

# **Merton Council**

## **Sustainable Communities Overview and Scrutiny Panel**

**11 October 2017**

### **Supplementary agenda**

- |   |   |         |
|---|---|---------|
| 4 | Call-in: proposals for improving parking facilities in selected borough parks | 1 - 488 |
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The Chair has agreed to the submission of this late report so the panel can consider the call-in request.

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## **Committee: Sustainable Communities Overview and Scrutiny Panel**

**Date: 11 October 2017**

Wards: All

**Subject:** Proposals to improve parking facilities in selected borough parks

Lead officer: Graeme Kane, Assistant Director of Public Space Contracting and Commissioning.

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

Contact officer: Doug Napier, Leisure and Culture Greenspaces Manager, ([doug.napier@merton.gov.uk](mailto:doug.napier@merton.gov.uk)) 020 8545 3657

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### **Recommendations:**

- A. That the Sustainable Communities Overview and Scrutiny Panel consider the information provided in response to the call-in request and decide whether to:
- Refer the decision back to the Cabinet Member for Regeneration, Environment and Housing for reconsideration; or
  - Determine that the matter is contrary to the policy and/or budget framework and refer the matter to Full Council; or
  - Decide not to refer the matter back to the Cabinet Member for Regeneration, Environment and Housing, in which case the decision shall take effect immediately.
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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1. This report provides a response to the points raised in the call-in request relating to decision taken by the Cabinet Member for Regeneration, Environment and Housing on 15 August 2017.

## **2 DETAILS**

- 2.1. The call-in request, Cabinet Member decision and documents provided in response to this are appended to this report.
- 2.2. A number of local community groups wished to make written representations in response to this call-in. These are attached at Appendix 4.

## **3 ALTERNATIVE OPTIONS**

- 3.1. The Council's constitution requires the Panel to select one of the options listed in recommendation A.

## **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. None for the purposes of this covering report.

## **5 TIMETABLE**

- 5.1. None for the purposes of this covering report.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

6.1. None for the purposes of this covering report.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

7.1. The Council's constitution requires the Panel to select one of the options listed in recommendation A.

7.2. The Council's Monitoring Officer has considered the call-in request and judged it to be valid. The issues to be addressed in the officer response and at the call-in meeting are set out in Section 2 of this report.

## **8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

8.1. None for the purposes of this covering report.

## **9 CRIME AND DISORDER IMPLICATIONS**

9.1. None for the purposes of this covering report.

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

10.1. None for the purposes of this covering report.

## **11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- Appendix 1: Call-in request form
- Appendix 2: Cabinet Members' decision
- Appendix 3: Officers' response to the call-in
- Appendix 4: Written submissions from community groups

## **12 BACKGROUND PAPERS**

12.1. None for the purposes of this covering report.

## Merton Council - call-in request form

### 1. Decision to be called in: (required)

**Proposals to improve parking facilities in selected borough parks (Wimbledon Park, Haydons Road Recreation Ground, Abbey Recreation Ground and Tamworth Recreation Ground) - statutory consultation**

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

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

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

### 3. Desired outcome

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

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



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

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

We – the signatories – appreciate the amendments that have been made by the Cabinet Member to the original proposals that he authorised for formal consultation in his previous decision of April 2017. In particular, we welcome his decision not to proceed with charging in these four car parks on Saturdays.

We also note that the Cabinet Member has responded to concerns expressed during the formal consultation about the need to deter long-stay commuters from using the parking spaces at these parks by introducing a flat fee for stays in excess of 4 hours and a fee of £12 for 8 hours. We recognise that there is a need for the council to address long-stay commuter parking as well as issues with caravans and abandoned vehicles being parked at these locations and to manage the demand for parking at parks around the borough.

However, we continue to have reservations about certain aspects of the measures that are being proposed by the Cabinet Member and believe that the way in which the decision has been taken and the grounds upon which it is based merit being subjected to full scrutiny by elected members in a public meeting so as to ensure that the interests of local residents and park users are being best served.

##### **(a) proportionality (i.e. the action must be proportionate to the desired outcome);**

It is not clear that the Cabinet Member's decision is proportionate to the desired outcome. The claimed outcomes are set out in 2.1 of the officer report. However, nowhere there does it state categorically that by introducing these pay and display bays, there will be a positive impact on congestion; on the security and safety of the parks; on meeting the needs of park users; or on improving the parks' attractiveness and amenity.

Throughout this decision making process from the very inception of the policy there have been assumptions made by the Council about what the views of local residents and park users are. This is demonstrated in the officer report. For example, at 12.1 it acknowledges that the proposed measures 'may cause some dissatisfaction from the few, but it is considered that the benefits of introducing the measures outweigh the risk

of doing nothing’.

Similarly, in an email from April 2017 the Leisure and Culture Greenspaces Manager states:

*“My impression has been that there’s local support for this scheme”*

Yet, this is simply not borne out from the results of the recent consultation with opinion amongst those responding being much more split and indeed, a clear majority of respondents opposing the proposals for Haydons Road Recreation Ground. This tallies much more with the experience of ward councillors, who are aware that a sizeable number of residents have in the past supported free parking at their local park.

The same is true of the sports clubs who hire out pitches at these parks for their sporting activities. There is no evidence provided in the decision notice and report that their members and guests wouldn’t prefer to keep free access for these sporting facilities.

The Cabinet Member’s decision also still fails to take proper account of the knock on impact of these measures on parking in residential streets around these parks. At Wimbledon Park, for example, the local residential roads have parking restrictions between 11am and 3pm from Monday to Friday on the Merton side. On the Wandsworth side, the parking restrictions are for just one hour a day. As a result, even having dropped the Saturday charging proposal, the Cabinet Member’s decision to charge for parking between 8am and 4pm on weekdays risks causing additional parking problems on the surrounding residential streets, as park users who drive there will inevitably be incentivised to park in those streets between 8am and 11am and between 3pm and 4pm rather than using the car park.

Yet this knock on effect of the proposed charging hours being out of sync with the CPZ restrictions is not even referred to as a risk under paragraph 12 of the officer report. If the Cabinet Member remains determined to introduce charging in the Revelstoke Road car park then the hours should be no more than 11am to 3pm Monday to Friday as otherwise there is likely to be a significant increase in on street parking in nearby residential roads. This could also be an issue for residential streets in and around Willmore End in relation to Abbey Recreation Ground.

The proportionality of this decision is also thrown into doubt by the Council’s decision only to introduce charges at the Revelstoke Road car park despite Wimbledon Park having two car parks. If charging is going to happen then it doesn’t seem to be proportionate for it not also to be applied to the Wimbledon Park Road car park. Yet no explanation is given as part of the officer report as to what, if any, discussions have taken place with LB Wandsworth about a coordinated approach to charging for the whole of Wimbledon Park.

Similarly no explanation is given for the Council’s decision only to choose

to pursue charging at the car parks of these four parks and not at other parks around the borough. The officer report provides no detailed analysis by the Council of the usage of these four car parks and how the revenue generating potential compares to other parks. This casts doubt on the proportionality of this decision.

So too does the statement by the Cabinet Member for Community and Culture at para 5.9 of the officer report:

*"I'd like to see this as a first sally into charging in parks. I hope for more in the months and years to come".*

This suggests that it is indeed the Council's intention to roll out charging to parks right across the borough. Yet, it is not clear how this is a proportionate response to the issues faced.

Finally, it is noteworthy that the decision notice includes no provision for cyclists to leave their cycles when using the park. Given that one of the key objectives listed at 2.1 of the officer report is to encourage visitors to use alternative modes of transport, it seems strange for no measures to be proposed by the Council to incentivise cycling through secure provision.

**(b) due consultation and the taking of professional advice from officers;**

There are concerns about the quality of the consultation on this important issue. A number of representations refer to the fact the respondents were not aware of the recent formal consultation until late in the day, even with the extension to the consultation period.

The representation from the Friends of Haydons Road Recreation Ground highlights that "many of our members have only just become aware of the consultation". This is concerning as one would have expected that, as a minimum, the Council would have written to all Friends Groups at these four parks to alert them to the consultation. Yet it appears this did not happen as para 5.1 refers only to "the erection of street notices on lamp columns.....and the publication of the Council's intentions in the Local Guardian and the London Gazette". There are similar complaints in the representations from other groups with an interest in their local park.

Even the robustness of the measures set out at 5.1 seems to be questionable with the representation from the Friends of Haydons Road Recreation Ground suggesting that there was no signage displayed at the Haccombe Road entrance to the park which is where the car park is situated. Other representations also refer to the paucity of notices advertising this consultation including one from the Battles Area Residents Association which makes clear that no notices were displayed on any of the park gates or on the SWCA noticeboard within Haydons Road Rec or on nearby lampposts. This is in direct contradiction to what is claimed in the officer report.



Furthermore there is no evidence provided in the officer report to suggest that there had been engagement of any kind with the sports clubs who hire out pitches at these parks for their sporting activities.

There are similar doubts about the “informal consultation....with key stakeholders” referred to at paragraph 5 of the officer report. No information is provided on what the outcome of this informal consultation was nor who the key stakeholders were if not residents and councillors. It is not clear what empirical data on the views of residents and park users was used by the Cabinet Member in his previous decision of April 2017.

Concerns were also raised by ward councillors about the lack of consultation when the Pay & Display machines were initially installed without any warning in the car parks at these four parks back in June 2016. From the very start of this process when the policy for charging was first mooted there have been concerns about the decision being predetermined. The fact that the P&D machines were erected at some considerable cost to the tax payer well in advance of any decision to proceed serves only to reaffirm this.

Such predetermination is demonstrated in the response to a question from Cllr Brian Lewis-Lavender at Full Council in July 2016, when the relevant Cabinet Member stated:

*“In terms of the pricing structure, I understand that it’s still under consultation and I would encourage the councillor to feed into that process.”*

This suggests it was only the pricing structure that was subject to formal consultation whilst assuming that a decision to proceed with some kind of charging was taken as read.

**(c) respect for human rights and equalities;**

It is not clear what assessment has been made of the impact of the Cabinet Member’s decision on the elderly or disabled who may need to use their vehicles to drive to their local park. Similarly there is no assessment included in the report of the impact of this decision on residents and families on low incomes who may struggle to afford these new charges and therefore risk being disenfranchised from enjoying the park if they have to pay to park.

Many residents with children may well have little choice but to drive to the local park, particularly if they have picnics/games/pushchairs etc. to transport there. The same is true of sports club members who hire the pitches and may have sporting equipment with them. Yet there is no recognition of this in the Cabinet Member’s decision notice nor in the officer report

At paragraph 10 the report states that bodies representing motorists are included in the statutory consultation. Yet there is no reference to organisations or community groups representing older or disabled residents or those on lower incomes. It can therefore only be assumed that these organisations were not consulted.

At 10.2 the report states that “the design of the scheme includes special consideration for the needs of....charitable and religious facilities” yet no detail is given as to what this means nor what consideration has been given to the other protected characteristics.

Furthermore, there is no reference in the report to residents in Wandsworth borough despite the fact that they are likely to be impacted by changes to parking arrangements at Wimbledon Park. Indeed one of the representations on the Revelstoke Road car park states: “...it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.”

**(d) a presumption in favour of openness;**

It was of considerable surprise to both residents and ward councillors when Pay and Display ticket machines were installed last year in the car park of the parks in question before either residents, park users or ward councillors had been consulted. This demonstrates a clear lack of openness in how this policy has been introduced and the decision making process that has led to it. It was only after considerable pressure from councillors that the Council agreed not to commence this charging scheme until a formal consultation had taken place.

The Council has not made reasonable arrangements to publicise this policy change. It has not been brought to scrutiny in the last year for detailed consideration and is not included in the manifesto on which the current administration was elected.

It is also not clear from the officer report why these specific locations have been chosen nor what specific assessment has been made of issues with parking being experienced at all parks across the borough. As a result, there is no comparative data available on which to base the choice of parks in which to commence charging.

There is also a lack of openness in relation to costs. It is not clear from paragraph 8 of the officer report how much revenue is due to be generated each year from these new charges and how this revenue will be spent other than as part of the Greenspaces budget. In particular no information is given on whether these monies will be ring fenced for use in the four parks where the car park charges are being introduced. Instead it states simply that “the income will be retained within Greenspaces’ accounts and

will support the service's ongoing revenue costs." This means that it is possible the revenue from these four car parks will be used to support parks elsewhere in the borough. Clarity over the intention for the revenue and a commitment from the Council to invest the revenue back into the four parks affected might well have garnered more local support for this policy.

There is also a question mark over why money has been spent already in installing the P&D machines at these parks prior to any consultation or formal decision being taken to proceed with the TMOs. Had a decision been taken not to proceed, what would have been the cost of removing the P&D machines (as will presumably now have to happen at Sir Joseph Hood Memorial Playing Fields)? This suggests that there was always a high probability that the decision would be taken to proceed with some kind of charging regardless of the results of the consultation.

The risk is that the perception of residents and park users is that this decision has been taken predominantly in order to generate revenue for the Council and to deliver on the savings proposal included in the MTFS.

There is also of course the possibility that revenue for the Council could potentially be lost from pitch lettings hire if sports clubs and others are deterred from hiring the pitches due to the cost of parking. Yet this isn't considered anywhere in the officer report.

Finally, in relation to openness, it should be noted that a number of the representations are not fully reproduced in the officer report. Several representations have various words missing on the right hand side of the page. There also remain question marks over the correct allocation of some representations which are listed as 'Comments' when they in fact make clear that the author is opposed to what is being proposed. This suggests they should in fact be listed as 'Representations against'.

#### **(e) clarity of aims and desired outcomes**

There is a discrepancy within the decision notice about the proposed charging period at Haydons Road Rec car park. At 6. C) of the decision notice, it states in relation to all four parks that: "the pay and display bays in car parks are to operate Monday to Friday between the hours of 08.00am and 4.00pm".

However, at 6. E) in relation to Haydons Road Rec, the decision notice states: "Charging period would be between 9am and 4pm". It is not therefore clear whether charging is proposed to start here at 8am or 9am.

Similarly, there is a lack of clarity over when the car parks are due to close. Para 4.5 of the officer report states: "Parking will not be permitted between 11pm and 6am" which suggests the closure time is 11pm.

Yet elsewhere in response to residents' justifiable concerns about the

lateness of this closing time, particular in the winter months, the officer report states: “the opening times...would be Monday to Friday between 8am and dusk”.

There is also a lack of clarity over the difference in pricing proposed for Haydons Road Rec compared to the other three car parks. 4.3 of the officer report states that the difference in the hourly rate proposed is “due to higher level of local demand”. Yet no data is provided as part of the report to support this.

Conversely, the price shown in the decision notice for stays in excess of 4 hours at Haydons Road Rec (£9.60) is less than the flat fee for stays of 4 or more hours in the other three parks (£10.80). Yet no explanation or justification for this price differential is provided and why demand is greater at the lower end of the timescale but less at the higher end.

Finally, the report and decision notice provide no clarity over who will actually operate and police the proposed charging scheme and what the role of *idverde* is to be now that this company is managing the borough’s parks and open spaces. This is highlighted in the representation from the Friends of Haydons Road Rec where it is stated that, despite having identified volunteers willing to open pedestrian access to this park on a rota basis prior to 8am, this has not been able to be implemented due to the relevant keys not being provided to the Friends Group. In this vein, it is not clear who will be responsible for locking the car park gates at the end of each day and what financial implications this might have.

**(f) consideration and evaluation of alternatives;**

The decision notice at section 8 does not offer any other alternative options other than “Do nothing”. It infers that the measures proposed are the only ones practicable.

If, as stated, the aim of this decision is to meet the needs of park users and residents then the report should state alternative options and demonstrate why alternatives would not work as successfully as the proposed measures.

What is clear is that there clearly are alternative options available and some have been suggested by local residents. For example, the parking charges could only apply for a shorter period in order to deter commuters. Or alternatively a maximum stay of 4 hours could be considered with enforcement by the Council of these car parks which would help eliminate commuter car parking. Or the gates of the car park could be opened later as happens at Sir Joseph Hood Memorial Playing Fields.

Another option to assist sports groups which use the parks would be to issue them with tokens for use in the pay and display machines. Yet no evaluation of these options is included as part of the decision making

process.

Finally, there is no reference in the decision notice to the fact that Haydons Road Recreation Ground car park is currently only open at weekends despite the height restrictions having been in place now for some time. Again, there is no consideration or evaluation as part of this decision as to why the car park could not have been opened during weekdays rather than waiting for the introduction of charging.

## **5. Documents requested**

All papers provided to the Director of Environment and Regeneration, the Cabinet Member for Regeneration, Environment and Housing and the Cabinet Member for Community and Culture prior to, during and subsequent to the decision making process on the implementation of parking charges in these parks.

All emails, reports and associated documentation relating to the implementation of parking charges in these parks provided to the relevant Cabinet Members, Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers over the last 5 years.

Meeting notes of all meetings between officers / Cabinet Members and any third parties on the implementation of parking charges in these parks.

Any correspondence between the relevant Cabinet Members and external organisations on the implementation of parking charges in these parks.

Any correspondence between relevant council officers and external organisations on the implementation of parking charges in these parks.

The Equality Impact Assessment (or any other equalities analysis carried out) in relation to a) the policy to introduce parking charges at these parks; and b) the Cabinet Member's current and previous decision on this.

The risk analysis conducted in relation to a) the policy to introduce parking charges at these parks; and b) the Cabinet Member's current and previous decision on this.

Detailed financial analysis of a) the policy to introduce parking charges at these parks; and b) the Cabinet Member's current and previous decision on this, including income due to be generated for the council over the medium

term and projections for the amount of revenue from pitch lettings hire that could potentially be lost to the council through introduction of the policy.

A breakdown of precise details of how the revenue generated from the parking charges will be spent by the Greenspaces team.

The detailed analysis by Merton Council of the usage of these four car parks on both weekdays and weekends.

Formal assessment of issues with parking experienced at all parks across Merton.

Details of the informal consultations carried out with key stakeholders as referred to at paragraph 5.1 of the officer report (including a list of all 'key stakeholders').

## **6. Witnesses requested**

Cllr Martin Whelton, Cabinet Member for Regeneration, Environment and Housing, LB Merton

Cllr Nick Draper, Cabinet Member for Community and Culture, LB Merton

Doug Napier, Leisure and Culture Greenspaces Manager, LB Merton

Alan Trumper, Parks Development and Investment Manager, LB Merton

Paul Walshe, Head of Parking and CCTV Services, LB Merton

Mitra Dubet, Future Merton Commissioning Manager, LB Merton

Kris Witherington, Consultation & Community Engagement Manager, LB Merton

Senior representative from *idverde*

Representative from Friends of Tamworth Recreation Ground

Dr Nick Steiner (or another representative), Friends of Wimbledon Park

Sim Comfort (or another representative), Wimbledon Park Heritage Group

Iain Simpson (or another representative), Wimbledon Park Residents' Association

Southfields ward councillors, LB Wandsworth

Jeff Gunn / Ellen Kennedy (or another representative), Friends of Haydons Road Recreation Ground

Hilary Morris (or another representative), Battles Area Residents' Association

James Congrave (or another representative), Abbey Recreation Ground Friends Group

Representative from Willmore End Residents' Association

Representative from Colliers Wood Bowls Club

Representative from Tooting FC (which uses some of the pitches at Haydons Road Recreation Ground for training)

Representative from the cricket team which uses the pitch and pavilion at Haydons Road Recreation Ground

Representative from the lacrosse team (which uses the pitch at Haydons Road Recreation Ground)

Representatives from each of the other sports clubs that hire facilities at these four parks.

Representative from Merton & Wimbledon Mumsnet

Representative from Merton Seniors' Forum

Representative from any other residents' associations in the borough which have contacted council officers about this proposal during the 3 years prior to the Cabinet Member's decision

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




**Cllr Charlie Chirico**



**Cllr James Holmes**



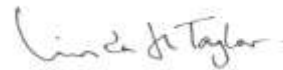
**Cllr Abdul Latif**



**Cllr Janice Howard**



**Cllr Oonagh Moulton**



**Cllr Linda Taylor**

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor's email account (no signature required) to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- **OR** as a signed paper copy to the Head of Democracy Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on 020 8545 3864





**Democracy Services  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden SM4 5DX**

**Direct Line: 0208 545 3356  
Email: democratic.services@merton.gov.uk**

**Date: 15 August 2017**

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for  
Regeneration, Environment and Housing**

The attached non-key decision has been taken by the Cabinet Member for  
Regeneration, Environment and Housing, with regards to:

- **Proposals to improve parking facilities in selected borough parks (Wimbledon Park, Haydon’s Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground) - statutory consultation.**

and will be implemented at **noon on Friday 18 August** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Amy Dumitrescu  
Democracy Services**

## 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)**

Proposals to improve parking facilities in selected borough parks - statutory consultation.

**2. Decision maker**

Cabinet Member for Regeneration, Environment and Housing

**3. Date of Decision**

11 August 2017

**4. Date report made available to decision maker**

11 August 2017

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

- A) Notes the result of the statutory consultation carried out between 15 June and to 14 July 2017 (including an extension) on the proposals to introduce parking charges in Wimbledon Park, Haydon's Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Wimbledon Park, Abbey Road Recreation Ground, Haydon's Road Recreation Ground and Tamworth Recreation Ground. The pay and display bays in car parks are to operate Monday to Friday between the hours of 8.00am and 4.00pm. The Closing time of the Parks is dusk or until when the last activity finishes (especially during summer months).
- D) Agrees to proceed with the introduction of the proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground, Monday to Friday, the charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 when in excess of 4 hours or £12 for 8 hours.
- E) Agrees to proceed with the proposed parking charges in Haydon's Road Recreation Ground. The charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 8 hours. Charging period would be between 9am and 4pm.

Parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 7 hours

- F) Not to proceed with the introduction of parking charges on Saturday.
- G) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

**7. Reason for decision**

- 1) The need to stop commuter parking spaces and to free them up for park users.
- 2) To deal with the problem caravans and abandoned vehicles being parked in the car parks and allow the council to manage and maximise the parking for all users.
- 3) Having read the representations, and to take note of surrounding areas CPZs with Monday-Friday operation in the case of Wimbledon Park; but also taking account of their many sporting activities events that take place in our parks at weekend, not to proceed with Saturday charging.

**8. Alternative options considered and why rejected**

Do nothing. This would not address the current parking problems which also affects the viability of the leisure facilities.

**9. Declarations of Interest**

None

**10. Publication of this decision and call in provision**

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



Cllr Martin Whelton  
Cabinet member for regeneration, environment and housing  
11 August 2017

## Delegated Report

### Cabinet Member: Regeneration, Environment & Housing

Date: 10<sup>th</sup> August 2017

**Subject:** Proposals to improve parking facilities in selected borough parks - statutory consultation.

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

**Lead member:** Councillor Martin Whelton, Lead Member for Regeneration, Environment & Housing

**Contact Officer:** Paul Atie,

Tel 020 8545 3337; email: [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

#### Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 15 June and to 14 July 2017 (including an extension) on the proposals to introduce parking charges in Wimbledon Park, Haydon's Road Recreation Ground, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Wimbledon Park, Abbey Road Recreation Ground, Haydon's Road Recreation Ground and Tamworth Recreation Ground. The pay and display bays in car parks are to operate Monday to Friday between the hours of 8.00am and 4.00pm and Saturday between 9am and 4pm. The Closing time of the Parks is dusk or until when the last activity finishes (especially during summer months).
- D) Agrees to proceed with the introduction of the proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground, Monday to Friday, the charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 when in excess of 4 hours or £12 for 8 hours and on Saturday would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.
- E) Agrees to proceed with the proposed parking charges in Haydon's Road Recreation Ground. The charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 8 hours. On Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months). Charging period would be between 9am and 4pm. Parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 7 hours
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce parking charges in Wimbledon Park, Haydon's Road, Abbey Road Recreation Ground and Tamworth Recreation Ground.
- 1.2. It seeks approval to make the relevant Traffic Management Orders (TMOs) and the introduction of the proposed charges as set out in above recommendations.

## **2. DETAILS**

- 2.1. The key objectives of parking management within the selected parks include:
  - Tackling congestion by reducing the level and impact of traffic in parks and green spaces.
  - Making the borough's parks safer and more secure, particularly for pedestrians and other vulnerable park users through traffic management measures.
  - Making better use of park spaces for the benefit of people, goods and services, ensuring that genuine park users' parking needs are prioritised.
  - Improving the attractiveness and amenity of the borough's parks, particularly in high-use areas.
  - To encourage visitors to use alternative mode of transport.
- 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. It is normal practice to use a charging model to manage demand.
- 2.3. The car parks under consideration are non-residential without any form of restrictions. Over the years they have 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 those visiting the parks for leisure activities. The situation has over the last few years deteriorated particularly with caravans and abandoned vehicles being parked in the car parks. The Council has spent vast amount of resources on a continuous legal battle to move these vehicles; 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 the identified car parks. The proposed parking management will allow the Council to manage and maximise the parking for all users.

## **3. ALTERNATIVE OPTIONS**

- 3.1. Do nothing. This would not address the current parking problems which also affects the viability of the leisure facilities.

## **4. PROPOSED MEASURES**

- 4.1. The pay and display bays in parks are to operate Monday to Saturday between the hours of 8.00am and 4.00pm, but not including Sundays, Bank Holidays, Christmas Day and Good Friday.
- 4.2. The locations to be included within the current scheme are:
  - i) Wimbledon Park (Revelstoke Road car park), Wimbledon
  - ii) Haydon's Road Recreation Ground, Wimbledon
  - iii) Abbey Recreation Ground, South Wimbledon
  - iv) Tamworth Recreation Ground, Mitcham
- 4.3. The proposed standard parking charge is 30p per hour, except in Haydons' Road Recreation Ground where the charge is 60p per hour due to higher level of local demand.

- 4.4. Mobile phone and coin payments will be possible.
- 4.5. Parking will not be permitted between 11pm and 6am and sanctions will be applied to vehicles left overnight.
- 4.6. Parking will be free between 4pm and parks' closing time and between 6am and 8am in those parks where parking is possible between those hours.
- 4.7. Untaxed and abandoned vehicles left in these car parks will be removed without notice.
- 4.8. Height restrictions will be introduced in all car parks
- 4.9. The income will be retained within Greenspaces' accounts and will support the service's on-going revenue costs.
- 4.10. The overall capital costs of the scheme is anticipated to be recovered during the second full operational year and on that basis the scheme is considered to be a worthwhile investment.

## **5. CONSULTATION UNDERTAKEN**

- 5.1. An informal consultation was undertaken by Greenspaces with key stakeholders. To allow the introduction and administration of the proposed charges, the Council carried out a statutory consultation between 15 June and to 14 July 2017. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website.
- 5.2. The statutory consultation resulted in total of 24 representations which include 3 representations in support, 1 comment and 20 representations objecting to elements of the proposed restrictions. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

### **5.3. Abbey Recreation Ground**

3 representations were received, 1 in support, 1 comment and 1 objection to the proposed parking charges. The points raised in the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park. The car park should not be open until 11pm; the car park should be for the use of those who use the park for leisure activities. Income from parking charges should be used to improve conditions for those walking and cycling. Complaint about introduction of P&D machine in the car park before the consultation began. Officer's response is as follows:

- The opening times of the car park would be Monday to Friday between 8am and dusk; charging period would be between 8am and 4pm.
- Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 8am and until when the last activity finishes (especially summer months) or dusk; charging period would be between 9am and 4pm.
- Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

- P&D machines were bought prior to the end of the financial year so as to maximize available funding and in the absence of a safe storage, a decision was taken to install them on site but they were not commissioned at that time, and there were no plans to commission them prior to consultation. Their on-site presence served as a visible signal to park users and stakeholders that such a scheme was under consideration.

#### 5.4 Wimbledon Park (Revelstoke Road)

9 representations were received, 3 in support, 3 comments and 3 objections to the proposed parking charges. The points raised in the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park; the car park should not be open until 11pm; the car park should be for those who use the park for leisure activities. Income on parking charges should be used to improve conditions for those walking and cycling. The enforcement of parking for residents in Zone P1 is amended to cover the equivalent hours and to include Saturdays. The proposals also fail to cater adequately for those with special need to travel by vehicle. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

#### Officer's comments on other issues raised

- 5.4.1 Introduction of a Controlled Parking Zone (CPZ) or amendment to an existing CPZ would require a petition from residents. Upon the receipt of the petition the Council will programme a consultation to seek the view of the residents. Any change would be subject to majority support.
- 5.4.2 With regards to disabled parking, there are already pre-marked disabled spaces within the car park. These will remain and currently Merton blue badge holders are allowed to park in any parking space in car parks for up to 3 hours free of charge.
- 5.4.3 The Council has received representations against the proposed parking charges with the suggestion that the Council should erect signs deterring anyone without Merton or Wandsworth parking permit from using the car park. It should be noted that not all roads in Merton or Wandsworth have a Controlled Parking Zone (CPZ) therefore a large community would be excluded from participating in the enjoyment of the Wimbledon Park if the permit proposal is applied. The parks were created for the enjoyment of all communities and those visiting them. Therefore excluding anyone from being able to park and use the parks no matter where they are from would be discriminatory. The only way to accommodate everyone who wishes to use the parks whilst addressing the parking issues outlined in this report is to charge as proposed above.

## **5.5 Haydon's Road Recreation Ground**

Of the 12 representations received, there were 2 comments and 7 objections to the proposed parking charges. The points raised within the representations include parking charges of £2.80 for 8 hours will not deter commuters from using the car park; the car park should not be open until 11pm rather the council should publish on a monthly basis when the car park will be closed to avert vehicles being locked in overnight; the car park should be for the use of those who use the park for leisure activities; concern of confusion/inefficiency of who would be responsible for locking the car park gates at close of business each day. Details of these representations with officer's comments can be found in appendix 2; a summary is set out below:

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 7 hours.

## **5.6 Officer's comments on other issues raised**

5.6.1 In term of locking arrangements, these will reflect the service demands for the site taking into account site security. The Council anticipate the above closing hours regime would address residents' anxiety on this issue. The locking of the gates is presently aided by the Friends of Haydons Road Recreation Ground; the Council does not anticipate changing that. The park's pedestrian gates will be locked at the same time as the car park gates.

5.6.2 With regards to disabled parking, there is already pre-marked disabled bay within the car park. This will remain and currently Merton blue badge holders are allowed to park in any space in a car park for up to 3 hours free of charge.

## **5.7 Tamworth Recreation Ground**

5.7.1 No representation was received.

- The opening times of the car park would be Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- Saturday, opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm.
- The parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.

5.8 The revised price structure would aid the turnaround of vehicles, would reduce the numbers of commuters who are currently parking in the car park all day and would make available parking spaces for recreational visits to the park. The income generated from the parking charges will be reinvested into the existing Greenspaces



portfolio of sites, particularly focusing on maintaining and improving access and infrastructure.

## **5.9 Ward Councillor Comments**

The Ward Councillors have been engaged during the consultation process. No comments were received during the consultation.

### **Cabinet Member for Community and Culture**

I support this initiative wholeheartedly. I'd like to see this as a first sally into charging in parks: I hope for more in the months and years to come.

