampdown that while preventing long term commuters and tradesmen from parking, would also have the effect of deterring local residents, dog walkers and visitors to Wimbledon Common and Village from using our local amenities and businesses. I accept that if metered parking were to be introduced on The Causeway then parking would be available, but many people are reluctant to pay that cost and will simply stay away as a result. It is well known that businesses in The Village do the vast majority of their trade on a Sunday when there are no parking restrictions, so the link between trading and free parking cannot be ignored. The Fox & Grapes has been established on Wimbledon Common since 1837 and is a long standing resident and part of the community. It is now the only remaining independent pub in Wimbledon. We rescued the business from administration in 2011 and since then have maintained the rural feel of a countryside pub, welcoming walkers, cyclists, families, locals and visitors alike. We love being part of the local community - hosting wedding receptions and parties for special occasions, as well as providing BBQs for local schools and village events. Parking is crucial to The Fox & Grapes business due to its location. Many patrons use a car when visiting because we are situated a minimum of 10 minutes walk from the nearest bus stop and 40 minutes from Wimbledon station. Availability of parking is a key factor that enables us to compete with chain restaurants and draw people to Wimbledon Village. The Fox & Grapes has no dedicated parking, so to remove free parking all day will have a serious, detrimental effect on trade. There are three key reasons for this:

(1) Our customers

Many of our customers are of the older generation who rely on using their cars to reach The Fox & Grapes. In addition, the restaurant is frequented by families with children who also prefer to drive when out for a family meal. Other visitors use the car for safety reasons – at night or in the dark in particular, people do not wish to walk home across the unlit common.

(2) Our B&B guests

We have three B&B rooms that we let out throughout the year. Guests travel from all over the country to stay at The Fox & Grapes. The majority drive and often leave their cars for the day during their stay so they can explore the local area on foot. They would be unable to do this if parking was restricted.

(3) Our employees

The Fox & Grapes is open to customers from 8am to 11pm, which necessitates staff arriving at 7am and leaving beyond midnight. Due to the early starts, late finishes and lack of public transport nearby, many of our staff also need to drive to/from work. Hiring staff is already a challenge given our location far away from public transport.

In terms of operational days, we are 100% opposed to any parking restrictions on Saturdays. Like all restaurants, weekends are absolutely critical to The Fox & Grapes and we believe that the consequential drop in trade caused by a lack of free/available parking will be totally unsustainable for our business. With respect to the timing of restrictions, we would support the introduction of controlled parking in the mornings Monday-Friday. We believe that a one or two hour parking restriction, between 10am and 12pm, will minimise the inconvenience to local residents and visitors while

preventing long term parking. Any lunchtime/afternoon restrictions will have a major effect on the willingness of customers to choose The Fox & Grapes as a lunchtime venue. No one wants to have to get up part way through their meal to move their car or to have to rush their meal because they're worried about getting a parking ticket. I note that a 10am – 11am restriction has recently been successfully introduced in zones within Raynes Park to combat long term parking. We are also very disappointed with the proposals of the informal consultation document. While intended to garner the opinions of local residents and businesses, it has actually forced them into a corner. By stating that parking controls on The Causeway will probably be 8.30-6.30 Monday-Saturday, responses are naturally going to be skewed to the same timings and days of operation without necessarily thinking about the consequences. I have seen nothing on the council website, in the local press or anywhere else for that matter to suggest that The Causeway parking restrictions have been agreed, so while it is important to consider both areas together, if these stated restrictions are not wholly correct, the results of the consultation may well be incorrect. In addition, I feel it's important to note that The Quadrant is not purely residential, unlike for example the Chester Road area. There are a number of businesses on The Quadrant – The Fox & Grapes, Wimbledon Common Golf Club, Heston Court Business Centre and The Study School. The roads also enable access directly onto Wimbledon Common so naturally we should expect that there will be more people than just the local residents who will be affected by the proposals. The Fox & Grapes, as well as contributing almost £35,000 pa to Merton Council in terms of business rates and council tax, offers employment to some 30 staff, a convenient facility for users of The Common and in terms of dining - a welcome change from the mainstream high street restaurants we see up and down the country. Surely we should seek to protect local businesses and offer consumers a reason to come to Wimbledon Village? I have met with Andrew Durant and Clive Hilton from The Wimbledon Common West Residents Association (WCWRA) and we would like to work with the residents of the Quadrant and the Council in finding a parking solution that works for both residents and local businesses. We hope that the Councillors and the Council recognise that although the businesses are in the minority within The Quadrant, we are part of the community and still important to Wimbledon Village and there will be negative consequences should we cease trading. We do not want to see a rushed decision being made in order to speed up the introduction of controlled parking on The Causeway. We remain hopeful that the introduction of any parking restrictions is solely aimed at eliminating long term parking and does not generate the unintended consequence of endangering The Fox & Grapes business. In summary, we would support the introduction of a CPZ provided that parking restrictions do not operate on Saturdays and hours of operation are limited to 1-2 hours per day in the morning.