## **6. OFFICER'S RECOMMENDATIONS**

- 6.1. It is recommended that the Cabinet Member agrees to the making of the relevant TMOs and the implementation of the proposed parking charges in the following Greenspaces car parks: Abbey Recreation Ground, Haydon's Road Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground operating Monday to Friday between 8am and dusk, charging period would be between 8am and 4pm and Saturday between 9am and dusk, charging period would be between 9am and 4pm.
- 6.2. The proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 8 hours.
- 6.3. Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground - Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months). Charging period would be between 9am and 4pm. Parking charges would be 30p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £10.80 after 4 hours or £12 for 7 hours.
- 6.4. The proposed parking charges in Haydon's Road Recreation Ground Monday to Friday would be 60p per hour paid in 20 minute time slots up to maximum of 4 hours and a flat fee of £9.60 after 4 hours or £12 for 8 hours.
- 6.5. Haydons' Road Recreation Ground - Saturday opening time would be between 9am and until dusk or when the last activity finishes (especially during summer months) charging period would be between 9am and 4pm. The parking charges would be 60p per hour paid in 20 minute time slots; minimum fee 20p up to 4 hour and a flat fee of £9.60 thereafter or £12 for 7 hours.
- 6.6. The proposed charging regime will remove commuter parking and make parking facilities available for those who visit the parks.

## **7. TIMETABLE**

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

## **8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1. The cost of implementing the recommended measures is estimated at £49k. This includes the publication of the made Traffic Management Orders, pay and display machines, information boards, remarking parking spaces and the signs. It does not include staff costs.
- 8.2. The estimated cost will be met by the Greenspaces capital budget allocation for parks.

## **9. LEGAL AND STATUTORY IMPLICATIONS**

- 9.1. The Traffic Management Orders would be made under Sections 32 and 35 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 subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 10.2. The Council carries out careful consultation to ensure that all park 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, as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of park users.
- 10.3. 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. Reduction of dumped and untaxed and/or uninsured cars by local garages, business and residents.

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1. The proposed measures may cause some dissatisfaction from the few, but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **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 32 and 35 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.
- a) Appendix 1 - Statutory consultation Drawing No.Z87-01-01, No.Z87-03-01, No.Z87-04-01 and No.Z87-01-01, No.Z87-06-01.
  - b) Appendix 2 - Representations with officer's comments

#### **15. BACKGROUND PAPERS**

- 15.1. Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation.



REMOVE EXISTING PARKING BAY AND REMARK YELLOW BOX

REMARK EXISTING AND PROPOSED PARKING BAY AND YELLOW BOX

PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN ON THE MAIN GATE

**Cost Estimate**

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,500.00
Road Marking	£800.00
Lighting	£1,500.00
<b>Total Cost</b>	<b>£7,300.00</b>

**KEY**

- EXISTING PARKING BAY
- PROPOSED REMOVE BAY
- HATCH MARKING
- + NEW TICKET MACHINE
- ⊘ NEW FLOOD LIGHTING
- + NEW POST AND SIGN
- ⊘ EXISTING FLOOD LIGHTING

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Drawn by **A. Abdalla** Date **15 DECEMBER 15**

Checked by **ESH**

Approved by \_\_\_\_\_ Date \_\_\_\_\_

PROJECT **Car Parks Morden**

TITLE **Abbey Rec Car Park Existing Layout**

Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
www.merton.gov.uk

Drawing No. **Z87-06-01**

Revision **-**

Classification **Planning**

Scale **1: 200**

Tennis Courts



PROPOSED NEW SIGN ON THE MAIN GATE



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



REMARK EXISTING ROAD MARKINGS

NEW ROAD MARKINGS TO BE MARKED AS SHOWN ON THE PLAN

KEY

- EXISTING PARKING BAY
- PROPOSED PARKING BAY
- HATCH MARKING
- NEW TICKET MACHINE
- NEW FLOOD LIGHTING
- NEW POST AND SIGN
- EXISTING FLOOD LIGHTING

Cost Estimate

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,000.00
Road Marking	£1,500.00
Lighting	£1,500.00
<b>Total Cost</b>	<b>£7,500.00</b>

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Checked by: [Signature]  
Approved by: [Signature]

Sig: [Signature]  
Date: DECEMBER 16  
Date: [Signature]

Page 27

PROJECT: Car Parks Mitcham

TITLE: Haydon's Car Park Proposed Layout

Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
www.merton.gov.uk

Drawing No:	Z87-03-01
Revision:	-
Classification:	Planning
Scale:	1: 200



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Sig. Date

Approved by  
Sig. Date

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PROJECT  
Car Parks  
Wimbledon Park

TITLE  
Revelstoke Car Park  
Existing Layout



Drawing No.  
Z87-01-01

Revision  
-

Classification  
Planning

Scale  
1: 200



PROPOSED NEW PAY AND DISPLAY MACHINE AND SIGNS



PROPOSED NEW SIGN ON THE MAIN GATE

PROPOSED DOUBLE YELLOW LINES

REMOVE EXISTING ROAD MARKINGS AND REMARK AS SHOWN ON THE PLAN

KEY

- EXISTING PARKING BAY
- PROPOSED PARKING BAY
- HATCH MARKING
- NEW TICKET MACHINE
- NEW FLOOD LIGHTING
- NEW POST AND SIGN
- EXISTING FLOOD LIGHTING

Cost Estimate

Design + Site Visit @15 H	
Traffic Order	
Pay & Display Machine	£3,500.00
Signs	£1,000.00
Road Marking	£1,800.00
Lighting	£1,500.00
<b>Total Cost</b>	<b>£7,800.00</b>

Notes  
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**A.Abdalla**

Sig. Date  
**DECEMBER 15**

Checked by  
**Page 29**

Approved by

PROJECT  
**Car Parks Mitcham**

TITLE  
**Tamworth Car Park Existing Layout**



Drawing No.  
**Z87-04-01**

Revision  
-

Classification  
**Planning**

Scale  
**1: 200**

## Representations and Officer's Comments

### Representation - Support

#### 002 Abbey Rec

I received a flyer through the door from the Tories highlighting this consultation, with the implied suggestion that I should object to the introduction of parking charges.

But I think it's a good idea, and support it. Merton is blighted by traffic congestion and one of the ways the Council can tackle this is through parking controls.

I see no reason for anyone other than the mobility impaired to drive to the Rec, and I see from the plans that they would be able to use their Blue Badge to park there for free, with disabled bays provided. Those coming some distance to play sports can come by public transport, local young families can walk or cycle, etc.

As for the impact on local residents and businesses - parking on the streets around Nursery Road and Wilmore End is, in my experience, always jammed full already, so this wouldn't create a new problem. And just how much trade do local businesses really get from people parking at the Rec?

Please – take a step towards encouraging better ways to travel than by car. Introduce charging, and spend the income on improving conditions for those walking and cycling.

I think the above comments are equally relevant to the four other sites in the consultation (in some cases, there are also resident's parking permit schemes in place to protect the interests of residents).

#### Officers comment

See section 5 of this report.

#### 001 Revelstoke CP

Whilst I have no objection to the minimal charging proposed in Wimbledon Park Revelstoke Road car park, I would suggest that the enforcement of parking for residents in Zone P1 is amended to cover the equivalent hours and to include Saturdays. The weekend parking has become more congested and dangerous around the Home Park Road entrance particularly when the paddling pool attracts vehicles fighting for space outside the entrance.

#### 004 Revelstoke CP

I'm responding to the consultation. It sounds an overdue and sensible move, for two main reasons:

- to stop long terms parking by commuters
- mean out-of-borough drivers and park users pay for the upkeep of the park

#### 010 Revelstoke CP

Please take this as our formal representation on this proposal. We comment only on the proposal for the above car park, as we have little knowledge of the others. We make our representation in the paragraph in bold, below. This is followed by the reasons for this representation.

**We strongly support the introduction of charges at this car park, as this should promote sustainable travel. However, we consider that the current proposals would be insufficient to solve the problems with vehicular access to, and car parking in, Wimbledon Park. The proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply would not solve the greatest problems: those that occur on sunny weekends. As other car parking spaces in Wimbledon Park are not to have charges introduced, people would be allowed to subvert the reasons for the charge. The proposals also fail to cater adequately for those with special need to travel by vehicle. The proposals should be changed, so as to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: including weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.**

#### The problem:

At present, Wimbledon Park, although recognised for its heritage value, is compromised by having too much provision of ugly and intrusive, free car parking space. Travel to the park by private vehicle is encouraged by the free parking. As a result, many of the existing spaces are occupied by those working in nearby suburbia or in the park itself, rather than by park users. Use by vehicles kept off the road for longer periods is only occasional and is not the main cause of over-use. Use for a recreational visit to the park is greatest on sunny weekends and school holiday times, when congestion continues into early evening hours, and it is then that there have been significant problems with shortage of space and congestion, with elective users in competition with those having special needs.



**The proposed times and costs:**

To deter use for other than a recreational visit to the park, the charge differential with nearby suburbia should be reversed. On weekdays (Mon-Fri): car parking is generally free in nearby LB Wandsworth (zone S3), but restricted to residents for one hour (13:30-14:30) each day. So, any charge might deter those visiting the park either side of that hour, but retain the strong incentive to use Wimbledon Park for times spanning the hour. The nearby parts of LB Merton (zone P2) have a car parking charge for the hours 11:00 to 15:00 which is four times that proposed in Wimbledon Park (£1.20 per hour, compared with the proposed 30p an hour), so there would remain a strong incentive to use Wimbledon Park for any visit overlapping those times. Only for those few visits wholly outside those times would the proposed charge deter such non-recreational parking. On weekends there are no residents' only restrictions in Wandsworth, nor charges in Merton. Despite this, it's proposed to charge the same as for weekdays on Saturdays, but not to charge at all on Sundays. The proposed charge on Saturdays is low, and so probably not a sufficient disincentive to over-use, but there remains no rationale for allowing a free-for-all on Sundays. In summary, the proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply to would not solve the greatest problems: those that occur on sunny weekends or school holidays and continue into the early evening.

**Location of the proposals and consultation:**

Wimbledon Park straddles two London Boroughs and attracts users predominantly from those two. The car park concerned lies largely within LB Wandsworth, but it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.

**Sustainable travel and special needs:**

The adopted policies of LB Merton's Local Plan identify the need to promote sustainable travel, including the discouragement of travel by private vehicle. Wimbledon Park is well provided with public transport, with two nearby Underground Stations and bus stops in Wimbledon Park Road and Durnsford Road. Most park users arrive by one or more sustainable mode: public transport, cycling or walking. Some groups arrive in a mini-bus. We welcome the proposals as they further these policies. However, the other side of the coin is that the proposals should give priority to those who are unable to use these more sustainable modes. Yet, there are only three disabled bays proposed and no reference to any other arrangement for those with special need to park close to their destination in Wimbledon Park. Also, although pedal cycles are named in the schedule as a class of vehicle permitted in the parking spaces, no special provision for pedal cycles is indicated on the plan. Cycles need such special provision.

**Present provision at Wimbledon Park:**

There are two main car parks in Wimbledon Park: only one of which is subject to this proposal. The other, off Wimbledon Park Road, is not proposed to be changed. Other parking occurs every day at the Watersports Base, Bowls Pavilion, and Cafe, and occasionally at the Stadium. We consider that action at Revelstoke Road alone is likely to exacerbate the existing problems in those other areas; to the extent that the proposals work, parking will be pushed out of the Revelstoke Road car park into other formal and informal provision elsewhere in Wimbledon Park.

**The alternative:**

The proposals should be amended to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.

We trust that this submission will be taken fully into account as these proposals are taken forward.

**Officers comment**

See section 5 of this report.

**COMMENTS****003 Abbey Rec**

I'm writing with regards to the consultation of the above park. You state that it's 10p for every 20 minutes which is great. £2.40 day for 8 hours. So will you be able to park for 8 hours straight as if this is the case people will never get a parking space walking your dog or taking the children to the park for a couple of hour as commuters will park there at 8 pay £2.40 then they are fine because the charges stop at 4pm. I hope this is not the case it should be for 2 /3 hours max stay Also when will the gate be fixed I haven't been able to park for ages.

**Officers comment**

See section 5 of this report.

**002 Haydons**

I am writing as Vice Chair of Friends of Haydons Road Recreation Ground (FOHRRG) to comment on these proposals.

The proposed hours of operation of the car park located in Haydons Road Recreation Ground and indeed other parks is until 10pm at night. This car park is not isolated from the rest of the park and once access has been gained individuals can roam

whole park after it has been closed. The published hours for operation of this and other parks is until dusk. At that time (which will vary considerably during the year depending upon season) someone needs to lock the park gates. Both pedestrian and car park gates to avoid breaching park security. At a minimum the 11 pm time should be replaced by dusk. Ideally the closing times for each month should be published to avoid car owners having vehicles trapped overnight in the park. Brox website publishes monthly closure times varying from 4.30 pm in December to rather later in the Summer and this chart could be displayed at each car park.

FOHRRG have other concerns over who will operate and police this scheme. Since responses are required to Traffic Highways it would seem that they may be the main operators of this scheme. As it is idverde who are the park maintenance contractors (who are required under their contract to secure pedestrian gates at dusk each day) we are concerned that there will be confusion/inefficiency as to who will be responsible for locking the car park gates at close of business each day. Clearly there are cost implications and it is our view that they may exceed the revenue generated at Haydons Road Recreation Ground. It is our view that this proposal is not supported by adequate background information over how the scheme will operate.

It is our view that most local residents who use this park are local and so can and do walk to the park and so the proposed hours of charge and level of charge from 8 am until 4 pm are not a problem. Again it should be noted that the published hours for Haydons Road Recreation Ground opening is on some days after 8 am. FOHRRG have identified volunteers that are prepared to open pedestrian access to this park on a rota basis earlier than this time to allow access for dog walkers and others that like to exercise early in the day. They are awaiting keys to allow them to carry out this task.

FOHRRG are concerned that there is no provision for disabled blue badge holders in these proposals. It is our view that a car park is large enough to justify at least one parking spot for this category of park user.

Concern has been expressed by some residents that allowing parking all day will encourage commuter car parking. We suggest that a limit of 4 hours should be imposed to prevent this. Park users and shoppers are unlikely to use this car park for more than this length of time and it is better to prevent this possibility now than to have to run this process again at a later date. Of course there has also been very limited time for consultation as many of our members have only just become aware of the consultation. At a minimum these proposals should have been displayed at the Haccombe Road entrance to the park. Have there been any direct consultation with other key park users such as the Colliers Wood Bowls Club or the football and cricket clubs that hire pitches? Certainly this consultation seems to have been hurried and flawed.

#### **010 Haydons**

I refer to your consultation on the above matter.

I welcome that parking is to be allowed Mondays to Fridays when it is now not available.

However it seems that the hours proposed are too late in the evening.

The problem is that allowing access to the car park also allows pedestrian access to the park when the gates are otherwise locked, allowing antisocial behaviour.

Hopefully you can find some reasonable compromise that is enforced in a fair and reasonable manner (no-one wants cars to be locked in the car park and fined when they miss the deadline by a few minutes).

#### **Officers comment**

See section 5 of this report.

#### **005 Revelstoke CP**

Re controlling parking in Wimbledon Park:

There should not be charges on park users - use of the park needs to be encouraged, not restricted.

To deter commuters, simply have signs stating 'four hours maximum stay'.

In 20 years, I have never seen a caravan or abandoned car in the car park so in practice I do not think these are real issues of concern.

#### **007 Revelstoke**

I am writing in response to the consultation on the proposal to raise car parking charges at the Revelstoke Road car park in Wimbledon Park. I am informed the deadline has been extended to 14 July.

Firstly, I should say that I fully support the Council's intent to develop policies and plans which prevent commuters and campervans from clogging up our local area. The objective should be to do that in a way that does not unnecessarily disadvantage local residents. On that basis, I am totally against this proposal.

The park, like the common, is a resource to be enjoyed by people and the council has a duty to facilitate access. The jogger, the young sports devotee, the elderly seeking to keep their limbs moving and the dog walker should be encouraged to continue their healthy pursuits. The common has now become a pay-to-exercise area at the 'Village end' of the common, forcing local people to queue up at the windmill for free access to parking so as to use the amenity. [Filming days excepted, when waiting there is a waste of time and fuel whilst the engine is ticking over.]

There are easy ways to bar continued access to commuters and van parkers. Let me offer two obvious ones :

1) A partial pay scheme eg as per any residential roads which aim to exclude casual parking between 11am and 3pm. (Note that the common now operates a restriction from 0830hrs - WHY?) 0800-1600hrs Monday to Saturday is just punitive.

2) Only vehicles displaying a London Borough of Merton resident parking permit (and probably a Wandsworth permit) to be allowed to use the Revelstoke Road and Wimbledon Park Road car parks between say 11am and 3pm. No meters, no fees and no exceptions. Just periodic traffic warden inspections.

Both of these achieve the stated objective, option 2 does so without the capital cost of provision and installation of parking machines and the ongoing cost of maintenance and coin collections. To glibly state that the costs will be covered by collecting (which you will) completely misses the point.

There is a developing school of thought that the council is becoming ideologically fixated on bashing its council tax payers with

own cars. Evidence as follows :

(a) Allowing planning applications for new housing, but only if the provision for parking spaces is limited to the point of being woefully inadequate.

(b) With virtually no warning, penalising drivers foolish enough to have been taken in by the exhortations to buy diesel because it is better for the environment.

(c) And now, introducing parking taxes at every opportunity for basic amenity access.

Or are Wimbledon Park users just pawns / collateral damage in the race to raise extra money for the council without the bad of raising council tax? If so, please cease this charade of claiming it has anything to do with commuters, camper vans etc.

Please, let us stick to sensible and proportionate answers to the problems we face.

#### **011 Revelstoke CP**

Representation against proposed control in Car Parks.

The intention to charge for parking in Merton's parks is unreasonable and should not be implemented:

1. The Council tax we pay includes the use and maintenance of the parks.
2. Having parking charges will discourage attendance by those who pay to play games (e.g tennis) and so will reduce income to the Council overall.
3. In Wimbledon Park, at least, other than at weekends, the car park is most usually sparsely used. It is questionable whether the income returns will outweigh the cost of controls equipment and policing.
4. Introducing payment for parking discriminates against those who :
  - don't live within easy walking distance and have to drive.
  - have children or equipment relating to time in the parks that can't be carried.
  - Organize events (such as team games) for the benefit of others and have to bring equipment. Many give their time freely for the benefit of the community.

I therefore urge the Council to reconsider its intention.

#### **Officers comment**

See section 5 of this report.

#### **Representation against**

001 Abbey Rec

I wish to object to the proposed parking controls in relation to Abbey recreation ground. Two reasons were put forward as means of justification yet neither appears valid:

- introducing charging cannot deter people from abandoning vehicles
- Abbey recreation ground car park has not been available for use by the public for several weeks due to the gates being locked – this does not demonstrate a desire to 'cater for the parking needs of the local community'

I therefore conclude that the motivation for introducing parking controls is driven by the desire to raise revenue.

I would add that I am disappointed that, having spent £3,500 installing a P&D machine in the car park of Abbey recreation ground several months ago, Merton Council appears once again to have made the decision to proceed prior to consultation.

#### **001 Haydons**

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2 The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play area will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park.

#### **002 Haydons**

I am writing to strongly object to the change for the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The gates should be opened and closed as per the rest of the borough, sunrise to sunset. This then ensures that whichever park you use there is consistency as to the opening and closing times. The proposed times will lead to more people congregating or hanging around out of the current hours with misuse of the open area and playground which will attract yet more litter and abuse of this lovely park - and subsequently more cost to the council for dealing with the rubbish or damage that needs to be cleared or repaired. There is no need for the park to be opened in these extended hours and serves no purpose to the local community. The car park is currently not over used and this would imply that most people either walk or come by public transport. The busiest time is when there is some sports event taking place such as Cricket which is totally reasonable. As we are living in what has been described as one of the most polluted hotspots in the borough we should not be encouraging yet more vehicles to the area. We are located between 2 major stations - South Wimbledon & Wimbledon - the suggested charge of £4.80 for 8 hours parking will attract commuters

seeing a cheap option to park their car all day and thus denying those that will genuinely be using the park. With regards to the HGV vehicles parking on Hacombe Road unless there is a dedicated space for say the large Sainsburys lorry for example to off load how can it be guaranteed that they will get a space. If this is allowed to proceed then it should at least be on the side nearest the store but this is a small road and entering and leaving will not be desirable or safe for either the driver or pedestrians.

#### **004 Haydons**

I am writing to object to your proposal to amend Schedule 2 of the Merton (Off Street Parking Places) (No. \*) Order 201 - parking restrictions at Haydons Road Recreation Ground - as laid out in the 15-002 NOP site notice v3. i) I object to the provision to allow HGVs to use the car park at Haydons Road Recreation Ground as a loading area. It is an area constantly used by young and older children and would make it much less safe. ii) I object to the proposed hours of operation of the car park - 6am to 11pm. This will mean the gates of the park area left unlocked well outside their current hours. Almost all public parks around the country are in operation from sunrise to sunset. Currently, Haydons Road Rec is locked at all other times. As a resident whose garden backs on to the Rec, I am deeply concerned that Merton is proposing to allow anyone to access the park in the hours of darkness. It will provide an opportunity for people who wish to burgle the homes that border the park and could also increase the amount of any social behaviour in the park. As someone who has lived in a property that backs on to the Rec for five years (first at 19a Wycliffe and now at 7 Wycliffe), I can state that occasionally, in the summer, the fence is breached by people during the hours of darkness who use the Rec as somewhere to have a party late into the night, thereby disturbing the residents nearby. It is only by making sure the park is locked at sunset that this can be limited. iii) I object to the chargeable hours being from Monday to Saturday. Currently, the park is well used by sports people equally on both Saturdays and Sundays. Charging on one of those days and not the other will mean that one day remains popular for sports teams and not the other. Not only will this discourage teams to use the park - something unacceptable in the climate when we should be encouraging people to participate in exercise in Merton - it will also make the day when there are no charges even busier. This will make it harder for people who want to use the park for other purposes than team sports - the play area or general use for example - to do so. It is essential that parks like Haydons Road Recreation Ground are used as widely as possible, if they are to remain viable. While the park is already heavily used by those in the immediate area, others from further afield should be encouraged to use it as well. While this needs to be balanced with the increasing requirement for the council to gain revenue from its assets, it should not be achieved at the cost of the viability of such amenities. It should also not be achieved at the cost of making the living conditions for those in the surrounding area worse - something that allowing the gates to be open into the hours of darkness would be expected to do.

#### **005 Haydons**

I am resident of Quicks Road and I am writing to object to the following points as laid out in the Schedule 2 of ES/OFFSTREET Order 201, for the Haydons Road Recreation Ground. Notice as follow: ( c ) ( iii ) I object to the hours of operation stated to keep the park open up to 11pm Mondays to Sundays as the security of the park is of the utmost importance. The gates should be closed at sunset and in keeping with every other park in the Borough. Keeping the park open to this time attract anti-social behaviour. I have seen this happening on more than one occasion eg drunks, alcohol, noise, litter and potential drug abuse etc. ( V ) I object to the charge for parking of 20 pence. There should be no difference in our park compared to the other parks in Schedule 1. Charges should be consistent to other parks. 8 ours parking attract commuters and would defy the object to have this facility for park users. 4 hours maximum parking should be sufficient for most people.

#### **006 Haydons**

I am writing as Secretary of the Battles Area Residents Association on behalf of the Committee and our members to comment on the attached Notice regarding the Merton (Off-Street Parking Places) Order 201\*. Particularly with regard to Schedule 2 which refers to Haydons Road Recreation Ground which is our local park. Firstly, I would like to point out we only received a copy of this Notice on the morning of Tuesday, 4th July kindly forwarded to us by Councillor Neep. It was immediately circulated to all our members with a request to lodge Comments by 7th July or contact me with a note. I checked - no Notices were displayed on any of the Park gates or in the SWCA Noticeboard within the Park or on nearby lampposts. We consider the lack of proper notice of this important Order to local residents very upsetting. In the circumstances, please confirm you are happy to extend the period of notice for Comments for another week until 14th July.

In this connection, on your behalf, we are about to display copies of the Notice on all the Park gates and in the SWCA Noticeboard, extending the date to 14th July.

Our Comments are as follows:

1. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. (As was the custom until earlier this year and then the park gates were only locked spasmodically and the car park gates were closed during the week.) Extending these hours to 11 pm in a park which is not intended for use in the dark, ie not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug use, sexual activity and loitering with or without intent, and associated litter. Possible drug use and discarded syringes anywhere in the park, but particularly in the children's play area, must be avoided at all cost. At this very moment, there are broken bottles in the play area which we will have to clear up.

2. If the park is open, the children's play area will also be open. Again this could lead to inappropriate use of the area and injuries from use of the equipment in the dark, and even harm to unaccompanied children from abusive adults.
3. In the last few weeks there has been a considerable increase in the amount of graffiti in the park. One of our Committee has re-painted some walls at her own expense, but the park gates should be locked at sunset to stop this very unsocial behaviour.
3. A considerable number of gardens back onto the Park all along three sides of the park and 30 houses along Quicks Road can be viewed from the park. Any prospective burglar can simply hide away in the park after dark to watch out for unoccupied houses or sheds that could be broken into, particularly when residents are on holiday.
4. It has also been said to me that walking along Quicks Road in the dark passing unlocked gates, and the possibility of people loitering in the park near to the gates, leaves women or young people feeling unsafe and vulnerable.
5. The car park chargeable operating hours from 8 am to 4 pm are acceptable for weekdays. We appreciate this would provide some revenue for the Council. However, the maximum period for parking should be limited to 4 hours. This would discourage commuter parking, also parking by the new owners and tenants of 1-3 Quicks Road/92-94 Haydons Road (who under their s106 agreement are not allowed resident parking permits and therefore could take advantage of the relatively cheap parking charges for the park to park their cars there on a daily basis). 4 hours maximum parking should be a sufficient maximum for most park users. The car park should be for the use of park users and not for shopping at Sainsburys or drinking at the pub or customers of the new businesses at 1-3 Quicks Road/92-94 Haydons Road. This is not to be unreasonable, but to make the car park entrance area as safe as possible for parents/carers and children using the play area and park.
6. However, we would suggest that there is free parking on Saturdays, as a large number of sporting activities take place in the park on a Saturday and this should be encouraged.
7. We have had a few comments that the car park should be free.
8. I have spoken to the Assistant Manager at Sainsbury's (the Manager was off today) regarding the so-called "loading area to the rear of the Sainsbury's store". There is no loading area to the rear of the store within the park. Also there is a height restriction at the entrance to the park. He showed me their small rear exit door which opens onto the pavement of Haccombe Road to the side of the store. (There is another side emergency exit only which opens into the carpark area of the block of flats above Sainsburys - this is for emergencies only, they have no right to use it for unloading). There are 5 parking bays in Haccombe Road for 3F permit holders or pay and display. There is no "loading bay" or signage regarding loading. The Assistant Manager advised me they have only one HGV delivery a day at 7 am and they try always to unload at the front of the store. It is only very rarely that they unload in Haccombe Road. Rather they wait until the front of the store is clear and then unload there. The reason for this is obvious it would not be at all safe for pedestrians for a HGV to be reversing into Haccombe Road. And in particular it would not be safe for parents/carers and children using the park at other times of the day, for Sainsburys to have the right to use any loading bay (if there was one) at ANY time of the day. (Many years ago I witnessed a fatal accident when a pedestrian went under the wheels of a HGV and the memory will stay with me for ever). The Order relates to Off-Street Parking Places within the park, it is not relevant to parking in Haccombe road. Therefore for all these reasons, Schedule 2 should be revised to delete the reference to HGVs.
9. There should be at least one disabled parking space in the car park. Not to have one I imagine is discriminatory.
10. With regard to the opening and locking of all the gates, we would refer you to the Comments lodged by the Vice Chair of the Friends of Haydons Recreation Ground.

I would be most grateful if you could find the time to reply personally to these Comments at the very least to reassure local residents that the park gates will be locked at dusk with the opening times agreed with the FHRRG. In addition, please could you advise me if there will be an opportunity to listen to Councillors debating Comments regarding this Order at any public meeting before it is approved by the Council and the possible date of any such public meeting that I and other residents could attend.

### **008 Haydons**

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play are will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park

### **009 Haydons**

We are writing as nearby residents, committee members of Friends of Haydons Road Recreation park (FOHRRG) and committee members of our local Battles Area Residents Association (BARA) to object to the following points as outlined in Schedule 2 of ES/OFFSTREET as follows:

3. © (i) With reference to HGVs I refer you to the Comments lodged by our Secretary Mrs Hilary Morris of "The Battles Area Residents Association" which she has researched and found that there is no "loading area to the rear of the

Sainsbury' store" asking that Schedule 2 should be revised to delete the reference to HGVs.

- (iii) The park gates should be opened at sunrise and closed at sunset and in-keeping with every other park in the Borough thus ensuring stability and consistency throughout the Borough. The security of the park is of the utmost importance and keeping the park open until 11pm is totally unacceptable and dangerous to the law abiding public as it attracts the inevitable anti-social behaviour which is happening on a continual basis i.e abuse of alcohol, drug abuse, sexual activity, rough sleepers, late night parties with shouting and screaming and the associated litter, and the total disregard for the children's playground with broken bottles, etc. and in a park which is not floodlit after dark, leaving people very vulnerable.
- (iv) The chargeable car park hours of 8am to 4pm are acceptable but reservations with regard to charging on Saturdays as we would like to continue to see the park used and make it attractive for sporting activities as it is presently.
- (v) Charges should be consistent with other parks in Schedule 1. 8 hours parking would attract commuters and other non-users of the park and would defeat the whole object of having this facility for park users, and would suggest 4 hours would be sufficient for most park users.

#### **Officers comment**

See section 5 of this report.

#### **002 Revelstoke CP**

I write with dismay at the new proposals to charge for parking in Wimbledon Park.

I live about 7 doors down from Revelstoke Road and will be very negatively affected if this should go ahead.

- I am a senior citizen and pay £65 pounds a year for the privilege of parking somewhere near my home. I also pay visitors parking permits. Rarely do I get to park very close to my house even now. If this proposal comes into being visitors to the park are going to take up any available spaces in Melrose Avenue and the situation for residents will become far worse. Congestion in the road will also increase which could lead to accidents and arguments among drivers. How far will I need to carry my weekly shop??? Too far!!!! Will I then receive a reduction in my Park Permit?? I guess the answer is 'NO'. Saturdays will become a total nightmare.
- I cannot see how these charges at £2.40 for 8 hours will deter anyone who commutes.
- I visit the park every day and can honestly say I have never seen caravans or abandoned vehicles. Anyone wishing to dispose of a vehicle would not be worried about whether they had purchased a ticket!!!
- As to the rule of no parking between 11pm and 6am I would ask does this indicate that parks would not be closed the late evening any more. This would only lead to high jinks and noise.
- Surely the point of customers to local businesses parking for long periods just does not happen. I would point out your proposal will only serve to harm our local shop – McCluskey's – and I really think that this point is a non-start.
- I do not think that this has been thought through and no primary consideration has been given to local residents. The right to live in a quiet street and to park our vehicles nearby would disappear despite the amount of revenue raised and the price of our permits. It all smacks of yet another hit on motorists and simply another money making scheme.

#### **003 Revelstoke CP**

Would just like to say that most car parks allow the disabled dispensation to park for up to 4 hours. Why not allocate a dedicated bay [s] for this purpose?

Also I understand meters will be in operation on Saturdays. Surely this will cause a problem for residents near the Park.

Do you intend to extend residents' parking to the six days?

While I am on the subject of roads and cars: Alexander Road is a rat run. Would it not be better to install down that road, a large and small arrow system for right of advantage?

#### **006 Revelstoke CP**

In the first instance let me express my disappointment at the fact that, as resident of Revelstoke Road, I have received NO notification of the consultation process from any of you. Had it not been for the WPRA (a volunteer group), I would not have known about the consultation process.

Secondly, I strongly object to the proposed plans to charge people to park at the Revelstoke Road car park at Wimbledon Park. The park is a facility that is accessed and enjoyed by a range of people from across the borough, many of whom would find it difficult to access the park without a car. As a local user of the park I do not believe there is a significant issue with "abandoned cars or long stays" in this car park. Additionally, as a resident of Revelstoke Road, I am very concerned about the knock on impact on the demand for car parking spaces on Revelstoke Road and surrounding roads in the grid as the proposed hours for charging at the park are much longer (and add Saturdays) than those in force in the surrounding roads (11-3 Monday to Friday pay for periods).

#### **Officers comment**

See section 5 of this report.

## Merton Council - call-in request form

### 1. Decision to be called in: (required)

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

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

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

### 3. Desired outcome

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

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

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

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

**5. Documents requested**

**6. Witnesses requested**

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- **OR** as a signed paper copy to the Head of Democracy Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on 020 8545 3864



# Committee: Sustainable Communities Overview & Scrutiny Panel

**Date: 11 October 2017**

Wards: Abbey, Lavender Fields, Trinity, Wimbledon Park

**Subject: Call-in meeting to discuss proposals to improve parking facilities in selected borough parks**

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Doug Napier [doug.napier@merton.gov.uk](mailto:doug.napier@merton.gov.uk)

## Recommendations:

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That the Sustainable Communities Overview & Scrutiny Panel consider the information provided in response to the call-in request and decide whether to:

- Refer the decision back to the Cabinet Member for Regeneration, Environment and Housing for reconsideration;
  - Determine that the matter is contrary to the policy and/or budget framework and refer the matter to Full Council; or
  - Decide not to refer the matter back to the Cabinet Member for Regeneration, Environment and Housing, in which case the decision shall take effect immediately.
- 

## 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report sets out the response to the call-in and asks the Cabinet Member to consider further representations that have been made during the call-in and representations that will be made during the scrutiny meeting.
- 1.2. It recommends that the Cabinet Member upholds his previous decision published on 15 August 2017 (**Appendix 2**), based upon the reasons set out in the officer's report dated 10 August 2017 and the information provided within this report.

## 2 DETAILS

- 2.1 A statutory consultation exercise was conducted during the period 15 June to 14 July 2017 on proposals to introduce parking charges at Wimbledon Park, Haydons Road Recreation Ground, Abbey Recreation Ground and Tamworth Recreation Ground.
- 2.2 All representations received during that exercise, along with officer's comments and recommendations were reported to the Cabinet Member for Regeneration,

Environment and Housing on 11 August 2017 and the following decision was made:

- To proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking charges in Wimbledon Park, Haydons Road Recreation Ground, Abbey Recreation Ground and Tamworth Recreation Ground. The pay and display bays in car parks are to operate Monday to Friday between the hours of 8.00am and 4.00pm. The closing time of the parks is dusk or until the last activity finishes (especially during summer months).
- To proceed with the introduction of the proposed parking charges in Abbey Recreation Ground, Revelstoke Road Car Park - Wimbledon Park and Tamworth Recreation Ground, Monday to Friday, the charges to be 30p per hour paid in 20 minute time slots up to a maximum of 4 hours and a flat fee of £10.80 when in excess of 4 hours or £12 for 8 hours.
- To proceed with the proposed parking charges in Haydons Road Recreation Ground. The charges to be 60p per hour paid in 20 minutes time slots up to a maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 8 hours. The charging period would be between 9.00am\* (*an error; actually 8.00am*) and 4.00pm. Parking charges to be 60p per hour paid in 20 minute time slots up to a maximum of 4 hours and a flat fee of £9.60 thereafter or £12 for 7 (*actually 8*) hours.
- Not to proceed with the introduction of parking charges on Saturdays.
- Not to hold a public enquiry on the consultation.

The Cabinet Member's decision is attached as **Appendix 2**.

2.3 The decision was called-in following its publication. A response to the points raised within the call in paper is set out below by each point in turn.

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

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

We – the signatories – appreciate the amendments that have been made by the Cabinet Member to the original proposals that he authorised for formal consultation in his previous decision of April 2017. In particular, we welcome his decision not to proceed with charging in these four car parks on Saturdays.

*Response:*

*The recognition of the amendments to the original proposals is noted.*

We also note that the Cabinet Member has responded to concerns expressed during the formal consultation about the need to deter long-stay commuters

from using the parking spaces at these parks by introducing a flat fee for stays in excess of 4 hours and a fee of £12 for 8 hours.

*Response:*

*The recognition of the amendments to the original proposals is noted.*

We recognise that there is a need for the council to address long-stay commuter parking as well as issues with caravans and abandoned vehicles being parked at these locations and to manage the demand for parking at parks around the borough.

*Response:*

*The recognition of the problems encountered and the need to address these is noted.*

However, we continue to have reservations about certain aspects of the measures that are being proposed by the Cabinet Member and believe that the way in which the decision has been taken and the grounds upon which it is based merit being subjected to full scrutiny by elected members in a public meeting so as to ensure that the interests of local residents and park users are being best served.

*Response:*

*The background and context to the measures are provided below and in the various appendices to this report.*

**(a) proportionality (i.e. the action must be proportionate to the desired outcome);**

It is not clear that the Cabinet Member's decision is proportionate to the desired outcome. The claimed outcomes are set out in 2.1 of the officer report. However, nowhere there does it state categorically that by introducing these pay and display bays, there will be a positive impact on congestion; on the security and safety of the parks; on meeting the needs of park users; or on improving the parks' attractiveness and amenity.

*Response:*

*In the view of the Council, a pay & display scheme would serve as a significant disincentive for unnecessary car use and serve to dissuade non-users of the park, such as off-site tradesmen and commuters, to be entering the site to occupy parking bays for several hours on end. This approach is consistent with the Draft Air Quality Plan which seeks to reduce air pollution from motor vehicles.*

*There would, furthermore, be less wear and tear impacts upon the parks' infrastructure (line-marking; tarmac surfaces) and less park-related traffic driving within the neighbourhood of the park searching for on-street car parking nearby when none was available within the park.*

*Representations from residents/users of Haydons Road Rec highlighted safety concerns emanating from commercial vehicles, a user-type that this scheme aims to tackle and dissuade by ensuring that there is, for the very first time at this venue, some robust enforcement capability.*

*The income generated from the parking scheme is proposed to be retained within the Greenspaces team to be reinvested in the parks service; such investments would undoubtedly include measures that would supplement safety and security and improve the park's amenities.*

Throughout this decision making process from the very inception of the policy there have been assumptions made by the Council about what the views of local residents and park users are. This is demonstrated in the officer report. For example, at 12.1 it acknowledges that the proposed measures 'may cause some dissatisfaction from the few, but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing'.

Similarly, in an email from April 2017 the Leisure and Culture Greenspaces Manager states:

*"My impression has been that there's local support for this scheme"*

Yet, this is simply not borne out from the results of the recent consultation with opinion amongst those responding being much more split and indeed, a clear majority of respondents opposing the proposals for Haydons Road Recreation Ground. This tallies much more with the experience of ward councillors, who are aware that a sizeable number of residents have in the past supported free parking at their local park.

*Response:*

*There has been regular correspondence, over several years in the case of Wimbledon Park, and at other parks too, that parks users and stakeholders are dissatisfied with the use of the car parking spaces by non parks users. Examples are provided at **Appendix A**.*

*The Council's aspiration to adopt a pay & display parking in parks has been known and discussed with members and key stakeholders over a number of years.*

*The recent formal consultation exercise confirmed that a number of local people support the concept of charging in parks and a number recognised that commuters and other long-stay parking users, including abandoned vehicles were not acceptable, including some of those who submitted representations in respect of Haydons Road Rec. The most common issues raised in relation to this site - and evidently the reason why several objected to the scheme - concerned wider park security issues and park opening times, as opposed to the details of the pay-to-park regime.*

*The consultation did not reveal a groundswell of opposition to the principle of*

*pay & display parking at Haydons Road Rec. The supporters of free parking were described in one submission as “a few” and none of those submitted this view directly as part of the consultation. Indeed, in terms of the actual submissions, there was both overt and indirect support for a chargeable scheme.*

*Council officers have received no correspondence in recent years and none since parking charges were first proposed, more than 4 years ago, from parks users who have challenged the principle of charging to park, even if a number have expressed some concerns about the details: charges, hours of operation and concessions, etc. See **Appendix B**.*

*A statutory consultation of this sort is, irrespective, and as enshrined within existing legislation not a vote and therefore the numbers of representations received is not a key factor in itself; neither is it a matter of obtaining support for a proposal. A statutory consultation is an opportunity for members of the public who do not support the scheme to express their objections and the Council is required to give weight to the nature and content of representations and not necessarily the quantity of them. Therefore, it is the reason for the objection that is important and that must be considered.*

The same is true of the sports clubs who hire out pitches at these parks for their sporting activities. There is no evidence provided in the decision notice and report that their members and guests wouldn't prefer to keep free access for these sporting facilities.

*Response:*

*Sports users are not significantly adversely affected by this scheme as parking is proposed to be free on evenings and weekends. The standard charge is low at only 10p per 20 minutes and is designed not to adversely affect typical short-stay visitors, regardless.*

The Cabinet Member's decision also still fails to take proper account of the knock on impact of these measures on parking in residential streets around these parks. At Wimbledon Park, for example, the local residential roads have parking restrictions between 11am and 3pm from Monday to Friday on the Merton side. On the Wandsworth side, the parking restrictions are for just one hour a day. As a result, even having dropped the Saturday charging proposal, the Cabinet Member's decision to charge for parking between 8am and 4pm on weekdays risks causing additional parking problems on the surrounding residential streets, as park users who drive there will inevitably be incentivised to park in those streets between 8am and 11am and between 3pm and 4pm rather than using the car park.

Yet this knock on effect of the proposed charging hours being out of sync with the CPZ restrictions is not even referred to as a risk under paragraph 12 of the officer report. If the Cabinet Member remains determined to introduce charging in the Revelstoke Road car park then the hours should be no more than 11am to 3pm Monday to Friday as otherwise there is likely to be a significant increase in on street parking in nearby residential roads. This could also be an

issue for residential streets in and around Willmore End in relation to Abbey Recreation Ground.

*Response:*

*With any parking management scheme there are always local and secondary impacts in relation to the primary objectives of the scheme. The impact of neighbouring CPZs on the parks mean that residents and their visitors can park free in the parks' car parks which prevents park-related visitors from parking and therefore to seek parking elsewhere and as a consequence they will ultimately park in the surrounding roads outside of CPZ hours. By applying charges, the Council will be able to better manage the availability of the parking spaces for legitimate park users.*

The proportionality of this decision is also thrown into doubt by the Council's decision only to introduce charges at the Revelstoke Road car park despite Wimbledon Park having two car parks. If charging is going to happen then it doesn't seem to be proportionate for it not also to be applied to the Wimbledon Park Road car park.

*Response:*

*It is the intention of the Council to include this car park within the scheme in the fullness of time and subject to funding. At the time that this project was first proposed, the cost of the necessary investment to ensure that the car park at Wimbledon Park Road achieved the required standards for pay-and display parking was prohibitive at c.£150k. This car park is located on made-up, rough ground and the parking spaces are unmarked and as such it is unsuitable for a charging scheme in its current condition. The car park at Revelstoke Road already fulfils the necessary infrastructure requirements and is by far the busier and typically subject to greater abuses by non-park users of the two.*

Yet no explanation is given as part of the officer report as to what, if any, discussions have taken place with LB Wandsworth about a coordinated approach to charging for the whole of Wimbledon Park.

*Response:*

*There have been no specific discussions with LB Wandsworth about the pay & display scheme within the park. The park is owned and managed by LB Merton.*

Similarly no explanation is given for the Council's decision only to choose to pursue charging at the car parks of these four parks and not at other parks around the borough. The officer report provides no detailed analysis by the Council of the usage of these four car parks and how the revenue generating potential compares to other parks. This casts doubt on the proportionality of this decision.

So too does the statement by the Cabinet Member for Community and Culture at para 5.9 of the officer report:

*“I’d like to see this as a first sally into charging in parks. I hope for more in the months and years to come”.*

This suggests that it is indeed the Council’s intention to roll out charging to parks right across the borough. Yet, it is not clear how this is a proportionate response to the issues faced.

*Response:*

*The original purpose of the scheme was to address issues of the use of parks car parks by non-park users. Officers undertook analysis of all parks car parks in the borough for their feasibility for such as scheme, considering the nature and the magnitude of their existing uses by commuters, private businesses and for untaxed and/or un-roadworthy vehicles. See **Appendix L**.*

*The Council may indeed consider extending this scheme in future: at the car park by Wimbledon Park Road in Wimbledon Park, as has been highlighted in some of the consultation returns. No such decisions have been made at this juncture, but the Council will keep matters under review. Any such proposals would, of course, balance the costs against the benefits of such proposals, but this balance is generally considered at this stage to be less favourable and less justifiable at those sites that do not form part of the current proposals.*

Finally, it is noteworthy that the decision notice includes no provision for cyclists to leave their cycles when using the park. Given that one of the key objectives listed at 2.1 of the officer report is to encourage visitors to use alternative modes of transport, it seems strange for no measures to be proposed by the Council to incentivise cycling through secure provision.

*Response:*

*There are already cycle parking facilities in Wimbledon Park. The provision of additional cycling provisions is precisely the type of investment that the parking income could be prioritised for.*

**(b) due consultation and the taking of professional advice from officers;**

There are concerns about the quality of the consultation on this important issue. A number of representations refer to the fact the respondents were not aware of the recent formal consultation until late in the day, even with the extension to the consultation period.

*Response:*

*The consultation exercise reflected the typical procedure adopted more generally for parking proposals within the borough.*

*The consultation period was 3 weeks and this was extended by one week when the Council was alerted to the fact that some individuals that wished to*

*contribute only became aware of the consultation. The Council is not aware that anybody who wished to express their views was unable able to do so within the revised timetable for submissions.*

The representation from the Friends of Haydons Road Recreation Ground highlights that “many of our members have only just become aware of the consultation”. This is concerning as one would have expected that, as a minimum, the Council would have written to all Friends Groups at these four parks to alert them to the consultation. Yet it appears this did not happen as para 5.1 refers only to “the erection of street notices on lamp columns.....and the publication of the Council’s intentions in the Local Guardian and the London Gazette”. There are similar complaints in the representations from other groups with an interest in their local park. The process was the standard one adopted for this process.

*Response:*

*The consultation process followed the normal and formal procedure adopted by the Council in making a Traffic Management Order for parking schemes of this nature. The consultation period was extended when the Council was made aware that some residents were unaware of this exercise. The Council is not aware of any individual who wished to comment on the proposals who did not have an opportunity to do so within the extended timetable.*

*The presence of the parking meters on site one year in advance of the formal consultation served as a visible notice that such as a scheme was under serious consideration by the Council. A number of parks users enquired about the parking proposals in the intervening months as a consequence of this. See **Appendix C.***

Even the robustness of the measures set out at 5.1 seems to be questionable with the representation from the Friends of Haydons Road Recreation Ground suggesting that there was no signage displayed at the Haccombe Road entrance to the park which is where the car park is situated. Other representations also refer to the paucity of notices advertising this consultation including one from the Battles Area Residents Association which makes clear that no notices were displayed on any of the park gates or on the SWCA noticeboard within Haydons Road Rec or on nearby lampposts. This is in direct contradiction to what is claimed in the officer report.

*Response:*

*The consultation process followed the standard procedure adopted in schemes of this nature with notices posted within the car park in question.*

*The consultation at the four sites in question was echoed in time and process by an identical consultation in relation to the introduction of car parking charges at Sir Joseph Hood Memorial Playing Fields, Motspur Park. That consultation exercise stimulated a petition to the Council that secured more than 1,200 signatures within the original consultation timescale, reinforcing the view that the established procedures are effective. Local awareness of the proposals at this*



*location were no more than they were at Abbey Rec, Haydons Road Rec and Tamworth Rec and probably less than they were at Wimbledon Park where the parking issue has been contentious matter for many years.*

*The standard procedure is that the statutory notices are displayed within the car park affected and not at park entrances, on gates or on lampposts or notice boards within the vicinity.*

Furthermore there is no evidence provided in the officer report to suggest that there had been engagement of any kind with the sports clubs who hire out pitches at these parks for their sporting activities.

*Response:*

*Sports clubs are not substantially affected by these proposals as weekends and evenings are not included within the proposed charging regime.*

There are similar doubts about the “informal consultation...with key stakeholders” referred to at paragraph 5 of the officer report. No information is provided on what the outcome of this informal consultation was nor who the key stakeholders were if not residents and councillors. It is not clear what empirical data on the views of residents and park users was used by the Cabinet Member in his previous decision of April 2017.

*Response*

*Copies of numerous relevant emails with members and stakeholders are included within the appendices to this report.*

*The matter of car parking and whether or not parking charges should apply has been a particular focus at Wimbledon Park for some years, peaking around 2013 when the Council proposed to extend the parking capacity at this venue. The stated position of the Friends of Wimbledon Park at that times was, for example, is that “a charge should be made for parking” See **Appendix D**.*

*A formal consultation process was always designed to be integral to the progress of this scheme. See **Appendix E**. That process occurred and the responses to it encouraged the Cabinet Member to amend the scheme in consultation with officers.*

*The matter of pay-to-park has been raised and discussed at Council Questions in July 2016 See **Appendix F**. The topic has also appeared in published Council papers, including Council and at Scrutiny committee reports since 2013. See **Appendix G**.*

Concerns were also raised by ward councillors about the lack of consultation when the Pay & Display machines were initially installed without any warning in the car parks at these four parks back in June 2016. From the very start of this process when the policy for charging was first muted there have been concerns about the decision being predetermined. The fact that the P&D machines were erected at some considerable cost to the tax payer well in advance of any

decision to proceed serves only to reaffirm this.

*Response:*

*This comment recognises that the principle of pay-to-park has been an ambition of the Council for some considerable time. There are Council minutes dating back to February 2013 (See **Appendix H**) that highlight this aspiration. There has been remarkably little opposition to this principle up to and including the most recent consultation exercise.*

*The ticket machines were ordered in December 2015 prior to the end of the financial year during which funding was allocated and delivered shortly before they were stalled on site in the early summer of 2016. They have not been activated in the interim period nor in advance of the formal consultation. They have, nevertheless served as a useful visual reminder and prompt in the field that such a scheme was in the planning stages. Whilst the commencement of the community consultation was unexpectedly delayed, Parking Services commonly holds such machines in stock so that replacement machines can quickly be deployed. The machines installed in parks formed part of that procedure; any one of them could have been redeployed at short notice and minimal cost as they are self-standing and secured by four bolts only. Greenspaces worked with Parking Services to secure these machines in a timely and efficient fashion and agreed to install these in the field as it understood that internal storage capacity was at a premium at the time.*

Such predetermination is demonstrated in the response to a question from Cllr Brian Lewis-Lavender at Full Council in July 2016, when the relevant Cabinet Member stated:

*“In terms of the pricing structure, I understand that it’s still under consultation and I would encourage the councillor to feed into that process.”*

*Response:*

*This quote reinforces the Council’s informal consultation efforts on this matter and that it has encouraged relevant others to input to the details of the scheme.*

This suggests it was only the pricing structure that was subject to formal consultation whilst assuming that a decision to proceed with some kind of charging was taken as read.

*Response:*

*The principle of parking in parks has been proposed and discussed within the Council for several years and with a number of park users key stakeholders too See **Appendix I**. Some key groups, such as the Friends of Wimbledon Park, went so far as to recommend such as scheme. The historical debate has been about the details of the scheme and not the principle. The recent formal consultation was an opportunity for a much wider audience to air their views. They did so, and the parking proposals were amended directly as a consequence of that exercise and the comments provided.*

**(c) respect for human rights and equalities;**

It is not clear what assessment has been made of the impact of the Cabinet Member's decision on the elderly or disabled who may need to use their vehicles to drive to their local park. Similarly there is no assessment included in the report of the impact of this decision on residents and families on low incomes who may struggle to afford these new charges and therefore risk being disenfranchised from enjoying the park if they have to pay to park.

*Response:*

*An equalities impact assessment was conducted at a much earlier stage in the project planning process. See **Appendix P**.*

*The proposed charging regime has been designed so as not to unduly dissuade typical park users, but offers discouragement to those users who exploit the free parking opportunities within our parks without the expressed purpose of enjoying the park itself. The charges compare favourably with the typical town centre parking rates levied in and around this part of south London.*

Many residents with children may well have little choice but to drive to the local park, particularly if they have picnics/games/pushchairs etc. to transport there. The same is true of sports club members who hire the pitches and may have sporting equipment with them. Yet there is no recognition of this in the Cabinet Member's decision notice nor in the officer report.

*Response:*

*The scheme is designed to better manage the demand for parking and to better ensure that essential or near-essential car users have an opportunity to park in the park upon their arrival. The proposed charging regime was designed with commuters and long-stay parking in mind; the fees were deliberately kept low with regular and legitimate parks users in mind.*

*Sports club will not be significantly affected by these proposals and, indeed, many of our regular clubs have on-site equipment storage facilities or local arrangement for equipment and bulky items.*

At paragraph 10 the report states that bodies representing motorists are included in the statutory consultation. Yet there is no reference to organisations or community groups representing older or disabled residents or those on lower incomes. It can therefore only be assumed that these organisations were not consulted.

*Response:*

*The consultation followed the standard consultation procedures adopted in all such schemes.*

*All venues within the scheme already support dedicated disabled parking bays and the charging proposals makes specific provisions for Blue Badge holders. Blue Badge holders are permitted to park in any parking space in these car parks for up to three hours free of charge.*

At 10.2 the report states that “the design of the scheme includes special consideration for the needs of...charitable and religious facilities” yet no detail is given as to what this means nor what consideration has been given to the other protected characteristics.

Furthermore, there is no reference in the report to residents in Wandsworth borough despite the fact that they are likely to be impacted by changes to parking arrangements at Wimbledon Park. Indeed one of the representations on the Revelstoke Road car park states: “...it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.”

*Response:*

*As defined within existing legislation, a statutory consultation involves publication of the Council’s intention in local newspapers and the erection of formal notices within the vicinity of the proposed measures. The procedure also involves contacting all recognised statutory bodies.*

*As part of this consultation exercise, notices were erected by the Council’s contractors in all of the car parks affected, and in the local press, as per normal practice. The car parks in question are not especially large, of course, and whilst there may be limited places where they can usefully be posted, we believe that process was undertaken in all cases and that the notices were clearly visible on site.*

*Additionally, the Council contacted all Ward Councillors advising them of the commencement of the statutory consultation. This occurred on 13 June 2017, two days prior to the commencement of the formal consultation.*

*There is no legal requirement to directly contact users and focus groups, etc. Moreover, it would not be feasible to individually consult as suggested as it is not always possible to capture all interested parties and, by contacting a few only, this could be perceived to be prejudiced and partial.*

*The reference to “the needs of.... charitable and religious facilities” alludes to the fact that the scheme design would treat all sections of the community equally and not discriminate against any group that wishes to utilise the park’s car parks for any activity*

**(d) a presumption in favour of openness;**

It was of considerable surprise to both residents and ward councillors when Pay

and Display ticket machines were installed last year in the car park of the parks in question before either residents, park users or ward councillors had been consulted. This demonstrates a clear lack of openness in how this policy has been introduced and the decision making process that has led to it. It was only after considerable pressure from councillors that the Council agreed not to commence this charging scheme until a formal consultation had taken place.

The Council has not made reasonable arrangements to publicise this policy change. It has not been brought to scrutiny in the last year for detailed consideration and is not included in the manifesto on which the current administration was elected.

*Response:*

*There has been member awareness of the Council's plans to introduce such a pay-to-park scheme for several years: since February 2013 at least when the matter was discussed at the Overview & Scrutiny Commission.*

*The funding for such a scheme was formally approved by Council within its "Business Plan 2015/2019" in March 2015 (See **Appendix J**). The principle of charging for parking in parks was, furthermore, alluded to in the original Greenspaces' Target Operating Model of 2014:*

*"An effective working partnership with Parking Services and others in relation to car parking issues and other income generation opportunities in and adjacent to parks and open spaces".*

*The details were expressed more explicitly in the Greenspaces Target Operating Model of 2016:*

*"E&R26 - Introduction of P&D within certain parks, responding to demand for the management of parking & controlling excess demand for spaces/commuter parking." See **Appendix K**.*

*Local residents had, in several cases, been pressing for such a charging scheme and/or controls over recognised parking abuses by non-park users.*

*The machines have not been commissioned since their installation and no tariff boards have ever been installed, for the principal reason that the Council always intended to consult upon the details. Indeed, consultation is a statutory requirement of the scheme that is proposed.*

*Only 5 sites out of the 20 parks that support a car park have ever been proposed to be included within the scheme. These include some of our very busiest parks, which are subject to some of the greatest parking abuses by non-park users.*

It is also not clear from the officer report why these specific locations have been chosen nor what specific assessment has been made of issues with parking being experienced at all parks across the borough. As a result, there is no comparative data available on which to base the choice of parks in which to commence charging.

*Response:*

*The locations chosen were selected on the basis that their car parks were known to be the subject of some regrettable exploitation by commuters, commercial businesses and for the storage of abandoned and untaxed vehicles, unrelated to the operation of the park.*

*Four of the original set of five venues are located within a short walking distance of an underground or railway station.*

*A review/analysis of the physical characteristics and usage of all car parks within the borough's parks formed part of the decision-making process. See **Appendix L**.*

There is also a lack of openness in relation to costs. It is not clear from paragraph 8 of the officer report how much revenue is due to be generated each year from these new charges and how this revenue will be spent other than as part of the Greenspaces budget. In particular no information is given on whether these monies will be ring fenced for use in the four parks where the car park charges are being introduced. Instead it states simply that "the income will be retained within Greenspaces' accounts and will support the service's ongoing revenue costs." This means that it is possible the revenue from these four car parks will be used to support parks elsewhere in the borough. Clarity over the intention for the revenue and a commitment from the Council to invest the revenue back into the four parks affected might well have garnered more local support for this policy.

*Response:*

*The original estimates of income based upon local comparators provided by the Council's Parking Services team suggested that the income would be in the region of £40k per annum.*

*The intention is that the income will be retained by Greenspaces for re-investment in parks infrastructure requirements: access, path and car park repairs principal amongst these.*

*The vast majority of the borough's park and open spaces do not enjoy car parks that might be included within the scheme. That said, as the parks included within the scheme are some of our busiest, and all are recognised Key Parks, then these 4 sites will undoubtedly benefit disproportionately to the good from this opportunity, not least so in respect of repairs and improvements to the car parks themselves.*

There is also a question mark over why money has been spent already in installing the P&D machines at these parks prior to any consultation or formal decision being taken to proceed with the TMOs. Had a decision been taken not to proceed, what would have been the cost of removing the P&D machines (as will presumably now have to happen at Sir Joseph Hood Memorial Playing Fields)? This suggests that there was always a high probability that the decision would be taken to proceed with some kind of charging regardless of the results of the

consultation.

*Response:*

*The prevailing car parking issues in the borough's parks has been recognised for a number of years, with a number of residents/users and groups calling for the Council to introduce charges to address this problem.*

*There has been an awareness of the Council's plans to introduce a charging scheme for several years and regular users of the park affected would have been aware of the machines on site since the summer of 2016. The precise details of the scheme (charges and times of operation) was always anticipated to be a key component of the consultation process. The machines have never been commissioned and no tariff boards have ever been installed, a detail that supports this point.*

*The cost of removing the machines is minimal, as this requires the removal of four bolts only. The machines are solar-powered and stand-alone.*

The risk is that the perception of residents and park users is that this decision has been taken predominantly in order to generate revenue for the Council and to deliver on the savings proposal included in the MTFS.

*Response:*

*Whereas there will, indirectly, be income accrued from the scheme for reinvestment within the borough's parks service, the primary objective of this scheme was to deal with some recognised parking abuses at key parks where parking for genuine park users was being significantly compromised.*

There is also of course the possibility that revenue for the Council could potentially be lost from pitch lettings hire if sports clubs and others are deterred from hiring the pitches due to the cost of parking. Yet this isn't considered anywhere in the officer report.

*Response:*

*The expected impacts upon sports clubs are negligible due to the proposed operational times of the scheme. Income lost as a direct consequence of adopting the schemes are considered to be minimal to zero.*

Finally, in relation to openness, it should be noted that a number of the representations are not fully reproduced in the officer report. Several representations have various words missing on the right hand side of the page. There also remain question marks over the correct allocation of some representations which are listed as 'Comments' when they in fact make clear that the author is opposed to what is being proposed. This suggests they should in fact be listed as 'Representations against'.

*Response:*

*Formatting issues meant that some of the content within the original representations were clipped from the published version of the document. We offer our sincere apologies for that and provide a full version of the document at **Appendix M.***

*The comment on the interpretation of the representations is noted, but as indicated previously, this formal consultation was not a vote and the important detail is that all comments were considered, contributed to the scheme being amended and given also that some objections, particularly those in relation to Haydons Road Rec, appeared to be substantially based upon site security issues and concerns about gate locking arrangements within the park and unrelated to the proposed parking scheme.*

*Irrespective and in general terms, the word “object” is or should be included within any representation in order for it to be clearly considered as a “Representation against” any proposal. Otherwise, submissions would ordinarily be considered as a “Comment”.*

#### **(e) clarity of aims and desired outcomes**

There is a discrepancy within the decision notice about the proposed charging period at Haydons Road Rec car park. At 6. C) of the decision notice, it states in relation to all four parks that: “the pay and display bays in car parks are to operate Monday to Friday between the hours of 08.00am and 4.00pm”.

However, at 6. E) in relation to Haydons Road Rec, the decision notice states: “Charging period would be between 9am and 4pm”. It is not therefore clear whether charging is proposed to start here at 8am or 9am.

*Response:*

*The original proposal was that the pay-to-park scheme will mirror the official opening hours of our parks: from 8am during the midweek; and from 9am at weekends.*

*References to a charging period of 9am to 4am is an oversight for which we apologise. This charging period was in fact dropped from the decision sheet provided by officers when, subsequently, the Cabinet Member determined not to charge for parking on Saturdays.*

Similarly, there is a lack of clarity over when the car parks are due to close. Para 4.5 of the officer report states: “Parking will not be permitted between 11pm and 6am” which suggests the closure time is 11pm. Yet elsewhere in response to residents’ justifiable concerns about the lateness of this closing time, particular in the winter months, the officer report states: “the opening times....would be Monday to Friday between 8am and dusk”.

*Response:*



*The periods during which the car parking charges will apply and the opening times of the car park are different. The period of 8am to dusk is the standard midweek opening period for the borough's parks. There is no proposal within this scheme for these existing access arrangements to change.*

*The new parking proposals will enable the Council to enforce a "no overnight parking" regime for the very first time.*

There is also a lack of clarity over the difference in pricing proposed for Haydons Road Rec compared to the other three car parks. 4.3 of the officer report states that the difference in the hourly rate proposed is "due to higher level of local demand". Yet no data is provided as part of the report to support this.

*Response:*

*The car park at Haydons Road Rec was recognised to be exceptional in that it suffered from unnecessarily high volumes of non-user vehicle movements as a consequence of local off-site commercial business users and the fact that it is situated in very close proximity to a supermarket and had become the de facto car park for that establishment. These high traffic volumes contribute to above-the-norm levels of wear and tear to the park's infrastructure and the elevated charging regime at this venue was designed specifically to address that concern.*

*This car park was commonly observed by officers to be entirely full when the park was entirely empty. See **Appendix N**.*

Conversely, the price shown in the decision notice for stays in excess of 4 hours at Haydons Road Rec (£9.60) is less than the flat fee for stays of 4 or more hours in the other three parks (£10.80). Yet no explanation or justification for this price differential is provided and why demand is greater at the lower end of the timescale but less at the higher end.