We strongly believe that the proposals in their current form would lead to:

- The closure of The Fox & Grapes
- The loss of 30 jobs
- The loss of a valued local amenity
- The loss of an important part of Wimbledon's history

We hope that you will give all the points raised your serious consideration.

Officers comment

Majority of the points raised within this objection has been covered within the report and to various other representations.

The Council has been introducing parking management including CPZs for the last 20 years+. CPZs have been introduced in town centres and shopping centres and the Council is not aware of the demise of any one business due to the introduction of a CPZ. This also applies to other boroughs where the similar parking controls are introduced to manage parking. Within any CPZ, the Council attempts to accommodate the needs of competing demands and ensure best and maximum use of available space.

Currently the area is occupied by long term parking thereby making it almost impossible for visitors to find a parking space. At times this leads to obstructive parking which then causes access problems. The proposed measures will provide a reasonable turn-over of parking thereby increase the number of visitors.

LONDON BOROUGH OF MERTON**PROPOSED PAY AND DISPLAY / WAITING RESTRICTIONS IN THE CAUSEWAY AND
PROPOSED WAITING RESTRICTIONS IN CANNIZARO ROAD****THE MERTON (PARKING PLACES) (THE CAUSEWAY) ORDER 201*
THE MERTON (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. *)
ORDER 201***

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Merton propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The main effect of the Orders would be to introduce pay and display parking places in The Causeway and waiting restrictions in The Causeway and Cannizaro Road.
3. The general effect of the "Parking Places The Causeway" Order would be to designate parking places which would operate between the hours of 8.30am and 6.30pm Mondays to Fridays in certain lengths of the northern side of The Causeway and specify that:
 - (a) each parking place may be used, subject to the provisions of the Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods carrying vehicles, or invalid carriages displaying a valid parking ticket or for which payment has been made using the "pay by phone" system. Motor cycles park free;
 - (b) the maximum parking period for which a vehicle, displaying a valid parking ticket or for which payment has been made using "pay by phone" may be left in a parking place referred to in sub-paragraph 4(a) above during the permitted hours would be 5 hours with no return for 1 hour;
 - (c) the charge for parking in the parking places would be £1.20 per hour, pro rata for part of an hour with a minimum payment of 40 pence for a pay and display ticket and a 20 pence convenience fee for payment by phone.
4. The general effect of the 'Waiting and Loading' Order would be to introduce waiting restrictions operating "at any time" in Cannizaro Road and "at any time" or between the hours of 8.30 a.m. and 6.30 p.m. Mondays to Fridays inclusive in The Causeway.
5. A copy of each of the proposed Orders and other documents giving more detailed particulars of the Orders, including plans which indicate the lengths of roads to which the Orders relate can be inspected Monday to Friday during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden, Surrey until 6 weeks have elapsed from the date on which either the Orders are made or the Council decides not to make the Orders.
6. Any person desiring to comment on the proposed Orders should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ES/VQ**, no later than 15 July 2016.

Dated: 23 June 2016.

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