*Response:*

*The proposed standard daily parking charge for stays of more than 4 hours in all car parks is £12. However, at Haydons Road Rec the hourly charge is 60p, paid up to 4 hours. After 4 hours the flat rate is £9.60, thereby bringing the total daily charge to £12.*

*At the other three car parks the uplift beyond 4 hours is £10.80 due to the fact that the first 4 hours' cost is £1.20 and not £2.40 as it is at Haydons Road Rec.*

Finally, the report and decision notice provide no clarity over who will actually operate and police the proposed charging scheme and what the role of *idverde* is to be now that this company is managing the borough's parks and open spaces.

*Response:*

*The scheme will operate within the boroughs parks and will therefore be overseen by the Greenspaces team. The Council's Parking Services team will enforce the scheme and issue PCNs. There is no direct role for *idverde* in the scheme at the*

*present time.*

This is highlighted in the representation from the Friends of Haydons Road Rec where it is stated that, despite having identified volunteers willing to open pedestrian access to this park on a rota basis prior to 8am, this has not been able to be implemented due to the relevant keys not being provided to the Friends Group. In this vein, it is not clear who will be responsible for locking the car park gates at the end of each day and what financial implications this might have.

*Response:*

*The operational opening times of all of the parks included within this proposal are not directly related to this pay-to-park scheme.*

*The security and locking procedures for all of the borough's parks remains the overarching responsibility of idverde, as has been the case since the commencement of their contract on 1<sup>st</sup> February 2017. A local arrangement has now been agreed with the Friends of Haydons Road in relation to volunteer opening inputs, coordinated through the friends group.*

**(f) consideration and evaluation of alternatives;**

The decision notice at section 8 does not offer any other alternative options other than "Do nothing". It infers that the measures proposed are the only ones practicable.

*Response:*

*The recent consultation exercise offered local people and park users the opportunity to input on the details of this scheme. A number did so, and the scheme was amended as a consequence.*

If, as stated, the aim of this decision is to meet the needs of park users and residents then the report should state alternative options and demonstrate why alternatives would not work as successfully as the proposed measures.

*Response:*

*The concept of pay & display parking has been discussed and debated both within the Council and with key stakeholders over a number of years. The problems with long-stay parking by non park users, identified for 10 years or more, have persisted. Users and residents have become increasingly dissatisfied by these abuses. See **Appendix O**. The introduction of a formal management regime and the making of a Traffic Management Order were considered essential in order to enable the introduction of enforcement action by the Council's Parking Services team that would improve the parking opportunities for genuine park users that, to date, they have frequently been denied.*

What is clear is that there clearly are alternative options available and some

have been suggested by local residents. For example, the parking charges could only apply for a shorter period in order to deter commuters. Or alternatively a maximum stay of 4 hours could be considered with enforcement by the Council of these car parks which would help eliminate commuter car parking.

*Response:*

*The proposed scheme was modified in response to the comments and suggestions submitted by park users and residents. The parking fees were amended and increased to address and dissuade long-stay parking incidences.*

*At Haydon's Road Rec, the park's car park has, in effect, become the parking place of choice for users of an adjacent national-brand supermarket. The introduction of a 4 hour maximum stay would not eliminate or dissuade parking abuses of that nature.*

Or the gates of the car park could be opened later as happens at Sir Joseph Hood Memorial Playing Fields.

*Response:*

*The Council does not consider this to be a satisfactory long-term solution as it relies on parks' car parks not being open for at least 1.5 hours after the park is. This could be subject to challenge as being discriminatory.*

*The pay-&-display option enables the parks' car park to, logically, open at the established formal opening times for the parks whilst ensuring that competition with long-stay and commuter parking is significantly diminished.*

Another option to assist sports groups which use the parks would be to issue them with tokens for use in the pay and display machines. Yet no evaluation of these options is included as part of the decision making process.

*Response:*

*Sports groups are largely unaffected by the current proposals. The cost of administering such a scheme would be prohibitive and disproportionate, regardless.*

Finally, there is no reference in the decision notice to the fact that Haydons Road Recreation Ground car park is currently only open at weekends despite the height restrictions having been in place now for some time. Again, there is no consideration or evaluation as part of this decision as to why the car park could not have been opened during weekdays rather than waiting for the introduction of charging.

*Response:*

*The introduction of the pay-&-display scheme will enable the Council to reopen*

*the park gates at the time that this park is formally open to the public. In recent times, the Council has been forced to delay or cease opening the park gates at the routine park's opening times as the parking capacity quickly filled with commuters and non-park users upon opening at 8am.*

## **5. Documents requested**

All papers provided to the Director of Environment and Regeneration, the Cabinet Member for Regeneration, Environment and Housing and the Cabinet Member for Community and Culture prior to, during and subsequent to the decision making process on the implementation of parking charges in these parks.

*Included within various appendices to this report.*

All emails, reports and associated documentation relating to the implementation of parking charges in these parks provided to the relevant Cabinet Members, Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers over the last 5 years.

*Included within various appendices to this report.*

Meeting notes of all meetings between officers / Cabinet Members and any third parties on the implementation of parking charges in these parks.

*None. Relevant emails are included within various appendices to this report.*

Any correspondence between the relevant Cabinet Members and external organisations on the implementation of parking charges in these parks.

*Included within various appendices to this report.*

Any correspondence between relevant council officers and external organisations on the implementation of parking charges in these parks.

*Included within various appendices to this report.*

The Equality Impact Assessment (or any other equalities analysis carried out) in relation to a) the policy to introduce parking charges at these parks and b) the Cabinet Member's current and previous decision on this.

*Provided as **Appendix P** to this report.*

The risk analysis conducted in relation to a) the policy to introduce parking charges at these parks; and b) the Cabinet Member's current and previous decision on this.

*None.*

Detailed financial analysis of a) the policy to introduce parking charges at these parks; and b) the Cabinet Member's current and previous decision on this,

including income due to be generated for the council over the medium term and projections for the amount of revenue from pitch lettings hire that could potentially be lost to the council through introduction of the policy.

*The estimated income upon which the scheme was predicated was £40k per annum based upon the original scheme.*

*Lost income from pitch lettings was and is considered to be negligible to zero as the proposed parking scheme does significantly affect sports clubs and sports users.*

A breakdown of precise details of how the revenue generated from the parking charges will be spent by the Greenspaces team.

*Priorities have not been yet established as the scheme has not been implemented and income has not yet been received. However, one possible opportunity could be to invest in the development of the car park by Wimbledon Park Road as a pay-and-display car park.*

The detailed analysis by Merton Council of the usage of these four car parks on both weekdays and weekends. There is no detailed analysis. The parks were chosen based upon officer knowledge and experience gained over several years.

*The available data is provided in the appendices to this report.*

Formal assessment of issues with parking experienced at all parks across Merton.

*Provided as **Appendix L** to this report.*

Details of the informal consultations carried out with key stakeholders as referred to at paragraph 5.1 of the officer report (including a list of all 'key stakeholders').

*Included within various appendices to this report.*

### **3 ALTERNATIVE OPTIONS**

- 3.1 An alternative option would be to do nothing which would not address the core issue of car parking capacity within the popular parks in question being compromised by non-park users, abandoned vehicles, etc.
- 3.2 Continuing to keep park's car parks closed during standard park opening times for whole or part days in order to resist current parking abuses would be perverse given the pre-existence of these facilities and could potentially expose the Council to challenge by genuine park users with genuine access needs.
- 3.3 A private parking company could be engaged to manage the parking arrangements in the relevant public parks, a solution that is considered less satisfactory in that it offers less tangible financial or reputational benefits for the parks concerned, or for the Council

## **4 CONSULTATION UNDERTAKEN OR PROPOSED**

- 4.1. A statutory consultation on the proposals was undertaken for an extended period of four weeks during the period 15 June and 14 July 2017.

## **5 TIMETABLE**

- 5.1. If a decision is made to proceed with the implementation of the proposed measures, Traffic Management Orders could be made within six weeks of the publication of the made decision. This will include the erection of the Notices in the local area, the publication of the made orders in the local newspaper 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 afterwards. Those who objected to the consultation will be advised of the decision separately.

## **6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1. An agreed saving (E&R26) of £60k, associated with this proposal, was implemented in 2016/17. The proposed P&D charges are included within the body of the report.
- 6.2. The approved Capital Programme includes an annual sum for parks investment, any capital expenditure to progress this scheme would have been purchased from this budget.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1. The Traffic Management Order 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 intentions to make a Traffic Order (by publishing as draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 7.2. 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.
- 7.3. The Council's powers to make Traffic Management Order arise mainly under sections 6, 45, 46 122 and 124 and schedules 1 and 9 of the RTRA 1984.

## **8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

Bodies representing motorists, including the emergency services, are included in the statutory consultation required for draft traffic management and similar orders and published in the local paper and London Gazette.

## **9 CRIME AND DISORDER IMPLICATIONS**

9.1. Not applicable.

## **10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

10.1. The risk in not addressing this parking issue would be irresponsible and could be considered as a failure by the Council to address the genuine needs and wishes of users of the parks in question, some of whom require parking capacity during parks opening times in order to more fully enjoy the recreational facilities that these venues offer.

10.2. The Council cannot itself enforce any off-street parking management scheme without the adoption of a formal Traffic Management Order.

## **11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- Appendix A - documents & correspondence: context & background
- Appendix B - correspondence: charging regime
- Appendix C - correspondence: awareness of scheme & meters
- Appendix D - correspondence: Friends of Wimbledon Park position
- Appendix E - correspondence: consultation
- Appendix F - documents: Council minutes
- Appendix G - documents & correspondence: Council minutes
- Appendix H - documents: Council minutes
- Appendix I - correspondence: scheme awareness & informal consultations
- Appendix J - document: funding approval
- Appendix K - document: Greenspaces TOM
- Appendix L - document: parking analysis
- Appendix M - document: consultation representations
- Appendix N - correspondence: Haydons Road Rec.
- Appendix O - correspondence: parking problems
- Appendix P - document: equality impact assessment

## **12 BACKGROUND PAPERS**

12.1. Various documents, minutes & correspondence included as appendices to this report.

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## Appendix 4

Proposals to improve parking facilities in selected borough parks - Written representations for call meeting on 11<sup>th</sup> October 2017

### **Friends of Haydon's Road Recreation Ground**

I and my colleagues at FoHRRG have now had a chance to review the content of this report and it has been agreed that I will not be attending this meeting. It would seem that the report has taken into account most of our comments which we do appreciate. We too have concerns that there may be teething problems with implementation of these proposals and suggest that they are accepted in relation to Haydon's Road Recreation Ground and implemented as quickly as possible so that the car park (currently closed on weekdays) can be fully reopened and available for public use 7 days a week. I suggest a condition is added to acceptance of this recommendation that there is a further review by Merton Council after 12 months of operation so that any problems identified during this time can be remedied. That of course would be best practice in any case.

### **Merton Senior's Forum**

- I am led to believe that this consultation was originally put forward in 2011. So one cannot say that it was not thoroughly consulted
- My members questioned residents using cars to go to the park. Why don't the public walk to the park.
- Having visited the Haydon's road car park noted most of the vehicles were vans and those come for MOT test at the local garage.
- I have been also informed that at times the car park is full but cannot see any public movement in the park. This could I assume lead to commuter parking.
- 

### **Battersea Ironsides Cricket Club**

1 Battersea Ironsides Cricket Club have been hiring the Cricket Facilities and dressing rooms at Abbey Rec on Summer Saturdays for 20+ years. We have two teams using Abbey Rec and our season runs May-September incl.

2 The Club participates in the Surrey Championship Cricket League. Start times for games will be from 12.00 midday - 1.00pm and are scheduled to finish by 7.30pm.

3 Whilst a number of our players make their way to the ground by public transport, some do have cars and "cricket teas" have to be taken to the Ground as no catering facilities on site. In addition our oppositions will travel to the ground in cars, so car parking is important.

4 At Abbey Rec there is a Barrier Gate in place which is usually locked and does mean the car park is often not accessible and thus a deterrent to all that might want to use the overall facilities at the Park

5 The current proposals for Abbey Rec are a reasonable compromise. Car Park open on weekdays, but with parking charges, with car park open on weekends but free to use. A deterrent for commuter users, but access for Park/Rec users, including weekend users of the Sports facilities.

### **Friends of Wimbledon Park**

#### **Representations on the proposed introduction of car parking charges at the Revelstoke Road Car Park, Wimbledon Park. Prepared by Dr D.G. Dawson.**

I speak on behalf of the Friends of Wimbledon Park.

The Friends of Wimbledon Park represents park users, notably those residing in the nearby suburbs, which lie in the London Boroughs of Merton and Wandsworth. Founder members include three Residents' Associations adjoining the park.

The Friends of Wimbledon Park (FOWP) care about the future of this historic and beautiful green space, which for many of us is the heart of our community.

Our aim is to make sure Wimbledon Park is protected and enhanced – and that residents and users have a say in what happens to it. We want to restore the lake, develop the sports facilities and look after the trees, the wildlife and the views.

Here, we comment only on the proposal for the Revelstoke Road Car Park, Wimbledon Park, as we have little knowledge of the other Merton Parks. We make our representation in bold, below. This is followed by the reasons for this representation.

**In 2012, the Friends successfully opposed a proposed car park extension adjacent to the Revelstoke Road car park, because of the loss of open space involved and the harm it would have caused to historic landscape character and amenity. Rather, we sought to reduce parking by discouraging discretionary vehicle journeys and use by vehicles for purposes other than visiting the park. So, we advocated charging for parking. We held that this would encourage sustainable transport, reduce congestion in Revelstoke Road and have consequential health benefits, both through reduction in air pollution and through the encouragement of walking and cycling. Given that the park is accessible by public transport, we did not accept that its popularity for sports use justified the encouragement of travel there by car. We continue strongly in support of the introduction of charges at this car park for these reasons.**

**However, we consider that the current proposals would not solve the worst problems with vehicular access to, and car parking in, Wimbledon Park.**

- 1. The proposed rate of charge for visits of up to four hours is so low, in comparison with charges in nearby streets, that it is unlikely to deter those making discretionary journeys or parking for other than recreational visits to the park.**
- 2. The days and hours that the charge would apply would not solve the greatest problems: those that occur on sunny, holiday weekends.**
- 3. As other car parking spaces in Wimbledon Park are not to have charges introduced, people could park there and subvert the reasons for the charge.**
- 4. The proposals also fail to cater adequately for those with special need to travel by vehicle, or who choose to travel by bicycle, in that there is minimal provision for such modes.**
- 5. We support charging, but the proposals should be changed, so that they regulate all parking places at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply also to the hours and days when a disincentive is most needed: including weekends and early evening hours and be at least as high as that applying in nearby suburbia.**

#### **The problem:**

At present, Wimbledon Park, although recognised for its heritage value, is compromised by having too much provision of ugly and intrusive, free car parking space. Travel to the park by private vehicle is encouraged by the free parking. Some of the existing spaces are occupied by those commuting from the nearby tube stations, working in nearby suburbia, or in the park itself, or visiting the local shop, rather than by park users. Those with special needs cannot always depend upon a space being available to park. Use by vehicles kept off the road for longer periods is only occasional and is not the main cause of over-use (although we accept that enforcing this can be costly to the Council). Use for discretionary recreational visits to the park is greatest problem. This is especially so on sunny weekends and school holiday times, when use can be great and continues into early evening hours. It is then that there have been significant problems with shortage of space, congestion and air pollution, with discretionary users in competition with those who are disabled.

#### **The proposed times and costs:**

The Cabinet Member decision is for charging Monday to Fridays, between 08:00 and 16:00 only. The charge for the first four hours is to be low (30p an hour, so £1.20 for four hours), then escalating to £10.80 for times between 4 and 8 hours and higher thereafter. There would be no charge at weekends, nor after 16:00 on any day. It's sensible for there to be a much higher cost for parking longer than four hours during the working week, to deter commuter and other long-term parking, and we welcome this. However, long-term parking is not the only, or main, problem at this car park. We are concerned mostly with discretionary car parking at popular times, most of which occurs outside the proposed charging times. It's this that causes most

congestion and pollution, competition with disabled users and pressure for increased provision. In this context, the proposals would allow paying a minimum amount (up to £1.20) on weekdays for parking beginning after 12:00 and continuing into the late afternoon or early evening. It's because of this mismatch of the charging times and the timing of the problems that we seek charging every day of the week and later in the afternoon.

To deter discretionary use and use for other than a recreational visit to the park, the cost of using the car park should be somewhat greater than that applying in nearby streets, especially at times when congestion is problematic. Otherwise, there would still be a financial incentive to use the Revelstoke Road car park.

Car parking is generally free in nearby LB Wandsworth (their zone S3), so a sufficient charge for the car park could displace parking onto any spaces available in Wandsworth streets. An exception, however, is that parking in zone S3 is restricted to residents for one hour (13:30-14:30) on Mondays to Fridays. There would remain a strong incentive to use the Revelstoke Road car park at those times, which, fortunately, are not times of great demand.

The nearby parts of LB Merton (zone P2) have no car parking charge at weekends nor outside the hours 11:00 to 15:00 on weekdays. At those times (08:00 to 11:00 and after 15:00) a sufficient charge could displace parking onto any available spaces in Merton streets. However, on week days between 11:00 and 15:00 the charge on the streets is four times that proposed in Wimbledon Park (£1.20 per hour, compared with the proposed 30p an hour), so there would remain a strong incentive to use Wimbledon Park for any visit overlapping those times, both to use the park and for other reasons. This is why we ask that the proposed charge for the first 4 hours be at least £1.20 per hour.

#### **Location of the proposals and consultation:**

Wimbledon Park straddles two London Boroughs and attracts users predominantly from those two. The car park concerned lies largely within LB Wandsworth, but it appears that neither LB Wandsworth Council, nor residents of Wandsworth, were consulted on the proposals. Wimbledon Park is a District Park in the London Open Space hierarchy and so is expected to have a large catchment. The sole notice advertising the proposals was displayed beside the tiny part of the car park that lies within LB Merton.

#### **Sustainable travel and special needs:**

The adopted policies of LB Merton's Local Plan identify the need to promote sustainable travel, including the discouragement of travel by private vehicle. Similar considerations stem from the National Air Quality Strategy. We welcome the acknowledgement of this in sections 2.1 and 13.3(c) of the Delegated Report, however we find that the rest of the report fails to give adequate weight to such considerations, rather seeking to promote sport by ready access to parking, even using the word "maximise". Wimbledon Park is well provided with public transport, with two nearby Underground Stations and bus stops in Wimbledon Park Road and

Durnsford Road. Most park users arrive by one or more sustainable mode: public transport, cycling or walking. Some groups arrive in a mini-bus, which again is more sustainable than private vehicles. We welcome the proposals to the extent that they further these sustainability policies, however little. But, the other side of the coin is that the proposals should give priority to those who are unable to use these more sustainable modes. Yet, there are only three disabled bays proposed and no reference to any other arrangement for those with special need to park close to their destination in Wimbledon Park. Further, it's discriminatory to have special free parking for Merton Blue Badge holders, but not for those coming from other places. Also, although pedal cycles are named in the schedule as a class of vehicle permitted in the parking spaces, no special provision for pedal cycles is indicated on the plan. Cycles need such special provision.

**Present provision at Wimbledon Park:**

There are two main car parks in Wimbledon Park: only one of which is subject to this proposal. The other, off Wimbledon Park Road, is not proposed for charging. Other parking occurs every day at the Watersports Base, Bowls Pavilion, and Café, averaging around eight vehicles, and occasionally at the Stadium. At busy times, some drivers have used paths leading to other parts of the park and parked on the open grassland. Existing barriers are not employed to prevent this, nor are there any notices prohibiting it. We consider that charging at Revelstoke Road alone is likely to exacerbate the existing problems in those other areas. To the extent that the proposals work, parking will be pushed out of the Revelstoke Road car park into other formal and informal provision elsewhere in Wimbledon Park, where there is no enforcement proposed.

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**Doug Napier**

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**From:** Councillor Nick Draper  
**Sent:** 25 July 2017 12:55  
**To:** Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor  
**Cc:** Doug Napier  
**Subject:** FW: ES/OFFSTREET  
**Attachments:** submission.rtf

Hello Oonagh, Janice, Linda

have some interesting comments here. I would welcome your thoughts.

All the best  
Nick

**From:** [REDACTED]  
**Sent:** 14 July 2017 16:25  
**To:** Traffic And Highways  
**Cc:** Councillor Oonagh Moulton; Councillor Linda Taylor; Nick Steiner; Councillor Nick Draper; Councillor Janice Howard  
**Subject:** ES/OFFSTREET

Dear Madam,

**Representations on the proposed introduction of car parking charges at the Revelstoke Road Car Park, Wimbledon Park.**

Please find attached our formal representation on this proposal.

We trust that this representation will be taken fully into account as these proposals are taken forward.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



**Location of the proposals and consultation:**

Wimbledon Park straddles two London Boroughs and attracts users predominantly from those two. The car park concerned lies largely within LB Wandsworth, but it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.

**Sustainable travel and special needs:**

The adopted policies of LB Merton's Local Plan identify the need to promote sustainable travel, including the discouragement of travel by private vehicle. Wimbledon Park is well provided with public transport, with two nearby Underground Stations and bus stops in Wimbledon Park Road and Durnsford Road. Most park users arrive by one or more sustainable mode: public transport, cycling or walking. Some groups arrive in a mini-bus. We welcome the proposals as they further these policies. However, the other side of the coin is that the proposals should give priority to those who are unable to use these more sustainable modes. Yet, there are only three disabled bays proposed and no reference to any other arrangement for those with special need to park close to their destination in Wimbledon Park. Also, although pedal cycles are named in the schedule as a class of vehicle permitted in the parking spaces, no special provision for pedal cycles is indicated on the plan. Cycles need such special provision.

**Present provision at Wimbledon Park:**

There are two main car parks in Wimbledon Park: only one of which is subject to this proposal. The other, off Wimbledon Park Road, is not proposed to be changed. Other parking occurs every day at the Watersports Base, Bowls Pavilion, and Cafe, and occasionally at the Stadium. We consider that action at Revelstoke Road alone is likely to exacerbate the existing problems in those other areas; to the extent that the proposals work, parking will be pushed out of the Revelstoke Road car park into other formal and informal provision elsewhere in Wimbledon Park.

**The alternative:**

The proposals should be amended to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.

We trust that this submission will be taken fully into account as these proposals are taken forward.

Yours sincerely,

## **Representations on the proposed introduction of car parking charges at the Revelstoke Road Car Park, Wimbledon Park.**

Please take this as our formal representation on this proposal. We comment only on the proposal for the above car park, as we have little knowledge of the others. We make our representation in the paragraph in bold, below. This is followed by the reasons for this representation.

**We strongly support the introduction of charges at this car park, as this should promote sustainable travel. However, we consider that the current proposals would be insufficient to solve the problems with vehicular access to, and car parking in, Wimbledon Park. The proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply would not solve the greatest problems: those that occur on sunny weekends. As other car parking spaces in Wimbledon Park are not to have charges introduced, people would be allowed to subvert the reasons for the charge. The proposals also fail to cater adequately for those with special need to travel by vehicle. The proposals should be changed, so as to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: including weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.**

### **The problem:**

At present, Wimbledon Park, although recognised for its heritage value, is compromised by having too much provision of ugly and intrusive, free car parking space. Travel to the park by private vehicle is encouraged by the free parking. As a result, many of the existing spaces are occupied by those working in nearby suburbia or in the park itself, rather than by park users. Use by vehicles kept off the road for longer periods is only occasional and is not the main cause of over-use. Use for a recreational visit to the park is greatest on sunny weekends and school holiday times, when congestion continues into early evening hours, and it is then that there have been significant problems with shortage of space and congestion, with elective users in competition with those having special needs.

### **The proposed times and costs:**

To deter use for other than a recreational visit to the park, the charge differential with nearby suburbia should be reversed. On weekdays (Mon-Fri): car parking is generally free in nearby LB Wandsworth (zone S3), but restricted to residents for one hour (13:30-14:30) each day. So, any charge might deter those visiting the park either side of that hour, but retain the strong incentive to use Wimbledon Park for times spanning the hour. The nearby parts of LB Merton (zone P2) have a car parking charge for the hours 11:00 to 15:00 which is four times that proposed in Wimbledon Park (£1.20 per hour, compared with the proposed 30p an hour), so there would remain a strong incentive to use Wimbledon Park for any visit overlapping those times. Only for those few visits wholly outside those times would the proposed charge deter such non-recreational parking. On weekends there are no residents' only restrictions in Wandsworth, nor charges in Merton. Despite this, it's proposed to charge the same as for weekdays on Saturdays, but not to charge at all on Sundays. The proposed charge on Saturdays is low, and so probably not a sufficient disincentive to over-use, but there remains no rationale for allowing a free-for-all on Sundays. In summary, the proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply to would not solve the greatest problems: those that occur on sunny weekends or school holidays and continue into the early evening.

712.  
**Doug Napier**

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**From:** Councillor Nick Draper  
**Sent:** 26 June 2017 18:50  
**To:** Paul Atie  
**Cc:** Doug Napier; Graeme Kane; Councillor Martin Whelton  
**Subject:** FW: New Car Parks consultation  
**Attachments:** 15-002 NOP site noticev3.pdf

Hello Paul

I support this initiative wholeheartedly. I'd like to see this as a first sally into charging in parks: I hope for more in the months and years to come.

All the best

Councillor Nick Draper (*Labour, Colliers Wood Ward*)  
Cabinet member for Community & Culture  
*Including Green Spaces, Libraries, Sport, the Arts, Leisure, Heritage, Adult Education and licensing*

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**From:** Diane Perez  
**Sent:** 14 June 2017 11:03  
**Subject:** FW: New Car Parks consultation

Dear Councillors

Please review the attached email from Paul Atie who has asked for this to be forwarded for your information and consultation.

Kind regards

Diane

---

**From:** Paul Atie  
**Sent:** 14 June 2017 10:14  
**To:** Diane Perez  
**Cc:** Deirdre Costigan  
**Subject:** New Car Parks consultation

Hello Diane,

Greenspaces are in a process introducing parking controls in some of the free car Parks in the Borough.

**Background info**

Over the years Car Parks 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 who visit the parks for leisure activities. The situation has over the last few years deteriorated particularly with caravans and abandoned vehicles being parked on car parks. The Council has spent vast amount of resources on a continuous legal battle to move these vehicles; 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 the identified car parks. The proposed parking management will allow the Council to manage and maximise the parking for all users.

## **PROPOSED MEASURES**

The pay and display bays in parks are to operate Monday to Saturday between the hours of 8.00am and 4.00pm, but not including Sundays or Bank Holidays.

The locations to be included within the current scheme are:

- i) Wimbledon Park (Revelstoke Road car park), Wimbledon
- ii) Haydons Road Recreation Ground, Wimbledon
- iii) Sir Joseph Hood Memorial Playing Fields, Motspur Park
- iv) Abbey Recreation Ground, South Wimbledon
- v) Tamworth Recreation Ground, Mitcham

Can you please forward the attached Notice to all Labour Councillors for their information and consultation.

Regards,

**Paul Atie**

**Senior Parking Engineer** |futureMerton|

Environment and Regeneration|London Borough of Merton|

Direct Line: 020 8545 3337

Email: [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

**Merton Council - Putting You First**

## LONDON BOROUGH OF MERTON

### PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS

#### THE MERTON (OFF-STREET PARKING PLACES) (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 32, 35 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 parking controls to off-street parking in various local parks.
3. The general effect of the 'Off-Street Parking Places' Order would be to revoke the Merton (Off-Street Parking Places) (No. 1) Order 2013 and re-introduce its provisions with amendments which would:
  - (a) introduce controls on parking at the off-street car parks located in the parks specified in the Schedules to this Notice;
  - (b) specify that at the off-street car parks specified in Schedule 1 to this Notice:
    - (i) use of each off-street car park would be restricted to motor cars, motor cycles, invalid carriages and pedal cycles;
    - (ii) vehicles must be parked wholly within a parking space;
    - (iii) the hours of operation would be between the hours of 6am and 11pm Mondays to Sundays outside of which access to and egress from the car parks would be prohibited;
    - (iv) the chargeable hours would be from 8am to 4pm Mondays to Saturdays, with free parking on Sundays, bank holidays, Good Friday and Christmas Day;
    - (v) the charge for parking would be 10 pence for every twenty minutes up to £2.40 for 8 hours and payment would be via pay and display machine, or via telephone or mobile device;
  - (c) specify that at the off-street car park specified in Schedule 2 to this Notice:
    - (i) use of the off-street car park would be restricted to motor cars, motor cycles, invalid carriages and pedal cycles. HGVs would be able to use the loading area to the rear of the Sainsburys store;
    - (ii) vehicles must be parked wholly within a parking space;
    - (iii) the hours of operation would be between the hours of 6am and 11pm Mondays to Sundays outside of which access to and egress from the car park would be prohibited;
    - (iv) the chargeable hours would be from 8am to 4pm Mondays to Saturdays, with free parking on Sundays, bank holidays, Good Friday and Christmas Day;
    - (v) the charge for parking would be 20 pence for every twenty minutes up to £4.80 for 8 hours and payment would be via pay and display machine, or via telephone or mobile device.
4. A copy of the proposed Order and other documents giving more detailed particulars of the Order, including plans which indicate the locations and layouts of the car parks 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.
5. 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](mailto:trafficandhighways@merton.gov.uk) quoting reference **ES/OFFSTREET**, no later than 7 July 2017.

Dated: 15 June 2017.

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

#### SCHEDULE 1

Abbey Recreation Ground, South Wimbledon; Sir Joseph Hood Memorial Playing Fields, Motspur Park;  
Tamworth Recreation Ground, Mitcham; Wimbledon Park (Revelstoke Road car park), Wimbledon

#### SCHEDULE 2

Haydons Road Recreation Ground, Wimbledon



## Doug Napier

---

**From:** Environmental Development  
**Sent:** 08 June 2016 11:36  
**To:** Doug Napier; Leisure  
**Subject:** FW: Tamworth

Hi

Sorry to bother you. Any suggestions on this as the car park isn't enforced by us. Ill forward the pictures shortly.

---

**From:** ...  
**Sent:** 07 June 2016 12:32  
**To:** Environmental Development  
**Subject:** Re: Tamworth

Hello

Unfortunately the litter needs doing yet again- this really has to be a regular cleaning job - I should not have to keep emailing!

I took my neighbour who had a stroke recently around to the allotments using her stroller just to get her out of the flat. However I wish I had not as she became extremely upset to see all the litter in the car park right outside her flat - she was very distressed which certainly was not what I intended.

You have been very helpful replying to my emails but I will have no alternative but to get my counsellors involved if it is not addressed.

There are two untaxed vehicles in the car park still after months, there is not enough room for people visiting to park let alone ones that do not pay road tax.

Photos under separate email.

Regards

On 19/05/2016 15:03, Environmental Development wrote:

Hi

Hope all is well. Your pictures mirror mine as I've been there today myself and went one day last week.

I hate being negative and will cut an email I've sent to leisure just now as it turns out that car park falls under Leisure services remit and I always thought it was our own. I'm awaiting to hear back from the head of leisure ( Doug Napier) about a way forward as its not acceptable.

The fly tip Ill get removed ASAP and also get the recycle bins and sign cleaned up. As soon as I get a response, you'll be the first to know.

You are correct, it doesn't seem acceptable to be left like this.

Regards

“Hi

Hope all is well.

Need a bit of help.

Went to the car park today at the rear of Dennis Reeve close in Tamworth Rec. I'll put the fly tip on Confirm to be removed but a resident has bought up about the grass needing cutting. It may be due to access as vehicles parked on the grass.

I've spoken to Parking services who have nothing to do with this car park so can't enforce the vehicles left on double yellow lines and grass and doesn't seem fair to residents and the guys that work at the nursery.

Some of the vehicles apparently are down to the mechanics place round the corner.

Our graffiti guys are going to jet the recycle area when the jetter is fixed.

A resident has now sent me pictures of the area now and wants to meet but need to get a plan of action to help.”

---

**From:**  
**Sent:** 19 May 2016 10:04  
**To:** Environmental Development  
**Subject:** Tamworth

I have attached some photos for you.

Surely you agree this is not acceptable?

Regards



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[postmaster@merton.gov.uk](mailto:postmaster@merton.gov.uk)  
<http://www.merton.gov.uk>

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## Doug Napier

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**From:** Doug Napier  
**Sent:** 07 November 2014 12:31  
**To:** Councillor Nick Draper; Councillor Andrew Judge  
**Subject:** RE: Free parking in parks

Yes, this matter has been rekindled within the department already and I've been asked to do an LSG report on it in the near future.

Doug

---

**From:** Councillor Nick Draper  
**Sent:** 07 November 2014 11:45  
**To:** Councillor Andrew Judge  
**Cc:** Councillor Laxmi Attawar; Councillor Caroline Cooper-Marbiah; Doug Napier  
**Subject:** RE: Free parking in parks

Fantastic news, Andrew. I look forward to hearing more.  
All the best  
Nick

---

**From:** Councillor Andrew Judge  
**Sent:** 07 November 2014 11:43  
**To:** Councillor Nick Draper  
**Cc:** Councillor Laxmi Attawar; Councillor Caroline Cooper-Marbiah; Doug Napier  
**Subject:** RE: Free parking in parks

Nick,

In fact we were willing to consider charging and car parks, but lost a critical planning application.

Very happy to look at introducing charges to stop abuse by car repair businesses and the potential for abuse by commuters.

I have copied in Doug so we can discuss at our meeting.

Regards,

Andrew

---

**From:** Councillor Nick Draper  
**Sent:** Thursday, November 06, 2014 6:03 PM  
**To:** Councillor Andrew Judge  
**Cc:** Councillor Laxmi Attawar; Councillor Caroline Cooper-Marbiah  
**Subject:** Free parking in parks

Hello Andrew

I know that when we were a minority administration we weren't in a position to introduce charging for parking in our parks, but I'd like you to consider it. We currently have a situation where an overflowing local car repair business is using Wandle Park as free car-parking space, to the detriment of other users. We aren't providing a service for residents: I suspect if the business wasn't using the spaces, commuters would instead. I reckon that could be how other parks are being used too: for example when I visit West Barnes library I always use the Joseph Hood car

park. We're providing a free service for people who would otherwise be paying for parking, and I'm not sure why. Could you look at introducing charges?

All the best  
Nick

Councillor Nick Draper (*Labour, Colliers Wood Ward*)  
Cabinet member for Community & Culture  
*Including Housing, libraries, sport, the Arts, leisure, heritage and licensing*

## Doug Napier

---

**From:** Doug Napier  
**Sent:** 06 July 2017 11:50  
**To:** Councillor Nick Draper  
**Subject:** RE: Consultation on car parking charges for Revelstoke Road

Good response!

I'm getting the vibe that they feel down at WP that there's some sort of conspiracy of secrecy when:

- 1) The P&D machines have been on site for almost 1 year now and there's been clamourings down there for them to be activated, and
- 2) There's a 1,200 signature petition doing the rounds right now in respect of the very same project at Sir Joe Hood based on the very same consultation methods, so it cannot be *that* secret.

Doug

---

**From:** Councillor Nick Draper  
**Sent:** 06 July 2017 11:34  
**To:**  
**Cc:** Councillor Oonagh Moulton; Reuirector for Cllr Oonagh Moulton; Councillor Linda Taylor; Redirector for Cllr Linda Taylor; Redirector For Cllr Janice Howard; Councillor Janice Howard; Paul Atie; Doug Napier  
**Subject:** RE: Consultation on car parking charges for Revelstoke Road

Hello Nick

As I understand it, the consultation was advertised to your ward Councillors, on notices within the car park itself, in the local Guardian newspaper and on Merton's website. Whereas for street parking individual households affected would also be contacted directly, where a car park in a nearby park is concerned that normally wouldn't be the case, as there would be no clarity as to the boundary for those affected.

I would agree with you that the charges are low. The rationale behind bringing in charges at all, in this and some other Merton parks, is that currently our parks are being abused by commuters using the free spaces to park all day, depriving park users of the chance to park themselves. The charges are designed not to hurt park users unduly, while at the same time deterring commuters. This also goes some way to explaining the reason for charging Monday to Saturday only.

This is Merton's first borough-wide initiative in charging for parking in parks. We have been charging for car parks and on-street parking for many years, and we therefore have history to back up our methods and charges: this is new to us, so we have to rely on the experience of others and on knowledge accumulated elsewhere that may not be applicable to the needs of park users. There is therefore something of the experimental in these proposals, and I would be surprised if there were no modifications over time.

All the best

Councillor Nick Draper (*Labour, Colliers Wood Ward*)  
Cabinet member for Community & Culture

**From:**

**Sent:** 05 July 2017 22:25

**To:**

**Cc:**

Councillor Oonagh Moulton; Redirector for Cllr Oonagh Moulton;  
Councillor Linda Taylor; Redirector for Cllr Linda Taylor; Redirector For Cllr Janice Howard; Councillor Janice Howard;  
Councillor Nick Draper

**Subject:** Re: Consultation on car parking charges for Revelstoke Road

Thanks for forwarding this. I have received no communications whatsoever from Merton Council or from our Conservative Ward Councillors about this proposal which I find worrying given the location of my property and the fact that I am a Merton ratepayer. As you point out the consultation ends on Friday which gives no time at all to consider the proposal and submit a reasoned response. This is not acceptable. I hope you don't mind but I am copying this correspondence to our Ward Councillors and also to Nick Draper and shall be glad of their confirmation that the consultation period will be extended and that a proper consultation process will be undertaken to give local residents the opportunity to comment on the proposals.

Kind regards

On 5 Jul 2017, at 18:44,

wrote:

We've just received the attached notification (dated 23rd June) from the three Wimbledon Park ward councillors (LB Merton). The deadline for comments is this Friday. I'm concerned that I hadn't heard of it any other way and only just yesterday, but perhaps I missed something circulated by the Friends?

The notification states that we can see the proposed traffic order and plans by attending Merton Link in the Civic Centre, which is not very helpful, given the very short notice.

I cannot find the consultation on the LB Merton website. It's not under traffic consultations in Wimbledon Park. I did locate a two-year old plan of the car park layout for charging (also attached), but no other document.

The actual proposed Traffic Order may answer some of my questions, but I would suggest a few:

1. Why Monday to Saturday, given that Sundays and Saturdays are times when the demand for car parking is greatest?
2. Why 08:00 to 16:00, given that demand is high well into the evening on summer days?
3. As the car park lies largely within LB Wandsworth, what consultation is undertaken there?
4. What arrangements are made for disabled parking, group visits to the park (e.g. for Water Sports or Bowls), and to control the number of vehicles parked at the Cafe, Bowls Pavilion and Water Sports Centre?

5. Why not charge also for the Wimbledon Park Road car park?
6. What's the rationale for the, remarkably low, charge?
7. How does the proposal relate to adopted policies in Merton (e.g. those on sustainable travel)?





## Doug Napier

---

**From:** Doug Napier  
**Sent:** 19 May 2016 16:03  
**To:** John Ball  
**Cc:** David Byles; Danny Lovelock  
**Subject:** RE: Tamworth Farm Car Park

John:

I think that you are right, we can't cut the grass if the machine can't get on for illicitly parked cars!

Seems to me that keeping the overhead barrier locked might help to a degree on a number of fronts. Copied in DB to effect that.

Doug

---

**From:** John Ball  
**Sent:** 19 May 2016 14:47  
**To:** Doug Napier  
**Cc:** Jonathan Lynch; Mark Mcloughlin  
**Subject:** Tamworth Farm Car Park

Hi

Hope all is well.

Need a bit of help.

Went to the car park today at the rear of Dennis Reeve close in Tamworth Rec. I'll put the fly tip on Confirm to be removed but a resident has bought up about the grass needing cutting. It may be due to access as vehicles parked on the grass.

I've spoken to Parking services who have nothing to do with this car park so can't enforce the vehicles left on double yellow lines and grass and doesn't seem fair to residents and the guys that work at the nursery.

Some of the vehicles apparently are down to the mechanics place round the corner. Not sure what you can do as the police have now flagged up this area as lots of anti-social behaviour happening involving gangs, lots of activity in the evening.

Our graffiti guys are going to jet the recycle area when the jetter is fixed.

A resident keeps sending me pictures of the area now and wants to meet but not sure what I can tell her to appease her.

Regards  
John

**John Ball**  
**Principal Community Engagement Officer**  
**Enforcement Section**



11K

## Doug Napier

---

**From:** Councillor Andrew Judge  
**Sent:** 28 November 2013 12:14  
**To:** Doug Napier  
**Subject:** RE: Wilmore End parking

Nothing like variety!

---

**From:** Doug Napier  
**Sent:** Thursday, November 28, 2013 7:52 AM  
**To:** Councillor Andrew Judge  
**Cc:** Chris Lee  
**Subject:** RE: Wilmore End parking

Andrew:

P&D at Abbey is very much part of our plans still.

We have an idea for NR that would provide additional spaces in the Wilmore End estate for parking whilst not compromising the integrity and capacity at Nursery Road for open space users. Whether it will work rather depends on what the parking under-capacity currently is and what it might then become if additional parking space is provided, that is, more people are encouraged to by second and third cars.

(This all feels rather like Wimbledon Park in reverse from the perspective of my own chair).

Doug

---

**From:** Councillor Andrew Judge  
**Sent:** 27 November 2013 20:55  
**To:** Doug Napier  
**Subject:** RE: Wilmore End parking

Doug,

Sure,

What is anticipated in Nursery rd Playing Fields is to allow part of the space to be used by resident permit holders in a CPZ so the parking will be regulated by enforcement officers.

I think we have to treat each location on its own merits and there will be no precedent set.

I suggest that we make Abbey Car Park P&D.

Regards,

Andrew

---

**From:** Doug Napier  
**Sent:** 27 November 2013 12:17  
**To:** Councillor Andrew Judge  
**Subject:** FW: Wilmore End parking

Andrew:

Some feedback from the staff on the issues on the Abbey Rec and Nursery Road sites.

Also, I would like to have 15 minutes with you some time soon on the plans for Nelson Gardens.

Regards,

Doug

---

**From:** Jonathan Turner  
**Sent:** 27 November 2013 09:09  
**To:** Doug Napier  
**Cc:** Alan Trumper  
**Subject:** RE: Wilmore End parking

Dear Doug

The gates are locked at Nursery to prevent resident car parking so I don't have any recent evidence from that side of the site.

Over at Abbey however it's a different story; the car park is full most days with:

- untaxed or illegal cars
- residents leaving their cars on site
- commuter parking
- parking over yellow hatched markings preventing emergency vehicle access for our facility users
- breaking/dismantling cars for spare parts
- parking in disabled bays with no blue badge

The list goes on.....

If a legitimate park user is using the car park they tend to park down the playground end of the car park, if they are residents they park as close to the main gate as possible. By allowing resident parking we would be going against everything we have tried to achieve at all the other sites across the borough, this is to the detriment of legitimate parks users.

I don't have examples of each incident but I have seen this and have also had these problems reported by staff visiting the site. We only have one photo that we can find showing two untaxed and uninsured cars being broken for spare parts. If or when we are passing we can take some more pictures.

Kind Regards

Jonathan Turner  
Greenspaces  
**Environment & Regeneration**

☎ 020 8545 3930  
☎ 020 8545 3237  
✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)  
🌐 <http://www.merton.gov.uk/parks>

London Borough of Merton  
13th Floor Civic Centre  
London Road  
Morden  
SM4 5DX

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**From:** Councillor Andrew Judge  
**Sent:** 22 November 2013 11:10  
**To:** Doug Napier; Paul Atie  
**Subject:** RE: Wilmore End parking

Doug,

Do we have evidence of usage of this car park?

Regards,

Andrew

---

**From:** Doug Napier  
**Sent:** Friday, November 22, 2013 10:01 AM  
**To:** Paul Atie  
**Cc:** Councillor Andrew Judge  
**Subject:** Wilmore End parking

Paul:

Further to our discussions this morning, I am writing to confirm my view that allowing residents parking in the playing field car park would not be a good step for legitimate users of the open space.

It would, furthermore, create a precedent that would have negative consequences at a number of other parks locations, issues that we are trying to stamp out, including situations where our users are rather upset that they can't enjoy our facilities due to parking pressures caused by off-site issues, including residents, their visitors, commuters and tradespeople circumventing local CPZs.

Doug



**Doug Napier**

---

**From:** Chris Lee  
**Sent:** 09 December 2013 13:55  
**To:**  
**Cc:**

**Subject:** RE: Wimbledon Park Car Park Extension

Dear            thankyou for your email.

I am asking Mr Napier to look into this matter and respond directly to you.

Regards

Chris Lee | Director of Environment & Regeneration

London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX  
Direct: 020 8545 3000 | Switchboard: 020 8274 4001

[chris.lee@merton.gov.uk](mailto:chris.lee@merton.gov.uk)

[www.merton.gov.uk](http://www.merton.gov.uk)



Best  
Achieving  
Council

---

**From:**  
**Sent:** 08 December 2013 22:33  
**To:** Chris Lee  
**Cc:** Ivan [redacted]

**Subject:** RE: Wimbledon Park Car Park Extension

This mail is primarily to bring to the attention of **Chris Lee** the fact that the said 'extension' car park area is once again being used to park vehicles. It has not been very difficult for vehicles to drive over the very fragile orange coloured mesh netting and to park in that area.

Immediate action is required to deter people from parking their vehicles, illegally, upon the 'extension' area.

There were some wooden sleepers placed across the access to this extension preventing vehicles from driving onto the extension area, however, they have disappeared??





**Cc:** Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)>  
**Sent:** Thursday, 24 October 2013, 10:56  
**Subject:** RE: Wimbledon Park Car Park Extension

Dear Mr Curran, further to your recent enquiry on the above matter and the decision of the planning committee on 10<sup>th</sup> October then we can confirm that we will be removing the hard-core that has formed the basis of the temporary parking area and, furthermore, will restore this area to the best of our ability, recognising it has been subject to previous episodes of disturbance and use as a works compound and is not, therefore, pristine ground.

I can also confirm that we will soon be undertaking some improvements to the existing hard-standing car park at Revelstoke Road, including reinstating the perimeter barriers and remarking the parking bays.

Regards

Chris Lee | Director of Environment & Regeneration  
London Borough of Merton  
Merton Civic Centre, London Road, Merton, Surrey | SM4 5DX  
Direct: 020 8545 4850 | Switchboard: 020 8274 4761  
[chris.lee@merton.gov.uk](mailto:chris.lee@merton.gov.uk)  
[www.merton.gov.uk](http://www.merton.gov.uk)



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**From:** J  
**Sent:** 23 October 2013 22:02  
**To:** Sophie Jones-Lisa Barwell; Chris Lee; Chief Executive  
**Subject:** Re: Wimbledon Park Car Park Extension

Please may I receive a reply to my email of 11 October.

**From:** Sophie Jones-Lisa Barwell <[SophieJones-LisaBarwell@merton.gov.uk](mailto:SophieJones-LisaBarwell@merton.gov.uk)>  
**To:** ""  
**Cc:** Chris Lee <[Chris.Lee@merton.gov.uk](mailto:Chris.Lee@merton.gov.uk)>  
**Sent:** Monday, 14 October 2013, 11:42  
**Subject:** RE: Wimbledon Park Car Park Extension

Dear Mr Curran,

Thank you for your email addressed to the Chief Executive. Mr Curran has asked me to let you know that Chris Lee, Director of Environment and Regeneration will respond to the substantive points you have raised.

Kind regards  
Lisa

Lisa Barwell  
Executive Assistant to Ged Curran, Chief Executive  
(Monday and Tuesday)  
Merton Council  
020 8545 3332  
[lisa.barwell@merton.gov.uk](mailto:lisa.barwell@merton.gov.uk)  
[www.merton.gov.uk](http://www.merton.gov.uk)



**Best  
Achieving  
Council**

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**From:** [redacted]  
**Sent:** 11 October 2013 16:24  
**To:** Chief Executive  
**Subject:** Wimbledon Park Car Park Extension

Dear Mr Curran

I was delighted with the decision at last night's planning committee meeting to reject the application to extend the Revelstoke Road car park in Wimbledon Park. After 18 months of campaigning against the application there are many people rejoicing today at the result. Can I please have your assurance that the hard core on the site will be removed as quickly as possible and the area returned to grass? The hard core is an eyesore and has been there too long and it has deprived the public of a large area of green open space. Furthermore, can you please confirm that the disabled parking bays which were removed from the existing car park some time ago will be reinstated.

Many thanks

J  
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TR

## Doug Napier

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**From:** Doug Napier  
**Sent:** 28 April 2014 10:14  
**To:**  
**Subject:** RE: WP Car Park

To be clear, I am no fan of car parks but we provide services to our customers, some of whom travel quite some distance to the park and do not live within walking distance.

Nobody here has, or even would propose an excessive amount of car parking as that would defeat the main purposes of the park. There is a balance to be struck and 30 odd spaces at the main entrance to the park is not a reasonable number in summer or when there are organised activities in the park in my view.

I can assure you that the RR car park is regularly full to capacity on weekends during the summer season. That was the case when we had the additional 50 or so spaces of the informal overflow and so it is now rather inevitable this coming summer season without this extra capacity.

If I am "bemoaning" (your words) anything then it is the fact that 1) addressing those who misuse the parking opportunity will do nothing to deal with the weekend parking headaches which are very much more substantial and 2) it is somewhat hypocritical for some local residents to complain now about their streets filling up with cars given the campaign organised locally to prevent the extension and that some, moreover, expressed this as their preference.

Approval to charge for parking in the park will be fundamental to addressing the midweek commuter issue and so there is a plan

Regards,

Doug

---

**From:**  
**Sent:** 26 April 2014 12:08  
**To:** Doug Napier  
**Cc:** Redirector For Cllr Janice Howard; Redirector for Cllr Oonagh Moulton; I  
**Subject:** RE: WP Car Park

Doug,

You cannot dismiss the week-day parking issues as though they are of no consequence. These issues require attention. On week-days the main users of the RR car park are NON PARK USERS, FULL STOP. This is the major concern and will be so during the summer school holidays.

As has been stated many times, a park is for recreation, exercise and the promotion of peoples health and enjoyment. The childrens fun facilities are heavily subscribed most days and particularly at week-ends The childrens parents WALK to the park. Very few use vehicle transport.

To cater for all the visitors that you have previously related to, those from other boroughs and also from far and wide, a car park of unlimited scale would have to be provided. Where and when would you stop? The park would have to be ONE large car park to satisfy the visitors you continuously refer to.

I am aware that funds are not easily available, however, the week-day parking at RR entrance has to be clinically addressed. 80% of vehicles parked during a week day belong to NON park users, FACT.

I have visited the park AM today, Saturday 26th. there are empty car park spaces. I have identified this same situation on many, many previous Saturdays & Sundays, AM & PM!!!

The second car park, which, you continue to suggest was so desperately needed, would have been full each and every week-day, when the availability of such a facility was common knowledge. An eyesore of unmitigated proportions.

What I am saying to you is the true reality of this matter. It is no point in you continuously bemoaning the fact that you have been unable to flood the 'flagship' park with motor vehicles. Have you any understanding of how it looked, when the original and second space were full of vehicles each and every week-day, well if not, I can tell you, it was utterly appalling, to put it mildly. The vista was destroyed from outside & inside view. As I stated previously, it imitated a supermarket car park, absolutely dreadful to behold.

Manage the existing car park(s) in a more controlled manner and you will, possibly, attain a more acceptable car parking regime.

Regards.

---

From: Doug.Napier@merton.gov.uk  
To: r  
Subject: RE: WP Car Park  
Date: Fri, 25 Apr 2014 18:13:43 +0000

You don't need to repeat yourself, I am very familiar with your concerns and issues.

However, sorting out any midweek abuses by some commuters and various local workers will not lance the bigger boil which is that on weekends, when the park is busiest, and there are no or almost no commuters and the like, there are still parking issues and much the biggest ones of all.. As much as commuters are irritating they are not the only or main parking issue. The overarching issue that applied week-round and year-round is that there is insufficient capacity for a park of this popularity. I apologise if I am now repeating myself.

I agree that the charging regime, if and when introduced, needs to be carefully considered to cater for legitimate users and serve as a disincentive to commuters insofar as possible.

Regards,

Doug

---

**From:** i  
**Sent:** 25 April 2014 18:24  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Redirector for Cllr Oonagh Moulton;  
**Subject:** RE: WP Car Park

Subject: RE: WP Car Park

Date: Fri, 25 Apr 2014 09:00:47 +0000

As I think that I have mentioned before, the plans to introduce parking measures, specifically charges, stalled last year as not all members were enthusiastic about such a step. Momentum was also lost due to the failure to secure planning permission for the parking extension which was integral to our forward parking plans in the park. The whole issue has been suspended pending the imminent elections and the views of the new administration.

It is somewhat inevitable that there will be overspill parking into the adjacent streets. Mid-week commuter issues aside, the busiest days in the park are weekends and the current parking capacity is insufficient at those times. On my last two weekend visits to the park (within the last 4 weeks), the RR car park was entirely full. The park has also been busy recently in the midweek period due to the schools half-term, and the car parking situation compounded by the fact that we have had no overflow parking facility currently for the first time in several years as you know. Those local residents who opposed the parking extension should really have foreseen such circumstances, but for some this was a price they seemed prepared to pay to stop additional parking in the park and some said as much at the time.

I am indeed still keen to meet you in the park, but it's the weekends in the summer period when the parking issues and the associated traffic mayhem are most acute and the problem needs to be seen in the round.

Regards,

Doug

---

**From:** [redacted]  
**Sent:** 24 April 2014 14:46  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Redirector for Cllr Oonagh Moulton; [redacted]  
**Subject:** WP Car Park

Hello Doug,

Trust you are well.

Just asking regards the WP Car Park, Revelstoke Road entrance. What do you have in process to try and control the car park use? Last time we communicated you stated that restricted hours were to be introduced with charges. Is this still the intention?

The situation with the car park use remains as it always has been. Over the Easter holiday there was a limited number of cars utilising the car park facility. I counted on each of the four days a maximum of 11 cars, that was on the Saturday at 11.30hrs. The other days there were very few cars in the spaces.

Since Tuesday, and through all the previous weekdays, the car park has been full from early morning until late afternoon. Because this is the situation, actual park users, wishing to park in the park are unable to do so. They have to try and find a space in the surrounding roads, which, inevitably impacts upon the local residents parking. This was very evident during the two week school holiday, when the car park was full with cars from the early morning on-wards with people parking up and exiting the park. I have identified this situation to you on many a previous occasion.

I have carried out a brief survey of residents who are closer to the park than I am, they are all concerned and affected by people who wish to use the park, mothers& fathers with children etc...who cannot find a space in the car park and, so, try and take up any free space outside their homes.

This situation is not going to go away. It requires applied attention to reach the best possible solution.

Doug,

Thanks for your response.

Mid-week commuter issues should never be put aside. Today, Friday 25th, the weather has been most inclement and does not foster park users to visit. In fact this morning and again this afternoon the park was empty as regards users. There were no visible bodies within the park, the rain had persisted as you will be aware.

However, the RR car park is full, as it always is come rain or come shine. I have witnessed on so many occasions, people dropping their cars off in the car park and exiting the park. That is the MAIN problem, nothing else

With regards to the other area that was planned to be utilised as a car park, that would also, and was used, extensively, by non park users.

This second car park would have blighted the park in such a way as to be described as vandalism. The sight of countless vehicles as one entered the park and then again as one looked outwards was depressing and many people thought likewise. It resembled a supermarket car park !

The existing car park has to be managed positively. Surely, it is not beyond the capabilities of those responsible to address the situation and reach an abiding solution that could curtail the abuses.

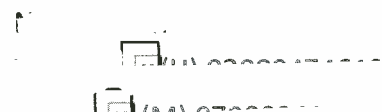
You have to make some attempt to stop the daily abuse of this car park and render the facility available for those who use the park, not, commuters, contractors, care workers, health visitors, house cleaners, school teachers and other vehicle drivers, who use the car park freely, but, never the park.

I know it is difficult. If charges were introduced, non park users could quite simply make the payment and this would still deny genuine park users the car park spaces. There are many combinations of charge times and cost, it has to be analysed and a decision made. A three hour midday charge window would at the least deter the commuters. So, heads together and thrash it out.

I don't know how many times I can write the same words.

Regards.

Doug



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From: Doug.Napier@merton.gov.uk

To: [redacted]

CC: Janice.Howard@merton.gov.uk; Oonagh.moulton@me.com; [redacted]

[redacted]



Perhaps you can visit with me, as you have suggested, to the park and review the car park on any week day.

Best regards.

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## Doug Napier

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**From:** Doug Napier  
**Sent:** 17 October 2013 11:54  
**To:** Michael Udall  
**Cc:** Councillor Janice Howard; Ian Simpson; Councillor Ian Munn; Doug Napier  
**Subject:** RE: 2ND E-MAIL -- Planning Application 12/P1181 - Wimbledon Park Open Space, Revelstoke Road -

Michael,

Thanks for your time and efforts in contacting me regards the subject matter.

I followed the webcast.

My opinion is the application has been poorly thought through and poorly presented. The objectors made a very sensible and articulate case.

Just a little note to you, yesterday during the heavy rainfall my wife and I visited the park. There were 23 vehicles parked in the existing hard standing car park. There were four contractors vehicles, we observed, later, three people drive in and deposit their vehicles before exiting the park! I have observed this over many years. It is not just commuters who use the car park. It is contractors and local visitors. I have observed during the summer months vehicles arrive between 08.00hrs and 09.30hrs and the owners/drivers exit the park.

Why should there be over 20 vehicles using the car park during very heavy rain? As I have stated previously local residents pay for parking permits, why should others, not using the park have FREE parking?

If car park space is made available, people will use it, this does not justify the necessity for an extended car park in the park.

Ian Munn please take note. Also, you need to present a more substantial reason for your support of the application. I witnessed your actions during the meeting and found it very difficult to understand your stance, apart from what was obviously a personnel battle with certain other councillors. You must leave personnel enmities outside and as the chair advised you, obtain legal advice for any answers to your very strange question regarding, 'where do we go from here? You do not understand any of the issues related to this application, only, perhaps the ones you dream up in the depths of your mind. It would be of a certain interest to me to hear why you supported the application. Could you do so?

From: Mike.Udall@merton.gov.uk

To: Doug Napier <dnapier@merton.gov.uk>

Subject: 2ND E-MAIL -- Planning Application 12/P1181 - Wimbledon Park Open Space, Revelstoke Road -

Date: Thu, 17 Oct 2013 09:35:39 +0000

Doug Napier has forwarded your e-mail to me. I assume you are referring to the Minutes of last week's Planning Applications C'ttee (on 10/10/13) which considered the above application.

The agenda for the meeting can be found on the Council's web-site via the link shown below, and the Minutes (including the refusal decision on application 12/P1181) will be published on the web-site at the same link as soon as they are available (which hopefully will be some time next week, once the Minutes have been cleared through our internal procedures).

[http://www.merton.gov.uk/council/decision-making/committee.htm?view=event&event\\_id=4357](http://www.merton.gov.uk/council/decision-making/committee.htm?view=event&event_id=4357)

*As stated on the phone, I tried to e-mail you earlier, but got a message back that my e-mail was "undelivered". I hope this now reaches you.*

**M.J.Udall**

*Democratic Services Officer, Corporate Services Department, Merton Council*

*Tel: 020-8545-3357*

*E-mail: [michael.udall@merton.gov.uk](mailto:michael.udall@merton.gov.uk)*

*(Council web-site: [www.merton.gov.uk](http://www.merton.gov.uk) )*

*(NB. I now work part-time. In my absence, for any urgent matters, please e-mail [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk).)*

---

**From:** M.J. Udall <michael.udall@merton.gov.uk>  
**Sent:** 14 October 2013 15:47  
**To:** Doug Napier <dnapier@merton.gov.uk>  
**Cc:** Mike Udall <michael.udall@merton.gov.uk>  
**Subject:** 12P/1181

Hi Doug,

There is no information on the council web site with reference to the above subject matter.

Can you explain why this is please.

Thanks.

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## Doug Napier

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**From:** Doug Napier  
**Sent:** 14 June 2017 16:57  
**To:**  
**Subject:** RE: Portable Barbecue's.

As the tennis event is heavily stewarded and the stewards well briefed about this matter, and indeed the queuers well briefed in advance of camping too, then we do not anticipate many, if any problems at that specific time.

I have been discussing this very matter with the parks contractor. There are evident commercial opportunities for them, but I don't expect those to be realised during this summer.

The car park pay and display arrangement is now at the point of formal public consultation now that the national elections are over. I am confident that, subject to the findings of the consultation, that the P&D will be operational within a matter of weeks. At which point I expect a significant element of the longer term non-user car parkers may disappear.

Kind regards,

Doug Napier  
Greenspaces Manager  
Environment & Regeneration  
Merton Council

---

**From:** Merton Council [mailto:info@merton.gov.uk]  
**Sent:** 12 June 2017 17:10  
**To:** Doug Napier  
**Cc:** Redirector for Cllr Oonagh Moulton; [mailto:oonagh.moulton@merton.gov.uk]; Councillor Linda Taylor  
**Subject:** Portable Barbecue's.

Hello Mr Napier,

I trust you are well. As you have deduced from the subject matter, I write to advise, that Wimbledon Park grass area is visibly pock marked with damage caused by portable barbecues. This activity has continued unabated for a number of summers. Only yesterday there were a number of these fires burning and all were based directly onto the grass. The people that carry out this activity have no respect for the park facility that they so happily make use of.

I do not know how the activity can be controlled. Therefore, it will continue through the summer months without any control !

In a couple of weeks we will have the 'tennis campers', who is to say that they, or some of them will use the portable barbecue and damage the grass further.

It is very disappointing to see the damage that is caused to the park by these implements, what can be done ?

Also, the car park(s) are continuously used by non-park users, the usual suspects of course, but, that's another saga, isn't it ?

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10. 10/10/10



## Doug Napier

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**From:** Doug Napier  
**Sent:** 19 September 2013 12:49  
**To:** David Byles  
**Subject:** FW: Wimbledon Park

Comments?

Do I need to speak to the police too?

Doug

---

**From:** [redacted]  
**Sent:** 19 September 2013 12:31  
**To:** Doug Napier  
**Cc:** [redacted]; Councillor Ian Munn  
**Subject:** RE: Wimbledon Park

Doug,

Thanks for your response. However, the 3 cars parked alongside the bowling green and at the pavilion, do not belong to the park residents, their car is parked at the rear.

Also, please take note, the community police officers do not travel by car to the park! the café only has one car user, the owner and he parks alongside the café.

This is to give you an initial reference to the unsubstantiated figures that the consultants gave you for car users using the park!! Their figures were very inaccurate and therefore give a distorted & false reading of car users at the park. How much more of their assessments are accurate?

This area which is now the topic of discussion should be returned to the park as it did exist for decades.

I am considering cancelling my car parking permits next year and moving my car into the park car park during the permit required hours each day. Good idea??

Sincerely,

---

From: Doug.Napier@merton.gov.uk

Subject: RE: Wimbledon Park  
Date: Thu, 19 Sep 2013 10:17:37 +0000

Thank you for your observations.

The vehicles parked by the pavilion will either be cars belonging to staff and/or the occupants of the flat there.

The overflow area will be closed imminently as it usually is around this time of year.

The formalisation of the overflow will, of course, resolve any quagmire issue there.

Regards,

Doug

---

**From:** [redacted]  
**Sent:** 19 September 2013 10:53  
**To:** [redacted]  
**Cc:** Doug Napier; Councillor Ian Munn  
**Subject:** Wimbledon Park

Hi,

For the last two mornings I have monitored the cars using the Revelstoke Road entrance to Wimbledon Park and subsequently the parking of these vehicles.

On each of these mornings there have been 17 & 15 cars respectively using the car park facility and to include the grass area now being used for parking vehicles.

I made my observations between 08 10hrs and 0915hrs on each of the mornings.

Only two of the vehicle drivers were using the park directly, which was for dog walking. The other owners departed the park through Revelstoke Road entrance and the Home Park Road park entrance and one vehicle was a camper van with internal lights on.

Also, there were three vehicles parked by the bowling pavilion, I could not ascertain who the owners/drivers were.

I have made these observations on numerous mornings throughout this year and last year, with the same conclusions.

The grass area which has been left by TfL and now used illegally for parking cars is becoming a quagmire and will further deteriorate through the coming winter.

I also observed the excess speed of vehicles entering & exiting the Revelstoke Road park entrance. It is my considered opinion that this area is now an accident waiting to happen.

The council should now block off the grass area that is being used for car parking until any decision is reached on the council planning application.

Sincerely,

[redacted signature]

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## Doug Napier

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**From:** ..  
**Sent:** 25 April 2014 18:24  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Redirector for Cllr Oonagh Moulton;  
**Subject:** RE: WP Car Park

Doug,

Thanks for your response.

Mid-week commuter issues should never be put aside. Today, Friday 25th, the weather has been most inclement and does not foster park users to visit. In fact this morning and again this afternoon the park was empty as regards users. There were no visible bodies within the park, the rain had persisted as you will be aware.

However, the RR car park is full, as it always is come rain or come shine. I have witnessed on so many occasions, people dropping their cars off in the car park and exiting the park. That is the MAIN problem, nothing else

With regards to the other area that was planned to be utilised as a car park, that would also, and was used, extensively, by non park users.

This second car park would have blighted the park in such a way as to be described as vandalism. The sight of countless vehicles as one entered the park and then again as one looked outwards was depressing and many people thought likewise. It resembled a supermarket car park !

The existing car park has to be managed positively. Surely, it is not beyond the capabilities of those responsible to address the situation and reach an abiding solution that could curtail the abuses.

You have to make some attempt to stop the daily abuse of this car park and render the facility available for those who use the park, not, commuters, contractors, care workers, health visitors, house cleaners, school teachers and other vehicle drivers, who use the car park freely, but, never the park.

I know it is difficult. If charges were introduced, non park users could quite simply make the payment and this would still deny genuine park users the car park spaces. There are many combinations of charge times and cost, it has to be analysed and a decision made. A three hour midday charge window would at the least deter the commuters. So, heads together and thrash it out.

I don't know how many times I can write the same words.

Regards.

---

From: Doug.Napier@merton.gov.uk

CC: Janice.Howard@merton.gov.uk; Oonagh.moulton@me.cor., ... consulting.com

Subject: RE: WP Car Park

Date: Fri, 25 Apr 2014 09:00:47 +0000

As I think that I have mentioned before, the plans to introduce parking measures, specifically charges, stalled last year as not all members were enthusiastic about such a step. Momentum was also lost due to the failure to secure planning permission for the parking extension which was integral to our forward parking plans in the park. The whole issue has been suspended pending the imminent elections and the views of the new administration.

It is somewhat inevitable that there will be overspill parking into the adjacent streets. Mid-week commuter issues aside, the busiest days in the park are weekends and the current parking capacity is insufficient at those times. On my last two weekend visits to the park (within the last 4 weeks), the RR car park was entirely full. The park has also been busy recently in the midweek period due to the schools half-term, and the car parking situation compounded by the fact that we have had no overflow parking facility currently for the first time in several years as you know. Those local residents who opposed the parking extension should really have foreseen such circumstances, but for some this was a price they seemed prepared to pay to stop additional parking in the park and some said as much at the time.

I am indeed still keen to meet you in the park, but it's the weekends in the summer period when the parking issues and the associated traffic mayhem are most acute and the problem needs to be seen in the round.

Regards,

Doug

---

**From:** I

**Sent:** 24 April 2014 14:46

**To:** Doug Napier

**Cc:** Councillor Janice Howard; Redirector for Cllr Oonagh Moulton; ...

**Subject:** WP Car Park

Hello Doug,

Trust you are well.

Just asking regards the WP Car Park, Revelstoke Road entrance. What do you have in process to try and control the car park use? Last time we communicated you stated that restricted hours were to be introduced with charges. Is this still the intention?

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I have carried out a brief survey of residents who are closer to the park than I am, they are all concerned and affected by people who wish to use the park, mothers& fathers with children etc...who cannot find a space in the car park and, so, try and take up any free space outside their homes.

This situation is not going to go away. It requires applied attention to reach the best possible solution.

Perhaps you can visit with me, as you have suggested, to the park and review the car park on any week day.

Best regards.

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## Doug Napier

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**From:** Doug Napier  
**Sent:** 19 February 2014 19:00  
**To:** Doug Napier  
**Cc:** Councillor Linda Taylor; Councillor Oonagh Moulton; Councillor Janice Howard;  
**Subject:** RE: Wimbledon Park

Doug,

In answer to your last mail I wish to relate the following;

- How many car park spaces do you believe would be required for the number of 'visitors' you consider use the park?
- How much of the available park would be transformed into a car park?
- Where would car parking stop and the park remain?
- You have used the word 'comparators' in relation between WP, Battersea Park & Morden Hall Park. To make comparison with Battersea Park is not valid. The comparative park areas are vastly different. Battersea Park is at the least five times larger than WP, and has designated roadside & internal car parks c/w charges and do not offend the eye. Battersea Park is visited by a diverse public, to include for both national & international tourism. There is NO comparison with WP whatsoever.
- Morden Hall is at least three times larger than WP, it has always had dedicated car parking spaces and those car parks do not blight the landscape. They are inside a walled park and are hardly visible. There are more visitor amenities catered for at Morden Hall than WP, such as the National Trust Centre and the museum.
- Nuffield Leisure Centre is a purpose built facility which included for car parking. The parked cars do not infringe upon the other park facility. The park on either side are not affected, in any way, by the cars that are parked for the leisure centre users.
- You say the play area water feature is very popular and used by 100's, so, how many car park spaces would you like to see? Where would they be accommodated, so as not to infringe upon the park area?
- As I have previously stated, the existing car park areas need to be upgraded. This would/could increase the car park spaces then available. It would then provide a measured amount of spaces, say 100, which would be reasonable & adequate for the size and amenities available at WP.
- To continue to focus on car users is truly defeating the objective of park space.
- From how you have stated your view, it can only be a view that is focusing on providing never ending car park spaces in WP.
- Upgrade the existing car parks.

There will be plenty of available car park spaces in Wimbledon Park, when the timed charges are introduced, at both car parks, I trust??

Sincerely,

---

From: Doug.Napier@merton.gov.uk

CC: Councillor.LindaTaylor@merton.gov.uk; Oonagh.Moulton@merton.gov.uk;

Janice.Howard@merton.gov.uk

Subject: RE: Wimbledon Park

Date: Wed, 12 Feb 2014 18:59:28 +0000

My reference to sports clubs was specifically to address your apparent scepticism about people travelling from afar to the park and my point was that these clubs are engaged in competitions in which their opponents may come from Surrey, North or West London, etc.

AFC Wimbledon's kids coaching sessions in the park attract participants from across a wide geographical area: Wandsworth, Kingston, Hammersmith and Sutton, as well as all parts of Merton.

Hercules WAC has made use of additional temporary parking space on the grass field for their competition days for more years than I have been here (5).

Over and above that we have a very popular water play facility that attracts young families from far and near and often measured in the 100s throughout the summer because it is a good and comparatively rare facility.

Comparators:

Whereas Wimbledon Park is our most popular and diverse park by far, it does not even have the largest car parking capacity in the Merton parks portfolio.

Others:

Morden Hall Park	159 parking spaces
Battersea Park	298 parking spaces; 3 car parks
Nuffield Leisure Centre, Wandsworth	82 parking spaces

I'd suggest that we make a diary date for some weekend in the forthcoming spring or summer time to look at the parking situation in Wimbledon Park simultaneously and compare notes.

Regards,

Doug

---

**From:** [redacted]  
**Sent:** 12 February 2014 16:33  
**To:** Doug Napier  
**Cc:** Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor; [redacted]  
**Subject:** RE: Wimbledon Park

Doug,

First thanks for your response.

Can you state what are the comparative recreational facilities in the area?

Who is denying anyone access to the park? Upgrade the car parks, control the parking and there will be spaces available for genuine park users.

The bowls club & the athletics club have performed their related activities in the park, for many, many years, long before the TfL hard standing area appeared and cars from all and sundry suddenly started to park up on that working area. They managed without any additional car park spaces??

We could go on talking backwards & forwards for ever. As Oonagh has stated fast track the restating of the said area.

I suggest that the existing car parks are UPGRADED, introduce some form of parking regulation and we should sit back and review at a later time.

Best regards.

---

Oonagh.Moulton@merton.gov.uk; Janice.Howard@merton.gov.uk;  
Councillor.LindaTaylor@merton.gov.uk  
From: oonagh.moulton@me.com  
Subject: Re: Wimbledon Park  
Date: Wed, 12 Feb 2014 13:54:30 +0000  
To: Doug.Napier@merton.gov.uk

Dear ... & Doug

I think the arguments for & against the extension to the car park have been well stated but the concern of residents and councillors is for an improvement to the mess that this saga has resulted in.

Delays in resolving the dispute and to resolution of the planning application have resulted in the pile of rubble left on the site of the extension for far too long.

We appreciate that the weather has caused further delay in its removal but it is an eyesore and a shame to have at an entrance of such a wonderful park that we all love and enjoy.

I do believe that once the rubble is removed further improvements need to be made to this entrance and to the car park. Also what is missed by some of the correspondence are the improvements that were proposed to the extension and existing car park.

Furthermore reverting to using the original car park all year long will not be satisfactory for either users of the park or for residents. I hope that some contingency plans can be made before the busy Easter and Summer periods.

I hope the Council officers will monitor the affect not only in the park but on our local streets.

Best wishes

Oonagh

Cllr Oonagh Moulton

Wimbledon Park Ward

Sent from my iPhone

On 12 Feb 2014, at 13:30, Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

I simply suggest that we agree to differ and I would simply say that the Council's view is that Wimbledon Park is a destination park with facilities, other than parking, that reflect that vision.

It is Merton's premier park and users and potential users from Mitcham and Morden, for example, who contribute to its upkeep, should not be unreasonably denied access to it and forced, in effect, to take 2-3 buses or walk to the park. That is not to say that we would expect nor cater for all users to be arriving by car, but the current capacity for cars is not reasonable and compares very poorly with comparative recreational facilities in the local area and beyond.

Neither the bowls club nor the athletics club, for example, would be very effective if they could not hold competitions with similar clubs in the south-east of England and I think that you and I, if were honest, would struggle to find many parents of young children or older people with access to a car who would walk for 30 minutes to get to the park, irrespective of how beneficial that might be. Nor was local opinion unanimously stacked up against the extension proposal of course.

Regards,

Doug

---

**From:** Doug Napier  
**Sent:** 12 February 2014 12:40  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; J  
**Subject:** RE: Wimbledon Park

Doug,

Thanks for taking your time to respond. It is appreciated.

You either have a park, or a car park. How large do you wish the car park provision to be for the park? Where would you stop?

I would be very interested in evidence to support your points that there are so many visitors coming from as far away as Richmond, parts of Surrey and Kingston -U -Thames to utilise the park facilities???. Would these visitors use the Revelstoke Road park entrance or the Wimbledon Park Road entrance?? How many are there each day? Would car park spaces be made available for all?

The existing car park facilities need to be upgraded at both park entrances before any further park land is removed.

With the correct planning and design this upgrading would provide more spaces and also provide a more sustainable car parking facility.

Don't you agree that the more car park spaces that are made available the more they will be used by all and sundry. The park space will be lost forever. These car parks would be full each day with commuters vehicles, commercial vehicles, care workers vehicles, cleaners vehicles, school teachers vehicles, local residents who refuse to pay the residents parking fee, tradesmen's vehicles and more. I have the evidence of this over many months and years, for that matter

I visited the park yesterday early PM, at the Revelstoke Road entrance car park, five commercial vehicles were present, other drivers came, parked and left the park. The car park was full, as was the Wimbledon Park Road car park?? There were not enough people actually in the park to fill all the cars & vehicles that were parked.

I am beginning to consider that your understanding of what a park is for are becoming confused. Why do you believe that car park spaces should be provided for anyone and everyone? Where would you stop?

The park has provided for visitors over many years, before any of us were around. Visitors are not being denied the facilities, as you allude to.

There are parks all over Surrey, Richmond, Kingston-T-Thames Chessington, Morden, Mitcham Streatham & Tooting etc..... What tells you that the many people who reside in these areas need to drive to use Wimbledon Park facilities?

Your commentary states that by *not* having an unlimited amount of car park spaces in Wimbledon Park, visitors from outside a mile radius of the park, and elsewhere in SW London & Surrey are being denied the use of the park facilities.

By the way a 30 minute walk is good for us and children.

Upgrade the existing car parks, bring in parking restrictions for a certain amount of time on week days, and all will run smoothly and I shall stop annoying you.

One last point. The views of local residents, a stones throw, or two away from the park, expressed their views when the car park planning application was held, twice!!

Doug

---

**From:** Neil  
**Sent:** 11 February 2014 13:06  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Councillor Linda Taylor; Councillor Oonagh Moulton, ...  
D. I  
**Subject:** RE: Wimbledon Park

Doug,

Thanks again for a reply.

I find some of your points rather muddled.

The facts are that the car park is used every day by non park users, almost 90%.

I have monitored this situation over a much longer period of activity than I believe you can afford time wise. Each day as the park opens the vehicles enter the park and the drivers exit the park, come and see for yourself, any week day morning.

At week ends the car park is never full at this time of the year. The summer months will be different.

People using the park do so for recreation, they do not need to use a vehicle to reach the park. Public transport is adequately available and furthermore people should use it, or walk, exercise, exercise and more exercise!!

The park does not require any more car parking facilities. Where would a line be drawn. The Wimbledon Road entrance car park requires attention to provide a proper car parking facility.

If you pander to car users you are defeating all objectivity to stop people making unnecessary car journeys. If you provide free car parking people will run in like ducks to water.

If we followed your reasoning all the park would provide is car parking. One massive car park to rival that provided by the major supermarkets.

Sincerely,

D. I

Best regards.

---

From: [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)  
To: r: [redacted]  
Subject: RE: Wimbledon Park  
Date: Tue, 11 Feb 2014 17:59:54 +0000

I feel that an appropriate balance has to be struck between encouraging sustainable transport usage and the legitimate needs of park users. The provision of 33 parking spaces at the main park entrance is inadequate in my view and unreasonable given the nature of the park and the range and popularity of the facilities that it supports.

I would be very surprised to find any parking spaces at R.Road in the second half of *any* Saturday morning even at this time of year.

And whilst I would agree that some of the transport options are convenient for users based in the Wimbledon Town Centre, Putney and Fulham areas, these are not so very great for the residents of Mitcham and Morden, most especially those with young families. I lived in Wandsworth for many years and it's not even a great option from there - the drive was 4 minutes and the walk 30 minutes by comparison even without kids in tow.

Some of the facilities in the park are of regional significance and attract users from far-afield, including parts of Surrey, Richmond and Kingston. Relatively few recreational users who travel more than a stone's throw or two to the park have expressed similar views to your own about the parking capacity; indeed quite the reverse.

Regards,



From: [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)

CC: [Janice.Howard@merton.gov.uk](mailto:Janice.Howard@merton.gov.uk); [Councillor.LindaTaylor@merton.gov.uk](mailto:Councillor.LindaTaylor@merton.gov.uk);  
[Oonagh.Moulton@merton.gov.uk](mailto:Oonagh.Moulton@merton.gov.uk)

Subject: RE: Wimbledon Park

Date: Tue, 11 Feb 2014 11:01:02 +0000

This mail has come to me, as you might expect, and so I'll refrain from replying in great detail as I would simply be covering old ground.

I have been in the park a couple of times recently myself, including last week. The Revelstoke Road car park was indeed busy then, but then so was the park and I'd be very surprised if most of the cars present were long-stay commuters or off-site workers as cars were coming and going throughout the morning.

On my last two visits to the park I made a particular point of noting that there were no commercial or trades vehicles in the Revelstoke Road car park and only one van (both unmarked and different vehicles on the two occasions) in the Wimbledon Park Road car park.

Of course, all of this is irrelevant at weekends when the on-site parking demands in the park are at their most acute. The current parking provisions are simply inadequate for a park of this size and popularity and will remain so irrespective of whether there are some residents, or others, taking advantage of the free parking in the midweek period. As you know, the aspiration is to introduce parking fees in the park.

There are some very large notices at the park gates which specifically state that the car park is for park users only.

Regards,

Doug

---

**From:**  
**Sent:** 10 February 2014 16:49  
**To:** Leisure  
**Cc:** Councillor Janice Howard; Councillor Oonagh Moulton; Councillor Linda Taylor;  
Doug Napier; HAMMOND, Stephen  
**Subject:** Wimbledon Park

To Whom It Concerns.

Whilst the reinstating of the grass to the 'old hard lay down area' at the park Revelstoke Road entrance is still to be completed, the existing car park is still being fully utilised by non park users.

Why is it that the work required for the grass to be reinstated appears to be causing 'concern' for our local councillors, I cannot remember certain councillors voicing their support for the efforts that were carried out by the WPRA and others to *oppose* the council planning application to have the area established as a permanent car park!

Also, on enquiry, our local MP advised me that he was in favour of the planning application to have a permanent car park established. Now, we have certain conservative councillors publicising leaflets to inform us of their wishes for the area to be 'quickly' returned to a grass area?? Is there a local election imminent? One might ask

However, such is life and to continue with the main reason for this mail.

I have monitored the type and number of vehicles that are present on a daily basis in this car park over many, many months. The car park is always, if not full, 90% full on any given week day. This will be the status no matter what the season, or weather.

Most vehicles arrive between park opening and 10.00hrs, with the drivers exiting the park. Then as time proceeds, through each day, various commercial vehicles park up for certain lengths of time. On one particular day, when it had been raining heavily since day break and continued for most of the day light, the car park was actually 'overflowing', with vehicles, I might add. There was nobody actually in the park, apart from myself.

Some of the people that I have spoken with, who use the car park and leave the park are; local cleaners, home helps, school teachers, health workers, commuters, visitors to

local residents and tradesmen. In most cases they tell me that they have been advised, by whoever, that the car park exists and therefore they can use it.

This scenario has continued for years, unabated. It is time for positive action

I have spoken with *two* local residents who have quite openly informed me, that they use the car park between the hours of 11.00 & 15.00, so as to avoid paying the residents parking permit charge. This is only two that I am positively aware of. All us residents should do the same. I have stated this to you in many previous mails.

If regulatory control of this car park is not implemented, genuine car park users, during the fairer months, will never have a car park space available. I fully appreciate and understand the problems involved with car park control in the park and that is not easy to implement. However, non park users should be deterred from abusing the car park spaces.

It is also worth relating, that the other car park at Wimbledon Park Road is also full each day.

Free parking for all and sundry.

I, like most other residents, pay for a parking permit each year!!

Kindly revert as required.

Sincerely

□

□  
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## Doug Napier

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**From:** Doug Napier  
**Sent:** 09 April 2014 11:27  
**To:**  
**Subject:** RE: Users of Revelstoke Road Car Park

Thanks for the information. Useful local intelligence.

There are very prominent signs on the gate to the effect that the car park is for park users only and so that is no secret.

I am not sure how often and when you use the park but if you are walking the dog later today and they are still there then that would be useful to know and the evidence to challenge them even more stronger.

The park is indeed busy today and parking space will be at a premium irrespective.

Regards,

Doug

---

**From:** .  
**Sent:** 09 April 2014 11:08  
**To:** Doug Napier  
**Cc:** David Byles  
**Subject:** Users of Revelstoke Road Car Park

Doug

I have just returned from Wimbledon Park, and thought you should be made aware of the fact that one of the regular commercial users of the Revelstoke Road car park had 3 vans parked; hence taking up spaces that users of the Park were thereby denied. It was particularly noticeable today, because the Park is busy with many activities, including football, water-sports and tennis.

The name of the company on the side of the vans is [redacted], with address [redacted] telephone number [redacted] and email [redacted]. It occurs to me that you might respectfully make them aware of the fact that the car park is for Park users, and should not be used by them as off-street parking for their vehicles.

Regards,





## Doug Napier

---

**From:** Amanda Woodhall  
**Sent:** 27 July 2017 15:20  
**To:** Doug Napier; Jonathan Turner  
**Cc:** Jeremy Gibson; Graeme Kane; Neil Thurlow  
**Subject:** FW: Tamworth Rec car park, Mitcham  
**Attachments:** IMAG0142.jpg; IMAG0141.jpg; IMAG0138.jpg

Jonathan,

Thanks for the info, I have contacted the Lavender SNT so they are aware of issues down there.

The black astra that was dealing has been checked and a criminit has been put on the police system.

If you do see any dealing going on at any time please call it in on 999.

I have alerted Pat's team to the what looks like abandoned vehicles.

Cheers  
Amanda

Anti Social Behaviour Officer  
Safer Merton  
Direct dial 0208 274 5974  
Email [Amanda.Woodhall@merton.gov.uk](mailto:Amanda.Woodhall@merton.gov.uk)

-----Original Message-----

From: Safer Merton  
Sent: 27 July 2017 12:56  
To: Amanda Woodhall; Jeanette Chacksfield  
Subject: FW: Tamworth Rec car park, Mitcham

-----Original Message-----

From: Doug Napier  
Sent: 27 July 2017 12:44  
To: Safer Merton  
Cc: Jeremy Gibson  
Subject: FW: Tamworth Rec car park, Mitcham

I think that you need to be aware of these issues. Getting worse and worse down there and on the very doorstep of a children's centre too.

Doug

-----Original Message-----

From: Jonathan Turner

Sent: 27 July 2017 10:55  
To: Doug Napier; Jeremy Gibson; Alan Trumper  
Subject: Tamworth

Gents

Just some evidence if we need it for later re: the future pay and display scheme.

Cars parked all over the grass. Mostly untaxed and no mot according to the .gov website.

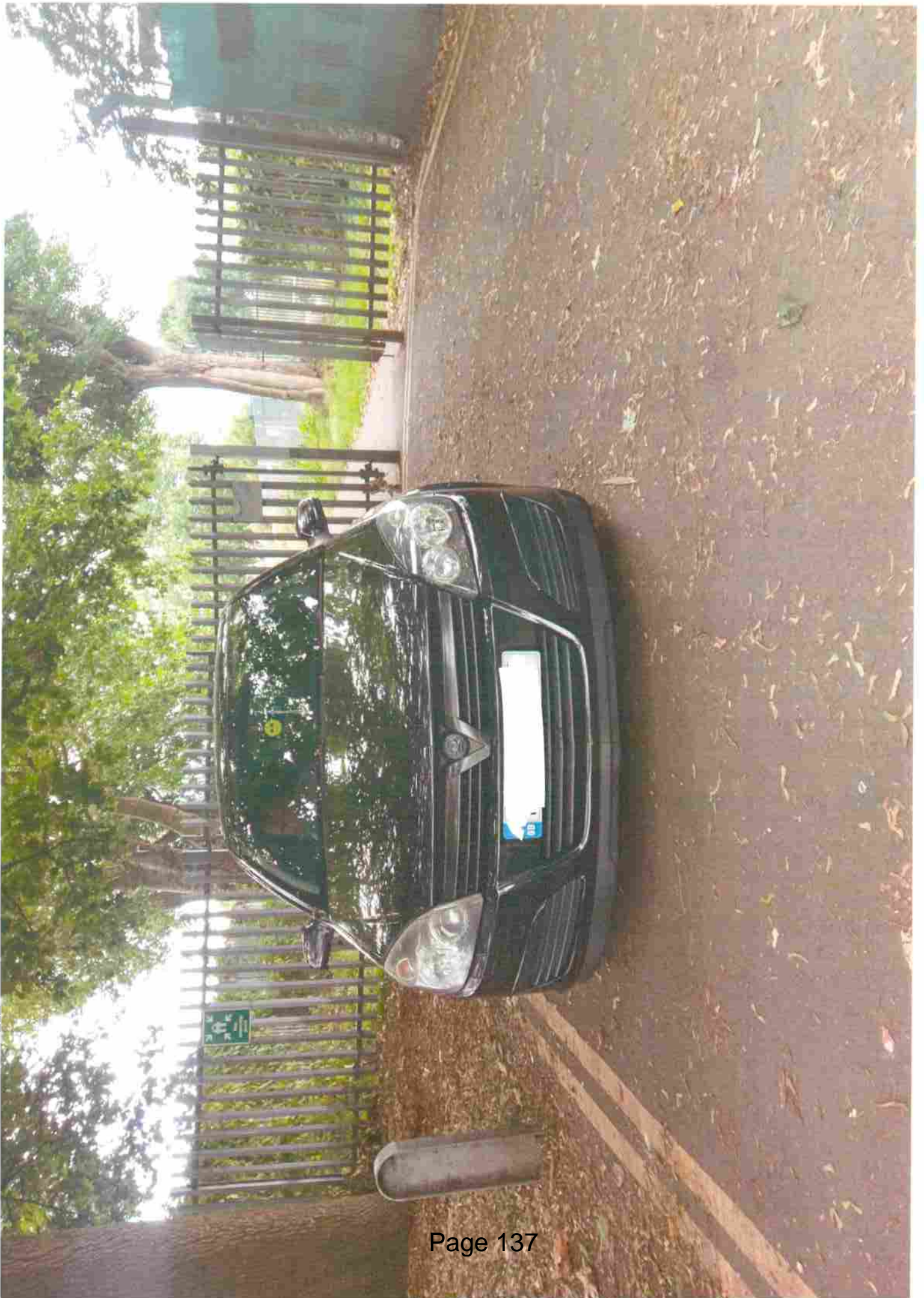
The black Astra was dealing drugs, two clients arrived and left within my time here.

Had a 20 min debate with two angry allotment holders, they now think the p&d is a good thing, they just want to see it implemented sooner rather than later.

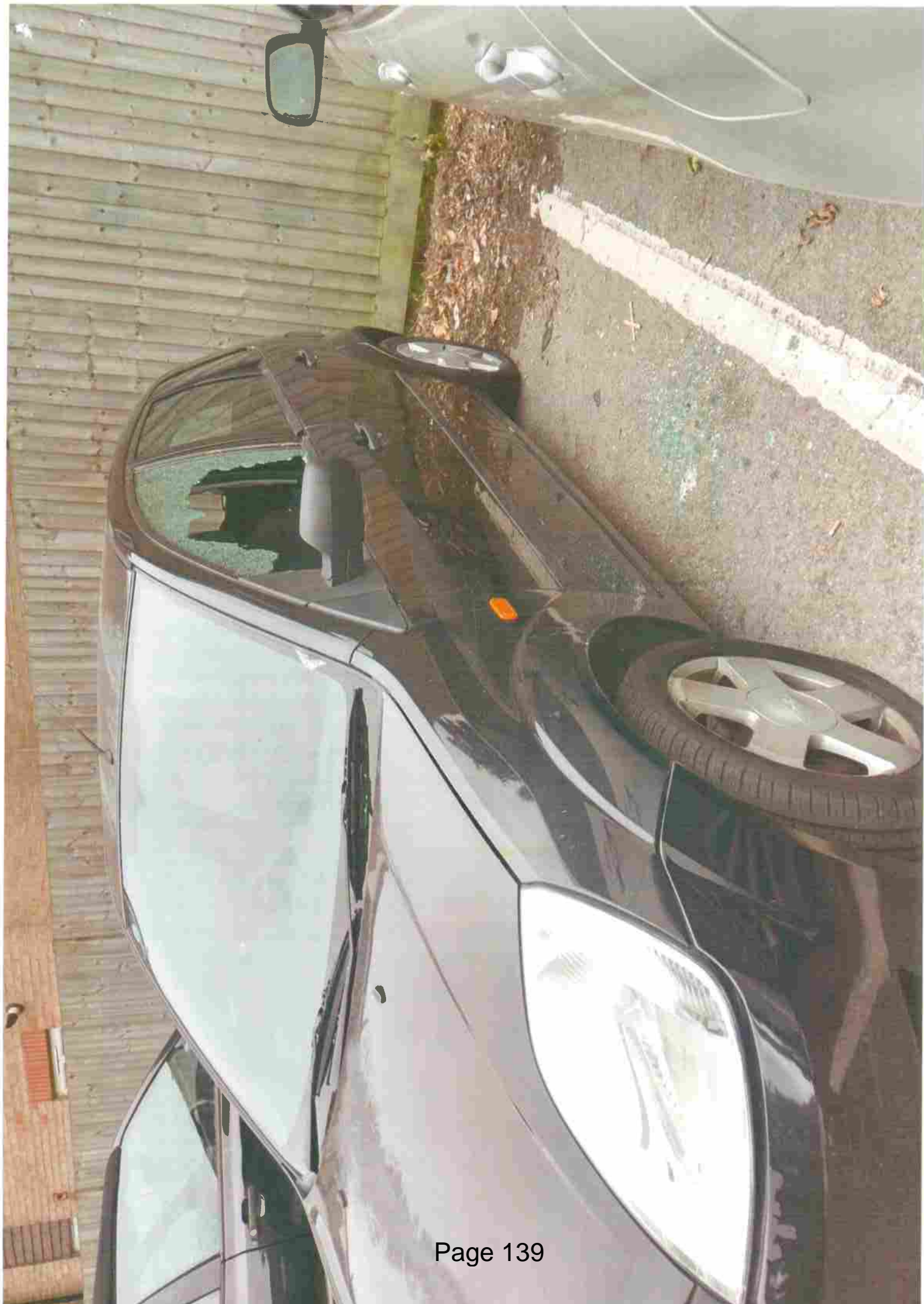
One car is being used as a knocking shop looking at the back seat, gross.

Serious abuse taking place.

JT















## Doug Napier

---

**From:** Leisure  
**Sent:** 12 April 2016 10:55  
**To:** David Byles  
**Cc:** Doug Napier  
**Subject:** FW: TAMWORTH RECREATION GROUND

Email received in Leisure inbox.

Kay Mankerty  
Leisure Support Officer  
Direct Line: 020 8545 3665

---

**From:** J [mailto: ]  
**Sent:** 12 April 2016 09:42  
**To:** Leisure  
**Subject:** TAMWORTH RECREATION GROUND

My name is [redacted] I live at [redacted]

My lounge, kitchen and bathroom overlook The Tamworth Recreation Ground, London Road, Mitcham.

I am writing and hope you can help with some issues I have.

Firstly, the litter is everywhere. The complete area, including car park, play ground and tennis courts are absolutely disgraceful.

Having a recycling centre in the car park does not help especially as they are never pulled out and cleaned behind and underneath. The grass areas are extremely bad.

The car park has recently been re-marked, as some cars were parked in the bays it has not been finished.

The car park is used as a dumping ground for untaxed vehicles etc, here are the ones there at the moment:

WHITE FORD TRANSIT

UNTAXED

BLACK PEUGEOT

UNTAXED

NOT MOT'D

**THIS VEHICLE IS ACTUALLY PARKED ON THE LAWN**

SILVER PEUGEOT

TAXED AND MOT'D

FLAT TYRES

I would appreciate someone addressing these issues and more than anything I would like to look out of my windows and see a nice clean area.

I would appreciate someone responding to my email.

Best Regards

## Doug Napier

---

**From:** Doug Napier  
**Sent:** 12 May 2015 07:21  
**To:**  
**Cc:** Emma Carnell; David Byles; [^]  
**Subject:** RE: Abuse of Revelstoke Road Car Park

I've been away on other business and on leave too and not able to access mails very often for some days. You should have received an "out of office" message from me?

Volvo: noted. Will see what we can do but we could well do without such distractions and the investigative work required to check on the vehicle's status. Was more easy in the past when there was a visible tax disc which offered obvious clues.

Coaches:

You are correct, the usual access for the stadium is WPR but, as I've said before, we have no control over where any driver *actually* chooses to enter the park. We can merely advise and hope that they don't simply improvise, choose to use the one nearest their point of origin, or the one that avoids the frequent congestion around Southfields Underground Station.

There are about 4 separate postcodes for the park I seem to recall, the official one being in the very centre. I will recommend to colleagues that track visitors be advised to use WPR and the relevant postcode for that gate but I'm pretty sure that already occurs and is our official policy..

Regards,

Doug

---

**From:**  
**Sent:** 11 May 2015 10:02  
**To:** Doug Napier  
**Subject:** Fw: Abuse of Revelstoke Road Car Park

Doug,

You are normally very quick to respond to emails, so I wondered whether you had received the attached?

Regards,

Nigel

----- Forwarded Message -----

**From:**  
**To:** Doug Napier <doug.napier@met.police.gov.uk>  
**Cc:** [^]

**Sent:** Wednesday, 6 May 2015, 10:15  
**Subject:** Abuse of Revelstoke Road Car Park

Doug,

With the busy period of the year for Wimbledon Park beginning, I thought it was worth pointing out a couple of issues connected with use of the Revelstoke Road Car Park

Firstly, you may not be aware of the fact that a Volvo car has been parked in the car park for months. It is always in the same place, so I wonder whether it has been moved at all and whether it has just been abandoned. The back tyre looks pretty flat, which would lend support to this suggestion. I attach a photo so you can identify the car and take appropriate action.

Secondly, I was in the Park this morning and saw a full-sized coach had driven into the car park to deliver students who were going to use the athletics track. Fortunately the driver was able to back out without too much difficulty (you can see him doing so in my poor picture taken from some distance away). But if coaches persist in using this entrance rather than the Wimbledon Park Rd one it is a recipe for chaos at this time of year. Quite apart from that the students, who were from the Harris Academy in Morden, had to walk across the grass to the Southfields entrance to the track; WPR would have been much nearer! Perhaps you should give the Post Code for the WPR entrance to try and direct coach drivers away from the use of Revelstoke Road, and the entrance to the Park there?

Regards

---

\_\_\_\_\_  
DIG

## Doug Napier

---

**From:** Pat DeJesus  
**Sent:** 06 September 2016 16:17  
**To:** Jonathan Turner; Councillor Geraldine Stanford  
**Cc:** Alan Trumper; Doug Napier; David Byles; Mel Higgs  
**Subject:** RE: Abandoned Car Tamworth Park

Hi Jonathan

You are very welcome.

Mel will either arrange via Surestart or yourself to get the key and arrange for the removal.

Kind regards

Pat

---

**From:** Jonathan Turner  
**Sent:** 06 September 2016 15:39  
**To:** Pat DeJesus; Councillor Geraldine Stanford  
**Cc:** Alan Trumper; Doug Napier; David Byles; Mel Higgs  
**Subject:** RE: Abandoned Car Tamworth Park

Hi Pat,

That is great news, thanks you very much yourself and Mel.

The key is held by the Surestart centre staff. I also have a spare I can give to you or Mel if needed?

Kind regards

Jonathan Turner  
Parks Development & Technical Manager  
Greenspaces  
Environment & Regeneration

☎ 020 8545 3930

✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)

🌐 <http://www.merton.gov.uk/parks>

London Borough of Merton

8th Floor Civic Centre  
London Road  
Morden  
SM4 5DX

---

**From:** Pat DeJesus  
**Sent:** 06 September 2016 15:34  
**To:** Jonathan Turner; Councillor Geraldine Stanford  
**Cc:** Alan Trumper; Doug Napier; David Byles; Mel Higgs  
**Subject:** RE: Abandoned Car Tamworth Park

Hi Jonathan

Mel has now carried out her inspection and we have carried out a DVLA check, owner lives in Battersea. Due to the vehicle being left open and a target for vandalising we would like to lift this one asap. There is height barrier on site, can we arrange with our contractor to be there when someone from parks can open the barrier and for it to be closed straight as I am aware our traveller community are in the area at the moment.

If I could ask that you liaise with Mel Higgs so that she can get Darren our contractor on site when it suits all please.

Thank you

Pat

Pat DeJesus, Communications & Information Services  
London Borough of Merton  
020 8871 8000, 020 8871 8000  
100 North Bridge Road, London SE16 1LA  
[pat.dejesus@merton.gov.uk](mailto:pat.dejesus@merton.gov.uk)  
[www.merton.gov.uk](http://www.merton.gov.uk)

---

**From:** Jonathan Turner  
**Sent:** 06 September 2016 08:15  
**To:** Pat DeJesus; Councillor Geraldine Stanford  
**Cc:** Alan Trumper; Doug Napier; David Byles  
**Subject:** RE: Abandoned Car

Hi Pat,

Much appreciated, thank you. Its next to the playground by the recycle bins.

Silver Ford Focus  
<< File: IMAG0813.jpg >> << File: IMAG0812.jpg >>  
Kind regards

-----Original Message-----

From: Pat DeJesus  
Sent: 05 September 2016 16:43  
To: Councillor Geraldine Stanford; Jonathan Turner

Cc: Alan Trumper; Doug Napier; David Byles  
Subject: RE: Abandoned Car

Hi Jonathan

We will look into this for you, if you can send me the full vehicle details I'll get one of my officers to make the inspection.

Cheers

Pat

Pat DeJesus | Communication and Enforcement Manager London Borough of Merton PO Box 82,  
Morden SM4 9WA  
Direct: 020 8545 4109| Switchboard: 020 8274 4901 pat.dejesus@merton.gov.uk  
www.merton.gov.uk

-----Original Message-----

From: Councillor Geraldine Stanford  
Sent: 05 September 2016 15:35  
To: Jonathan Turner; Pat DeJesus  
Cc: Alan Trumper; Doug Napier; David Byles  
Subject: RE: Abandoned Car

Hi Jonathan, I've passed it on to police.  
Pat - Won't your team deal with it as it's on Merton land??

All the best,  
Geraldine

-----Original Message-----

From: Jonathan Turner  
Sent: 05 September 2016 13:55  
To: Councillor Geraldine Stanford  
Cc: Alan Trumper; Doug Napier; David Byles  
Subject: Abandoned Car

Hi Geraldine,

Looking for a bit of assistance. A car has been abandoned in Tamworth Rec (next to the recycle bins) its been there for several months (no tax mot etc), but as its not on a highway no one is interested in removing it. Do you have any contacts within the police that could assist? The car is unlocked and pretty much trashed. We have also have reports of drug taking in the car although I have no proof of this.

Thank you in advance

Kind regard

Jonathan Turner  
Parks Development & Technical Manager  
Greenspaces  
Environment & Regeneration

020 8545 3930  
[jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)  
<http://www.merton.gov.uk/parks>

London Borough of Merton  
8th Floor Civic Centre  
London Road  
Morden  
SM4 5DX



## Doug Napier

---

**From:**  
**Sent:** 06 August 2017 15:33  
**To:** Doug N  
**Subject:** Tamworth car park abuse / Abbey rec compliants  
**Attachments:** 20170620\_142350\_resized.jpg; 20170620\_142341\_resized.jpg; 20170620\_142326\_resized.jpg; 20170620\_142317\_resized.jpg; 20170620\_142313\_resized.jpg; 20170620\_142309\_resized.jpg

Doug,

Please find attached some sample photos showing the daily abuse of parking at tamworth.

Please can you chase up the enforcements team with regards to getting the illegally parked & dumped cars removed & also local knowledge suggests that the local car garage may be worth a vists from Pat de Jesus's team? They use your be responsible for a lot of these cars being left 'in-situ'

Some are members of public also parking illegally, hence several random vists from parking enforcements / Pat's team during peak usage times will also hopefully send out the message publicly that the council is getting to grips here with historic issues.

You previously spoke of leaflet drops, great idea.

Could you mearge it with the other antisocial issues rife to this & surrounding areas, I. E alcoholism, rough sleeping, toileting, fly tipping from local residents ( reported to me again from our staff team on Figgs marsh today , Sunday 6th august) & gangs drug dealing.

Anyhow appreciate any updates , what's happening to the parking meters there & at sir Jo, haydons , abbey are they about to go live soon? Why the delay please?

A local resident at abbey is livid, alledgily claiming the council contractor charged thousands of pounds to construct concrete machine bases(a waste of tax payers money), put in state of the art machines , got the car park painted & lined up professionally, then spent more limited resources with all the fiasco in getting the metal security barrier made safe by numerous alterations, yet still the car park remains shut for months on end due to bad construction & the entrance floods continuous with foul water from the meter pit situated in the main entrance, flowing down the street , hindering him when he is trying to walk his kids to school ( forcing them to walk into the busy road) He then continued to moan by mentioning the green roof at abbey now being infested with fleas & the external gutting leaking due to its bad design, constantly dripping & not flowing away correctly.

He wanted to get in touch with his local mp Andrew Judge, yet he understands that he left, he wants to know what is going on at the counci lplease, when his business rates as a local builder are ever increasing to a new sky-high limit?

He was furious & I am afraid I can't answer his concerns & shouldn't have to be bombarded with this abuse when going about my job as the public face of the council / I d verde etc..

It is one things receiving an angry phone call/ email, however it is totally different when faced & exposed to this level of stress from an anger public whilst just trying to go about your day to day job.

Luckily this member of the public is unaware of all the other internal issues we have had at abbey rec regarding ceilings collapsing, water leaks & boilers issues due to the services installed being way over what is required ( according to Bilfinger experts)

And this site was suppose to be a state of the art intelligent modern green building

Its a little embarrassing to say the least moving forward..., we are where we are yet we mustn't rest on the past, we need to move forward & address issues , Abbey rec / Tamworth are just small samples of a big picture that needs addressing.

I have tried yet my supervisor role has been compromised whilst I attempt to cover missing managers who have left.

Surely this is not I D Verde's fault, I would appreciate some action here that actually gets to grips with so easy of our professional concerns & the publics ones , once & for all.

We can't keep on defending this kind of issues.

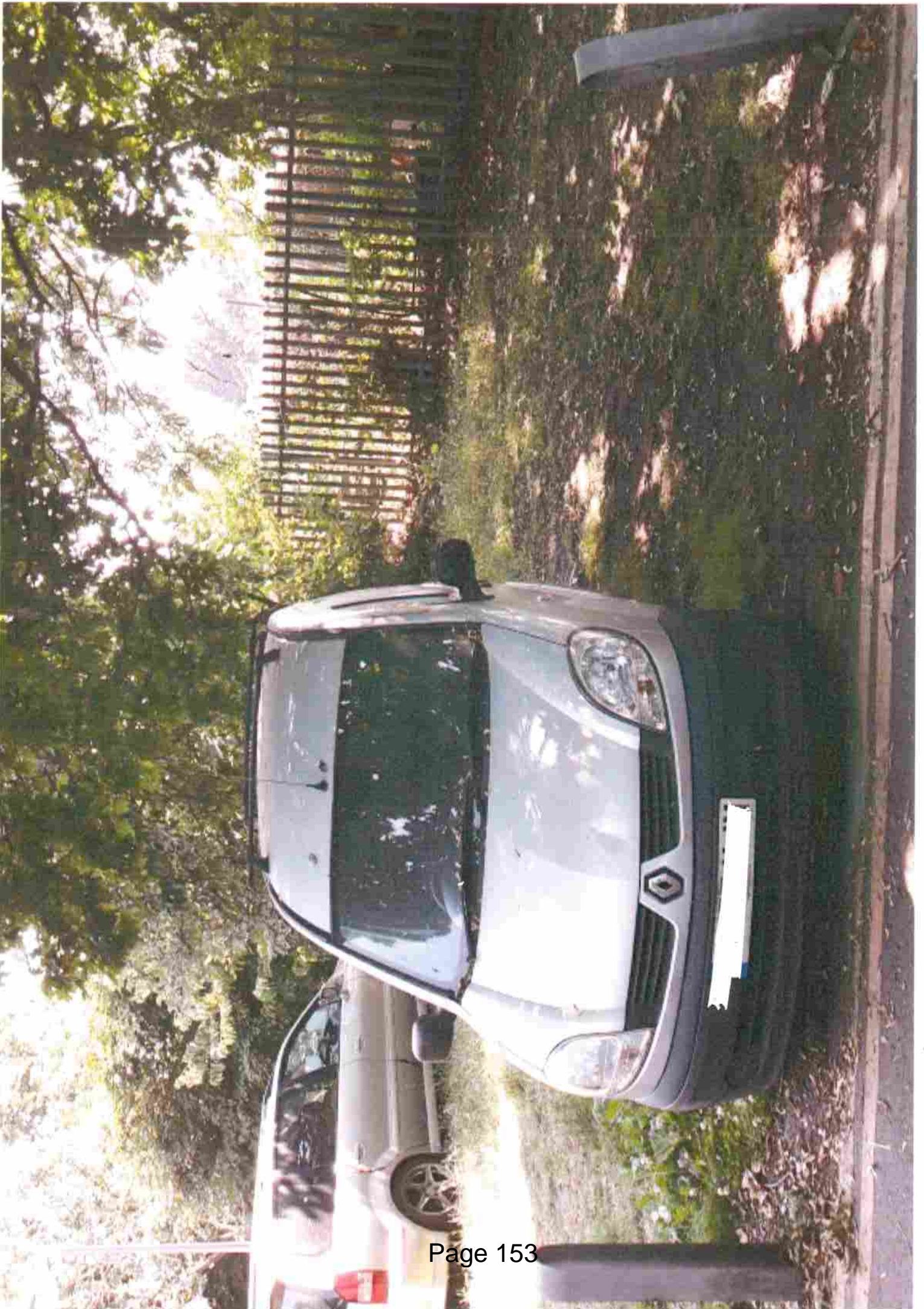
Thanks

-

Sent from my Samsung Galaxy smartphone.

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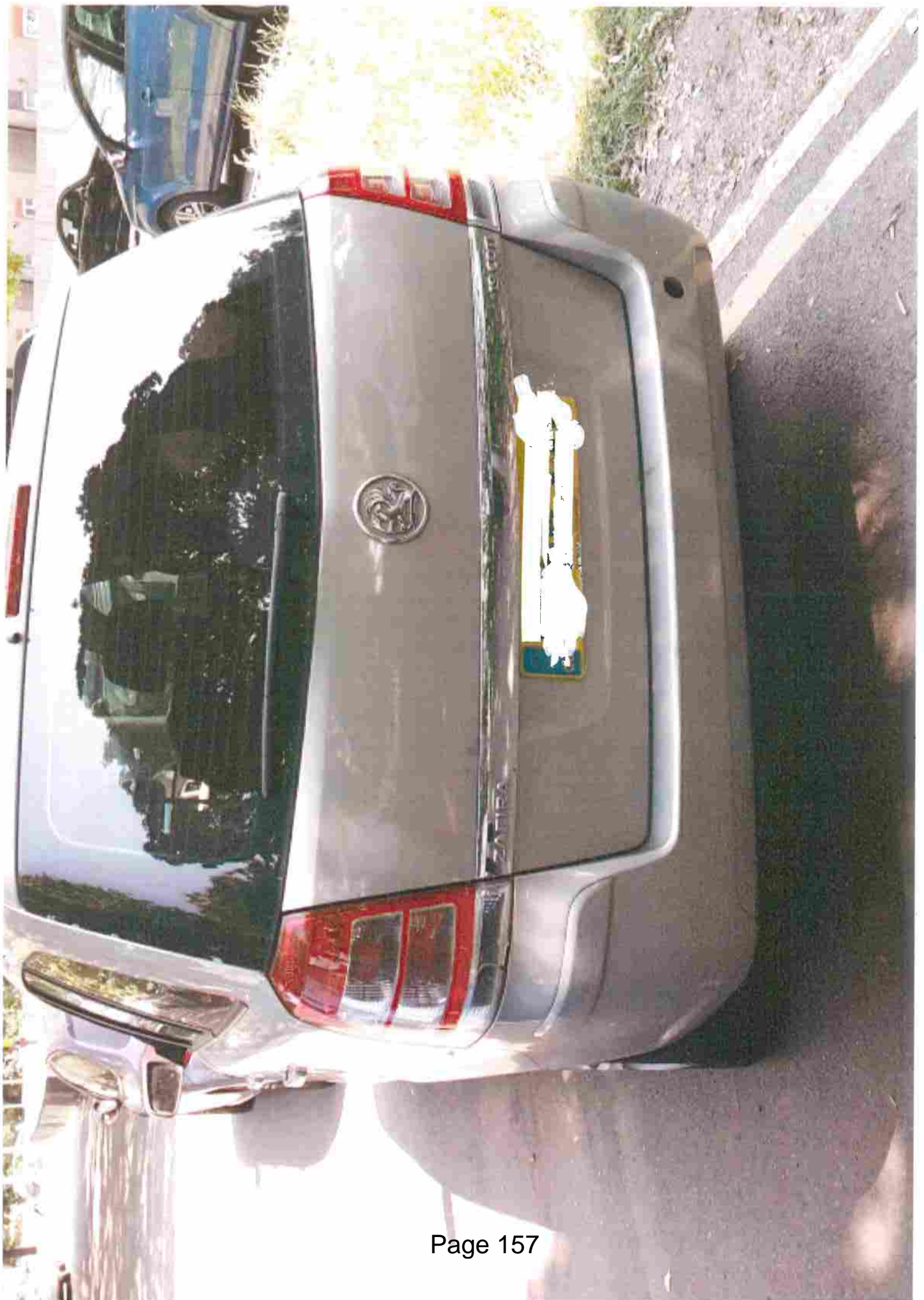
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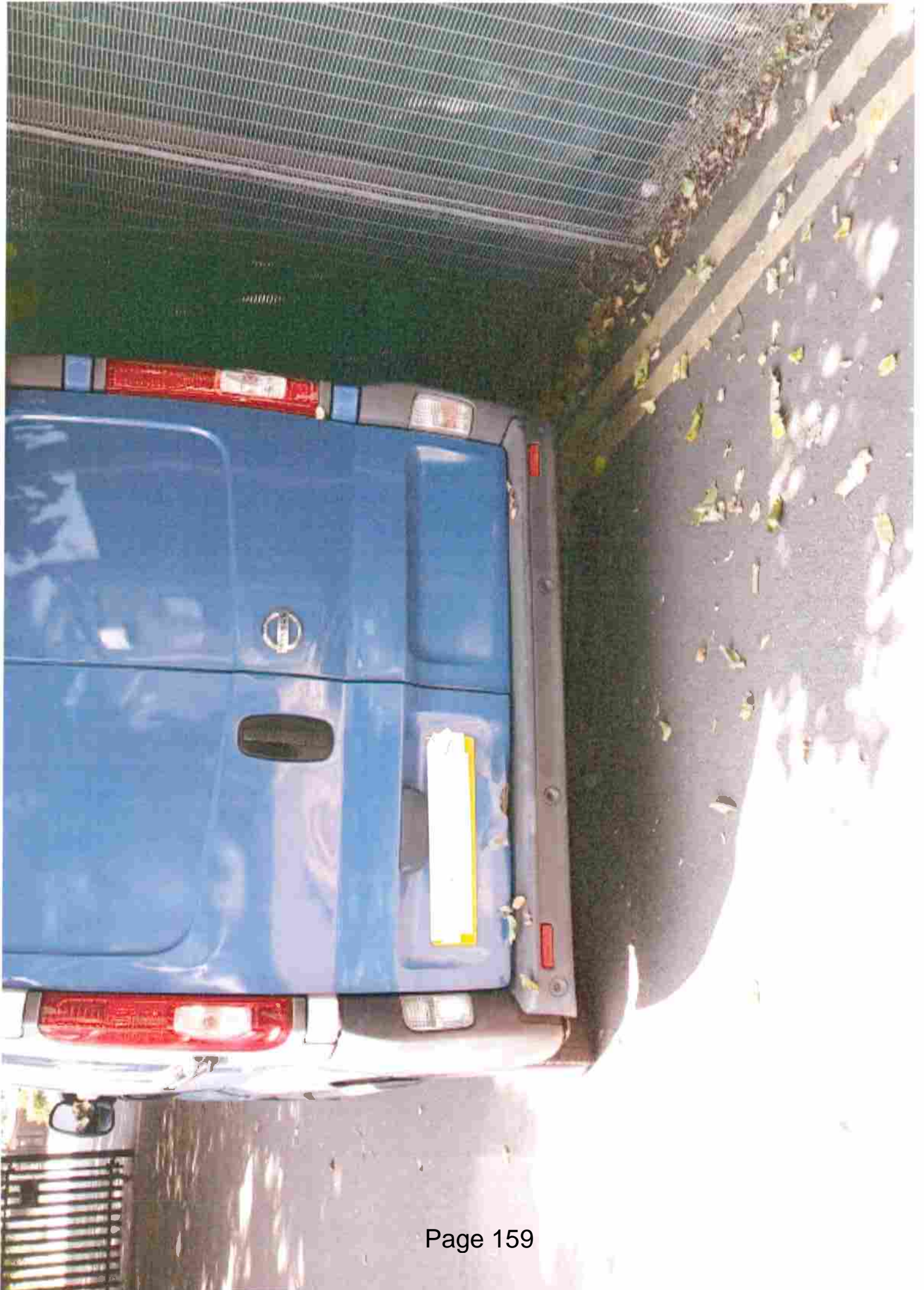






✓

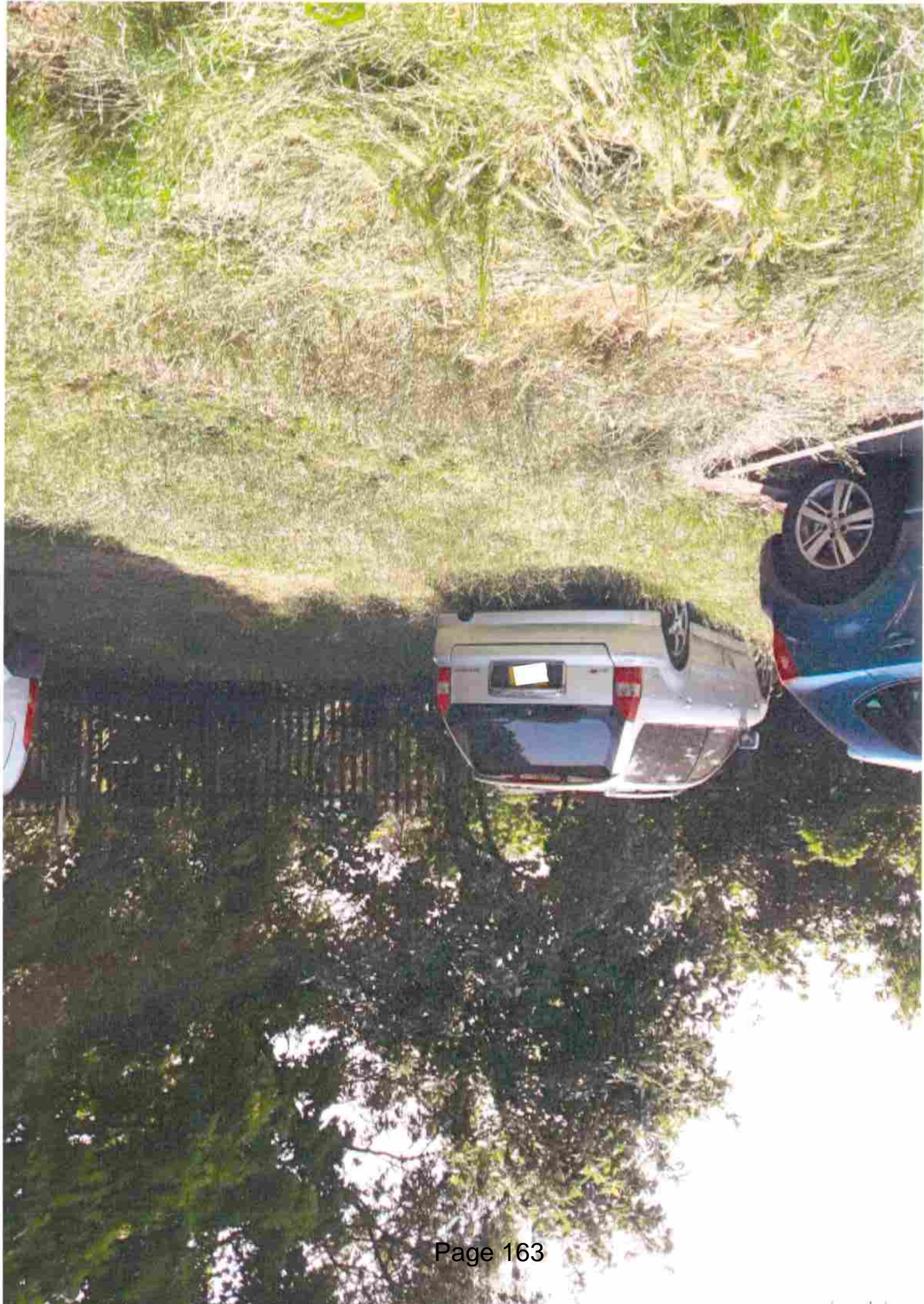




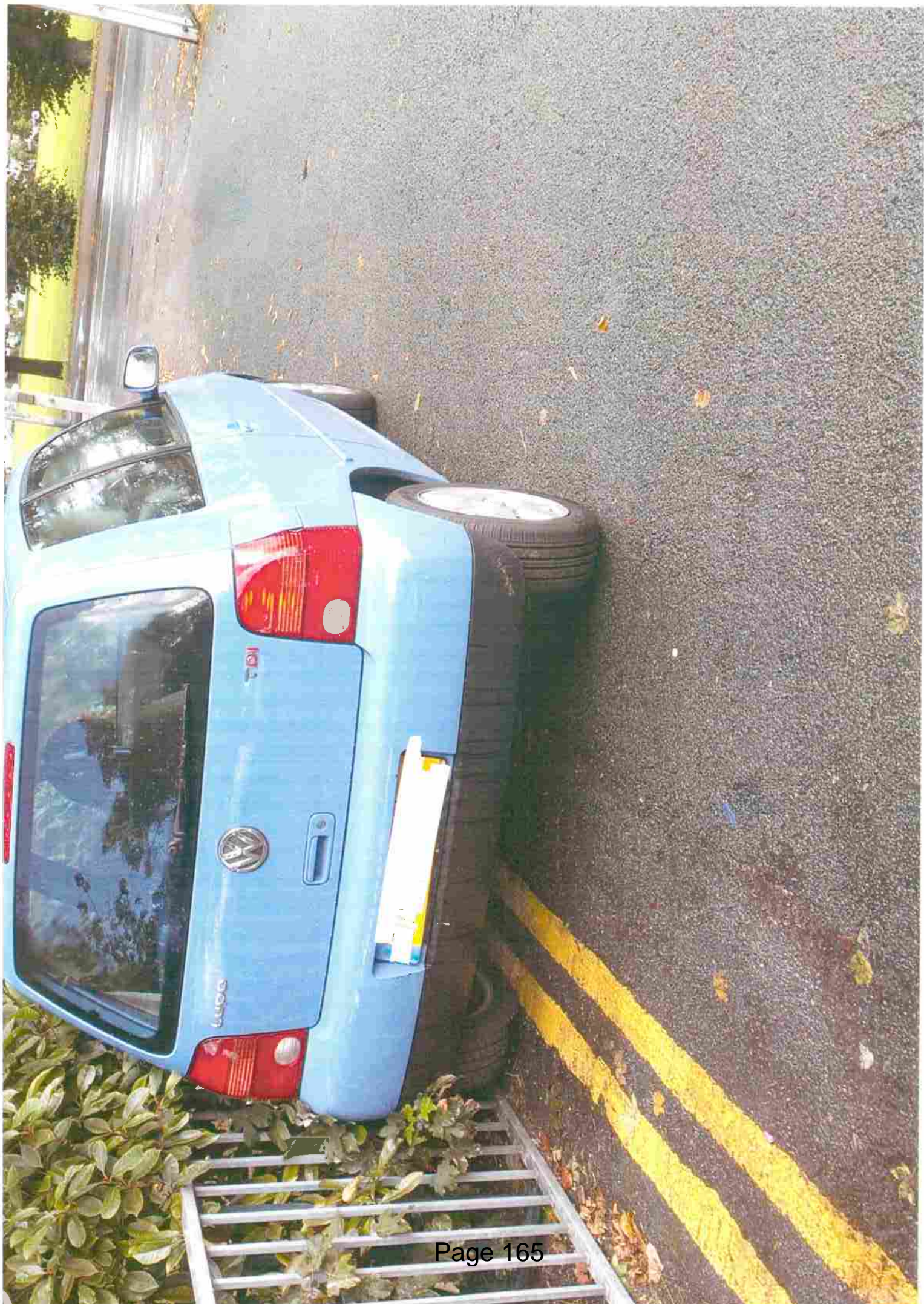






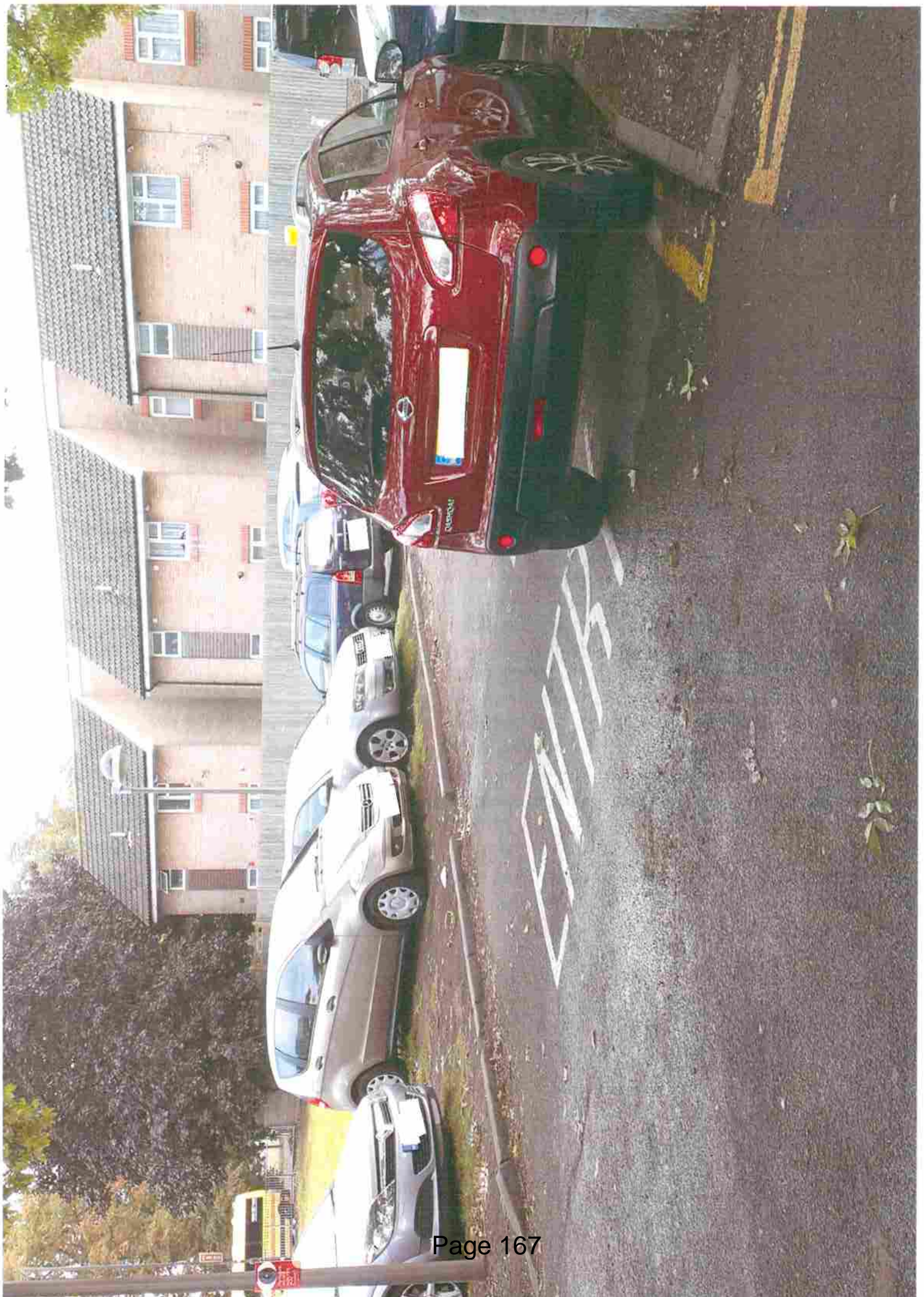












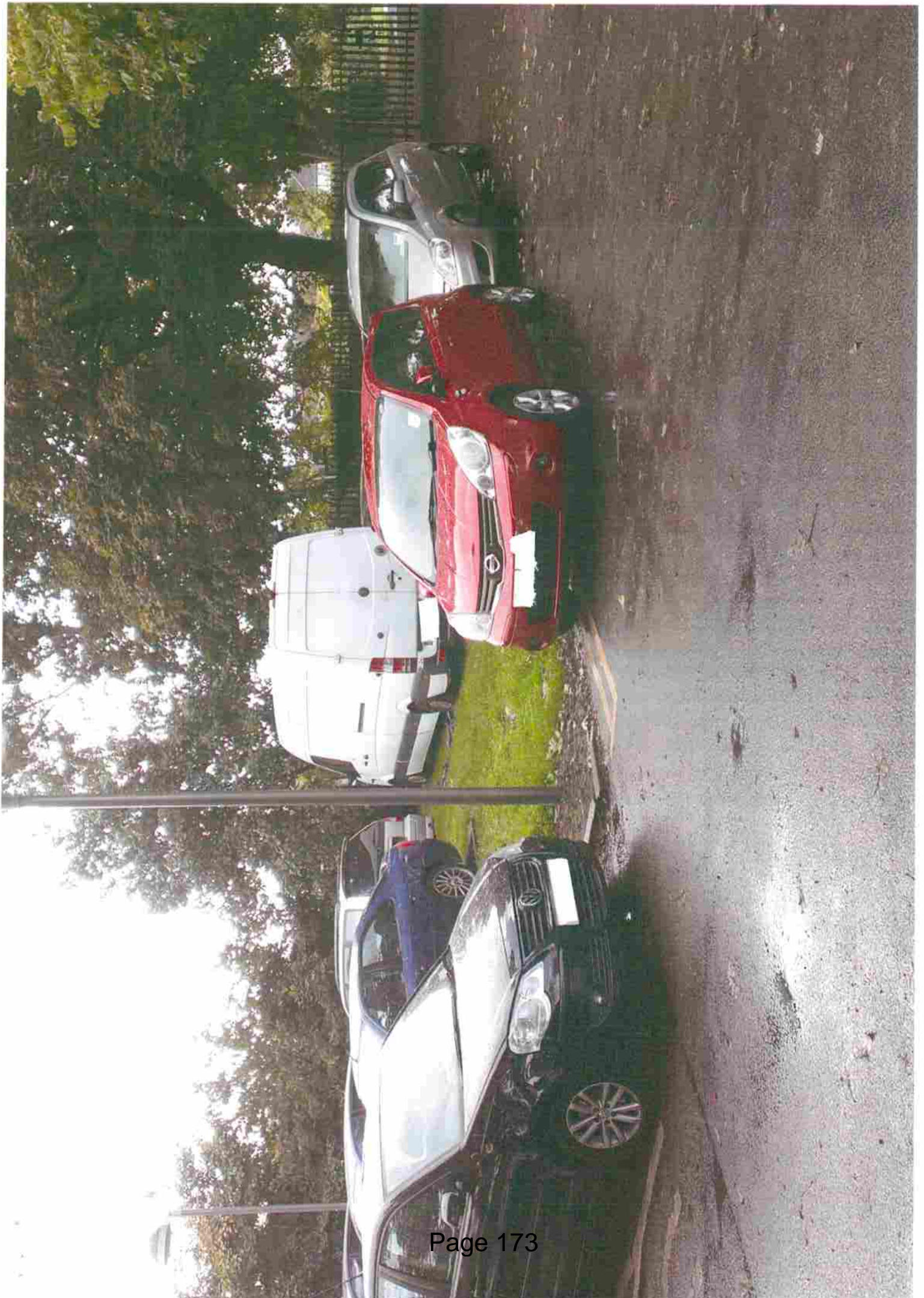










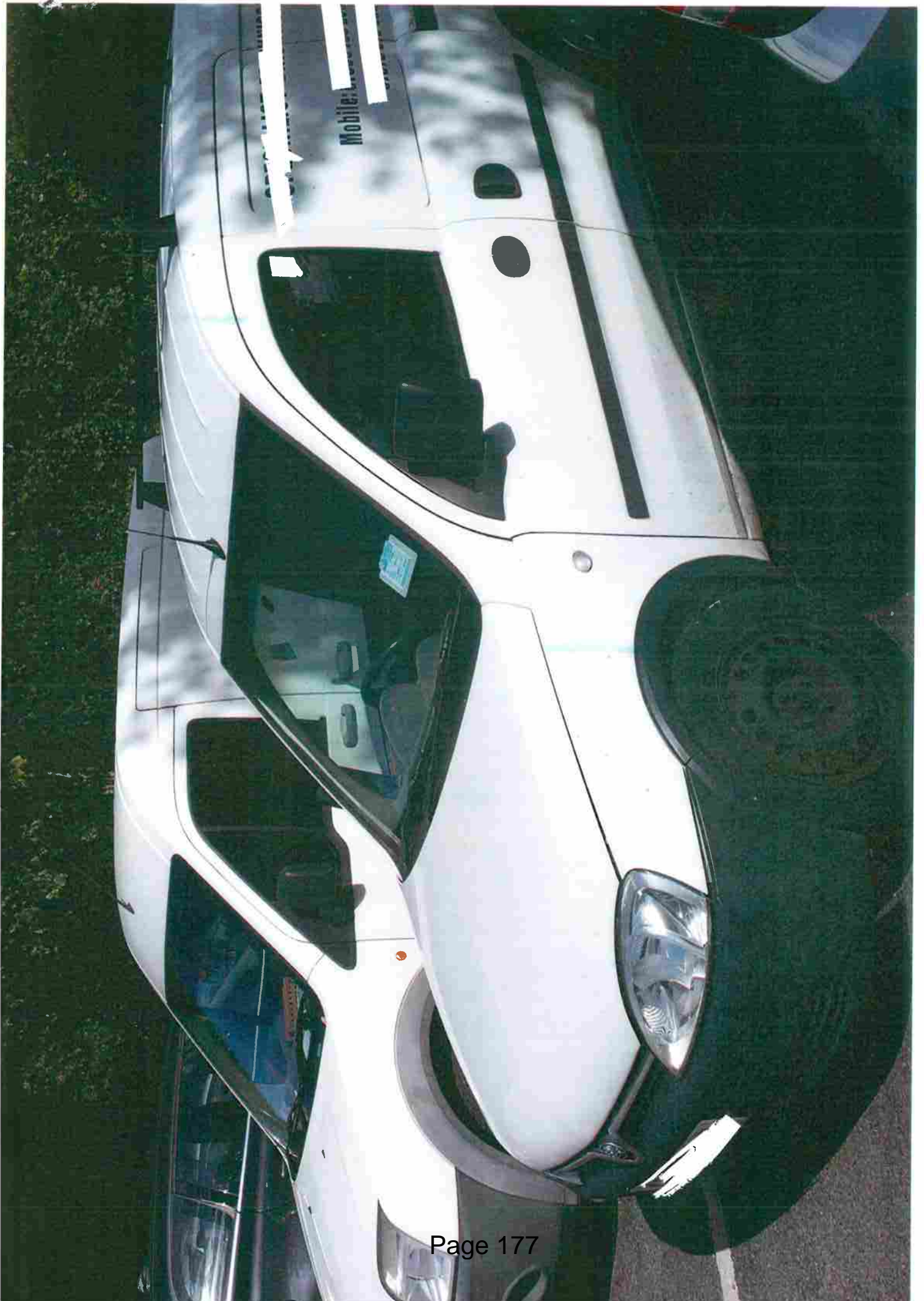














## Doug Napier

---

**From:** Alan Trumper  
**Sent:** 27 February 2014 15:26  
**To:** David Lofthouse; Doug Napier; Jonathan Turner  
**Subject:** Tamworth car park brain-dead car owners



IMAG1676.jpg

Is their a budget to put bars between the tree.

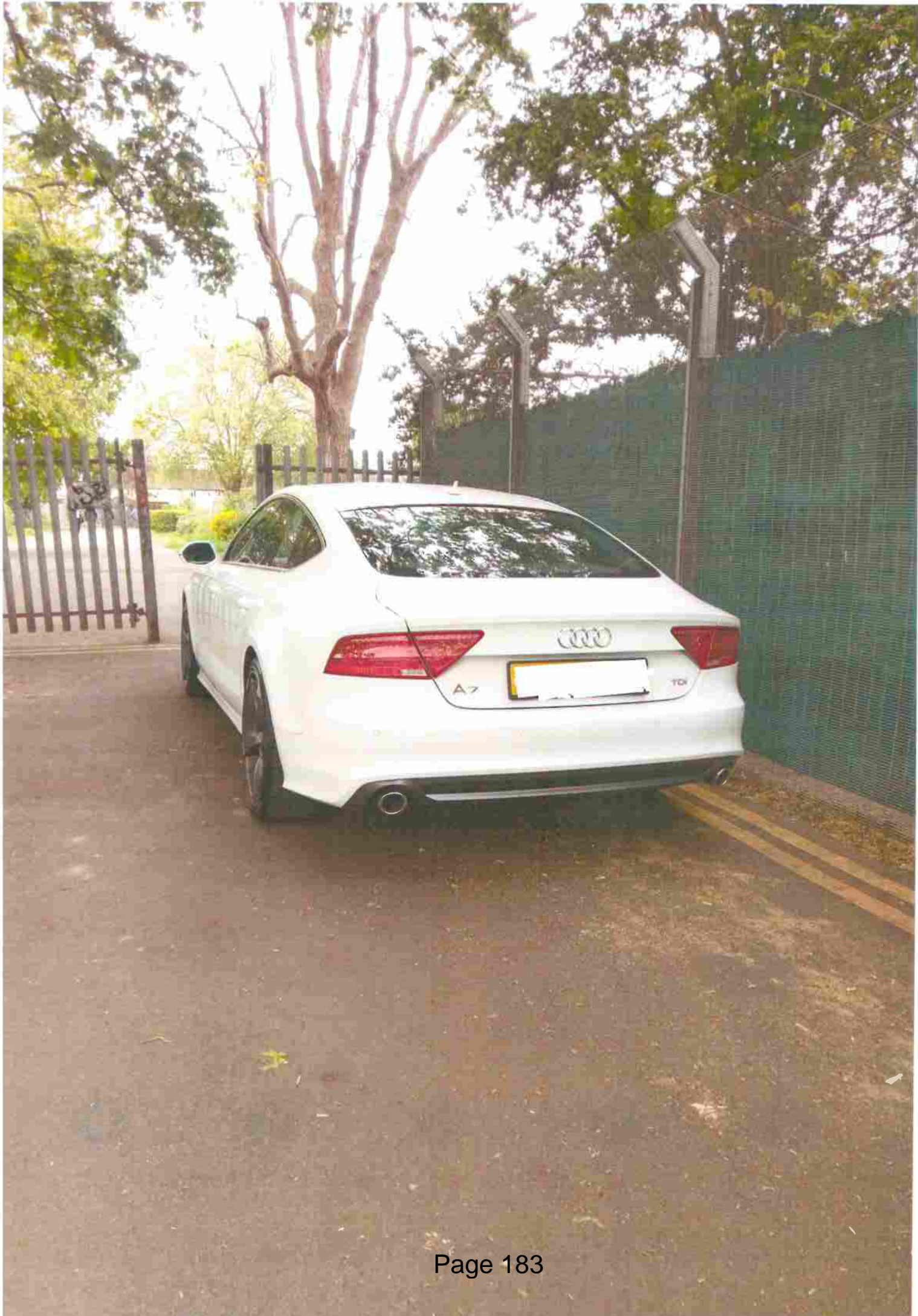
posts to stop the same couple of car owners parking in the

















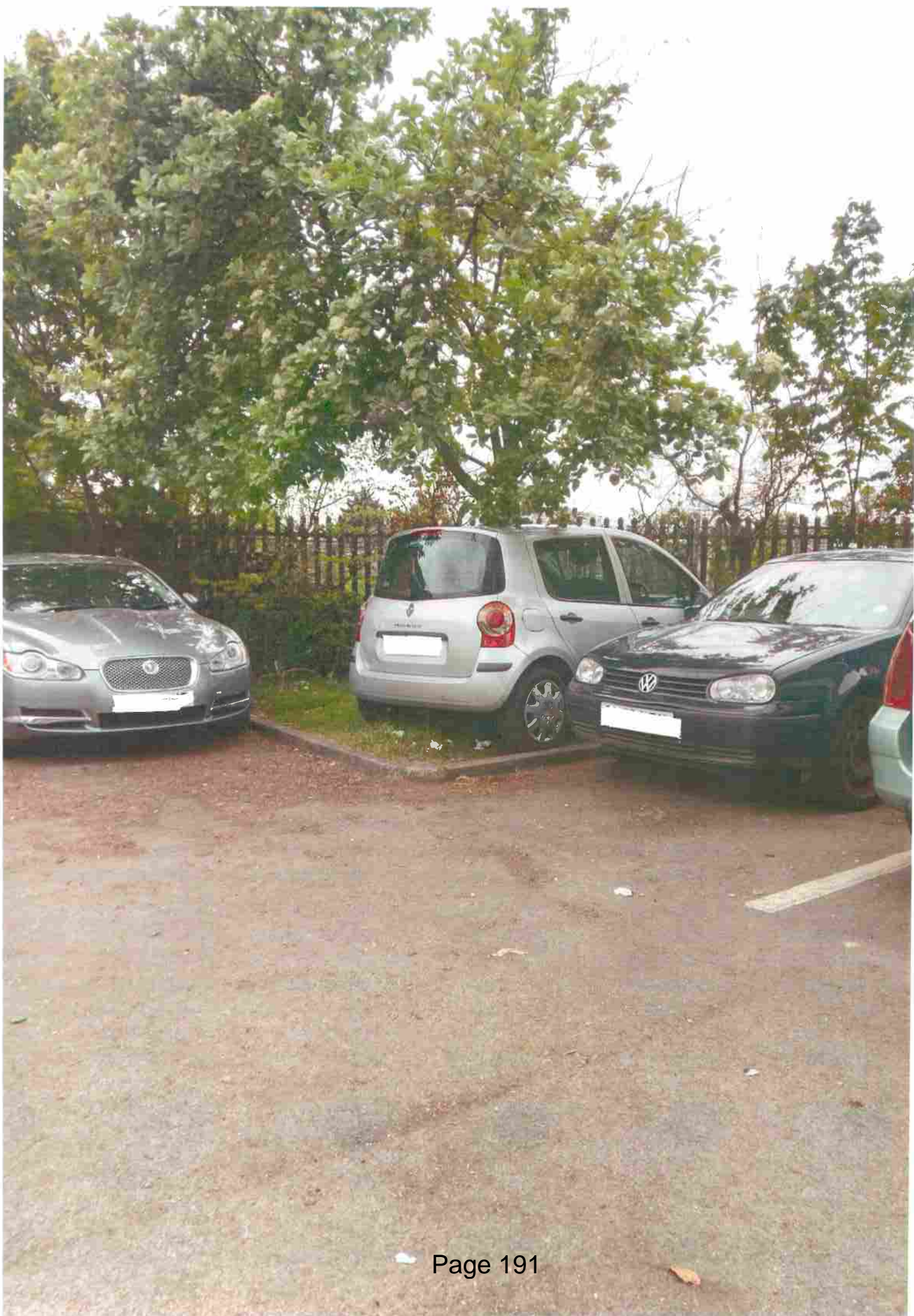




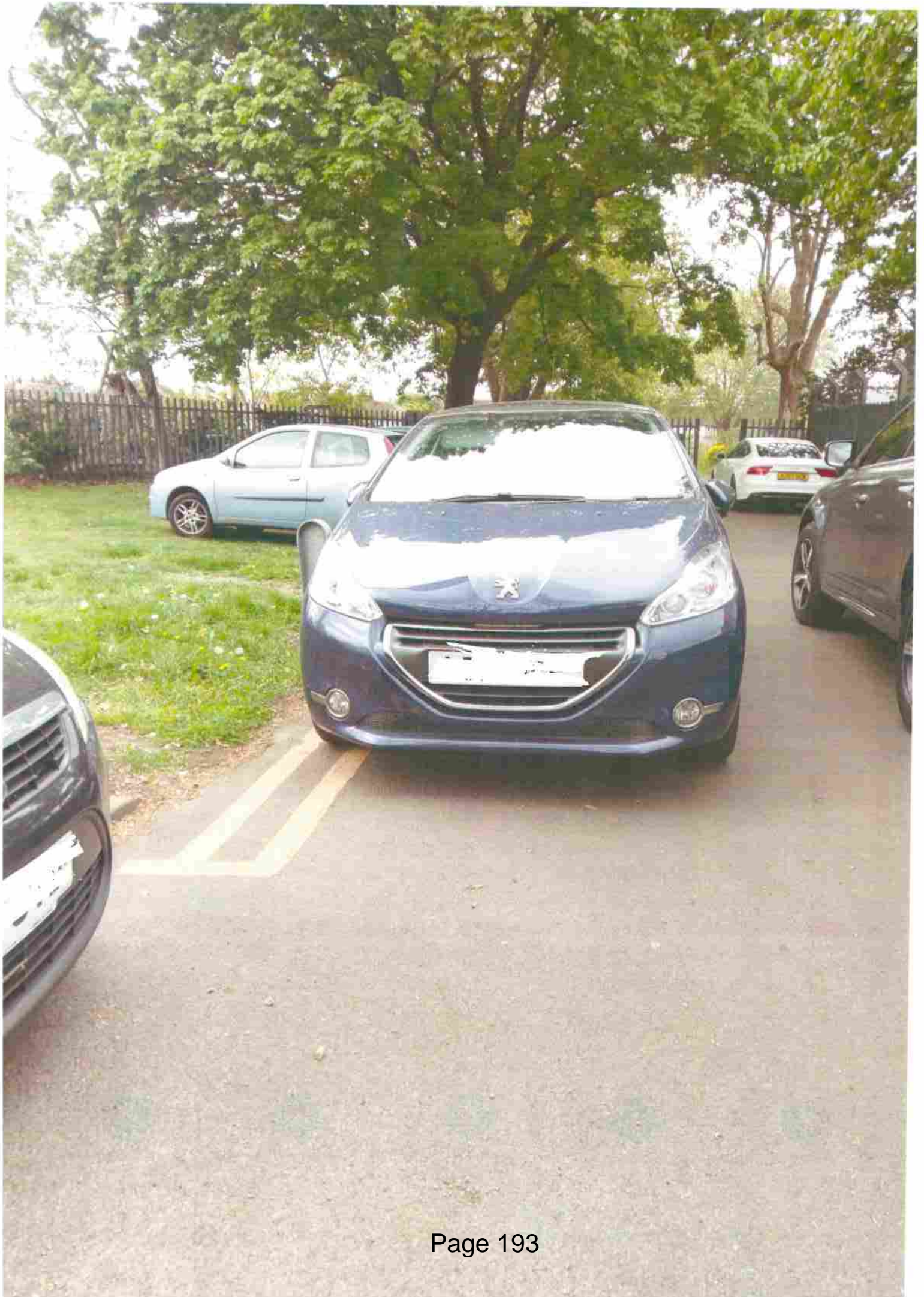














APPX B

**Doug Napier**

---

**From:** complaints  
**Sent:** 14 June 2016 08:29  
**To:** Doug Napier  
**Subject:** RE: Car Park  
**Attachments:** Parking enforcement.docx.pdf

Thanks Doug.

We're not logging this as a complaint, if you could just respond direct to the resident, answering her questions and the reasons for introducing the car parking charges, etc. that will be fine. Please copy us into your reply.

Claire

---

**From:** Doug Napier  
**Sent:** 13 June 2016 17:11  
**To:** complaints  
**Subject:** RE: Car Park

Yes we can, but this is a complaint about something that's not yet happened, of course!

Doug

---

**From:** complaints  
**Sent:** 13 June 2016 14:56  
**To:** Doug Napier  
**Subject:** FW: Car Park

Hi Doug

Are you responsible for this as it relates to a car park within a Greenspace?

Thanks  
Claire

**Claire Rollo**  
Complaints Team - Corporate Governance  
Corporate Services  
Merton Council  
Tel: 020 8545 4149  
Complaints Line: 0208 545 3060  
[www.merton.gov.uk](http://www.merton.gov.uk)

---

**From:** .  
**Sent:** 13 June 2016 14:31  
**To:** complaints  
**Subject:** Fwd: Car Park

Hi I have two kids at lavender children centre currently my eldest is due to start school in September which will mean I will need to use my car to do drop offs and pick ups.

Whilst I agree that a pay meter is the right thing as numerous people leave their cars in the car park. I do think that some consideration should be given to the fact that we are all working parents and need to hold up a job to be able to pay for nursery.

Is there anyway parents can be given a drop off and pick up pass that entitles us to park for 15 -20 minutes just do do drop offs and pick ups?

The nursery is expanding and surely this is the worst time to make it so difficult on parents to be able to drop off their kids?

Alternatively some machines offer 15 minutes free if you display a ticket is this an option?

Any help or consideration would be appreciated.

Thanks

Sent from my iPhone

Begin forwarded message:

**From:** MCC <[MCC@merton.gov.uk](mailto:MCC@merton.gov.uk)>  
**Date:** 13 June 2016 at 11:28:03 BST  
**To:** MCC <[MCC@merton.gov.uk](mailto:MCC@merton.gov.uk)>  
**Subject:** Car Park

Dear Parents and Carers

Please see the attached notice on the changes to the car park next to Lavender Nursery.

Kind regards

**Clare Blackwell**  
Childcare Finance & Business Support Officer  
Early Years, Childcare & Children's Centres  
London Borough of Merton

020 8274 5879  
[Clare.blackwell@merton.gov.uk](mailto:Clare.blackwell@merton.gov.uk)

*Please note my working hours are 9:30am-2:40pm Monday-Thursday and 9:30am-2pm Friday.*

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[postmaster@merton.gov.uk](mailto:postmaster@merton.gov.uk)

<http://www.merton.gov.uk>

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Appendix C

**Doug Napier**

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**From:** Chris Lee  
**Sent:** 13 June 2016 11:57  
**To:** Doug Napier  
**Cc:** Clare Nicholas  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Hi Doug , another one , could you please draft a short response for me to send

Thanks

---

**From:** Ged Curran  
**Sent:** 13 June 2016 11:54  
**To:** Sophie Jones-Lisa Barwell  
**Cc:** Chris Lee  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Kindly acknowledge and say Chris will respond.

Thanks

Ged Curran  
Chief Executive  
London Borough of Merton

T: 020 8545 3332  
E: [chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)  
W: [www.merton.gov.uk](http://www.merton.gov.uk)

---

**From:** HAMMOND, Sally [<mailto:HAMMONDSP@parliament.uk>]  
**Sent:** 13 June 2016 08:57  
**To:** .  
**Cc:** . Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Ged Curran  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear ,

Thank you for sending Stephen Hammond MP a copy of your e-mail. I can appreciate your concern, and hope that the Council will be able to respond to you on this.

Best wishes.

Sally Hammond for Stephen Hammond MP  
Office Manager

**From:** .  
**Date:** 12 June 2016 19:07:45 WEST  
**To:** "[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)" <[mary-jane.jeanes@merton.gov.uk](mailto:mary-jane.jeanes@merton.gov.uk)>, "[brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk)" <[brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk)>, "[gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk)" <[gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk)>, "[stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)" <[stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)>, "[chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)" <[chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)>

Cc: "stephen.hammond.mp@parliament.uk" <stephen.hammond.mp@parliament.uk>,  
"Gilli Lewis-Lavender" <gilli.lewis-lavender@merton.gov.uk>

**Subject: RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.**

Dear Mr Curran and Mr Alambritis

I was shocked and surprised to hear the news that there has been a pay and display meter installed in the car park of Sir Joseph Hood Memorial Playing Field and I would be keen to know the plans for cost and usage periods.

I live at Marina Avenue which is immediately adjacent to the park and I have no doubt that introducing any kind of payment scheme in the park's car park will negatively impact on the parking in Marina Avenue. At present the car park gates are opened at 9.30am and closed in the evening and this is very effective at deterring commuter parking, so I fail to see what problem the parking meters will solve, however I can see all too clearly what problems they will cause.

I agree with all of the points raised by my neighbour in his email below, so I won't repeat them here. However I would like to formally lodge my anger at the lack of consultation on installing this pay and display meter. If there had been plans to introduce a CPZ in the street next to ours then we would have received months of consultations on the matter, and controls would only have been introduced with approval by residents. I cannot see how this should be any different, as the affect on Marina Avenue will be as bad as if a neighbouring CPZ had been introduced.

I look forward to hearing your response.

Kind regards,

---

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of SJHMPPF  
cc: Raynes Park and West Barnes residents association

---

From: Gilli Lewis-Lavender  
To: [Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk); [brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk); [gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk); [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk); [chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)  
CC: [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk);  
Subject: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.  
Date: Fri, 10 Jun 2016 11:29:45 +0000

Dear Mr Curran and Mr Alambritis

Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of SJHMPF  
cc: Raynes Park and West Barnes residents association

Yours sincerely



---

**From:** [Redacted]  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

thanks for inquiring about this.

The current arrangement to deter commuter parking in the SJHMPF car park is to open the gates at 9:30 am. This measure is very effective and does mean that the car park is not really used by commuters, who instead park in Marina and the surrounding streets.

The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

Thanks



I will preface this email by saying that Sir Joseph Hood Memorial Playing field is an excellent community facility and that the council should continue to invest in it for the future. As a resident, I appreciate the recent investment in the new gates etc.

Notwithstanding the above, I would like to express my disappointment at the way pay and display (P&D) parking is being implemented by the council at the Joseph Hood Memorial playing fields in Motspur park/West Barnes.

As residents of [redacted], immediately adjacent to the park, we object to the implementation of pay and display (hours of operation currently unknown) in the park for the following reasons :-

- 1) This scheme will undoubtedly place additional parking pressure onto Marina Avenue and the surrounding residential streets.
- 2) The current arrangement of opening the gates at 9:30 AM already successfully deters commuters. Additional P&D measures will not improve the situation.
- 3) The impact on park users could be significant. The park is well used by members of the public and P&D could dissuade families and recreational users from using the facilities. As a resident I would like to see the park used to its full potential.
- 4) Rascals may be impacted. In our view a viable business in the pavilion is of benefit to the park. additional parking costs will deter customers.

in addition to the above, we are dissatisfied that:-

- 1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls or the scheme.
- 2) We have not been consulted on our views on the suitability of P&D at this location
- 3) We have not been consulted about the timings of the proposed control hours.

---

Further questions that have been raised:-

- 1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?
- 2) what is the expected revenue generation projection of the scheme?
- 3) confirmation that the funds will be ring fenced for reinvestment in the park.

A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>

**Sent:** 03 June 2016 10:05

**To:**

**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear :

I asked about the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

---

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DM

**Doug Napier**

---

**From:** Doug Napier  
**Sent:** 06 July 2017 10:29  
**To:**  
**Subject:** RE: Consultation on car parking charges for Revelstoke Road

Not being handled by us but by Traffic & Highways colleagues because of what it is.

Can't say for sure when it formally started, but there's been notices posted in the park since the consultation began.

The concept should be familiar to regular park users, however, as the P&D machines have been on site for several months now and I've been receiving enquires myself for many months too, mostly from people keen to see it operational.

Regards,

Doug

---

**From:**  
**Sent:** 06 July 2017 09:37  
**To:** Doug Napier  
**Cc:** /  
Janet  
T.  
**Subject:** Consultation on car parking charges for Revelstoke Road

Hi Doug

I'm receiving information through the grapevine details of a 'Consultation on car parking charges for Revelstoke Road'. It appears the closing date is tomorrow. If true surely we should have been included. I've copied the EC in as I've seen some disgruntled emails.

Could you let us have the facts please?

Regards





## Doug Napier

---

**From:** Doug Napier  
**Sent:** 03 June 2016 12:03  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** RE: Sir Joseph Hood Memorial Playing fields

Mary-Jane,

That's not the intention but my own impression is that parking in Marina Drive is rather difficult at the best of times.

Regards,

Doug

---

**From:** Councillor Mary-Jane Jeanes  
**Sent:** 03 June 2016 11:34  
**To:** Doug Napier  
**Subject:** RE: Sir Joseph Hood Memorial Playing fields

Dear Doug

Many thanks for your reply. I hope the charges will not put park users off coming or displace their cars onto Marina Ave and other nearby streets.

Best wishes

Mary-Jane

---

**From:** Doug Napier  
**Sent:** 02 June 2016 07:15  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** RE: Sir Joseph Hood Memorial Playing fields

Mary-Jane:

It is for P&D parking. It's our attempt to tackle the awful commuter parking problems at Sir Joe. We get complaints that there's never any parking spaces there for park users, despite the park being largely empty.

Regards,

Doug

---

**From:** Councillor Mary-Jane Jeanes  
**Sent:** 01 June 2016 17:15  
**To:** Doug Napier  
**Subject:** Sir Joseph Hood Memorial Playing fields

Hi Doug

I've been contacted by residents who have seen a base being constructed in the car park at SJHMP by the recycling bins. They are worried that it might be for a Pay and Display machine.

Please could you let me know what it is for.

Many thanks

Mary-Jane

JN

**Doug Napier**

---

**From:** Publicspace  
**Sent:** 02 June 2017 07:51  
**To:**  
**Subject:** RE: TAMWORTH RECREATION  
**Attachments:** 20170601\_065809.jpg; 20170601\_065746.jpg

Dear ,

Thank you for the photos. I hope you are well.

I can confirm that the grass will be cut today.

Have a good weekend.

Kind regards

Jezz

---

**From:** .  
**Sent:** 01 June 2017 09:12  
**To:** Publicspace  
**Subject:** TAMWORTH RECREATION

When are these lawns going to be mown please. The attached photos are self explanatory.

We were also informed months and months ago that the parking meter would be active in the Spring. It has been a year now?

Regards

Sent from Samsung Mobile



AGK Jm

**Doug Napier**

---

**From:** [redacted]  
**Sent:** 09 November 2016 22:03  
**To:** Doug Napier  
**Cc:** [redacted]  
**Subject:** Fwd: Website Enquiry

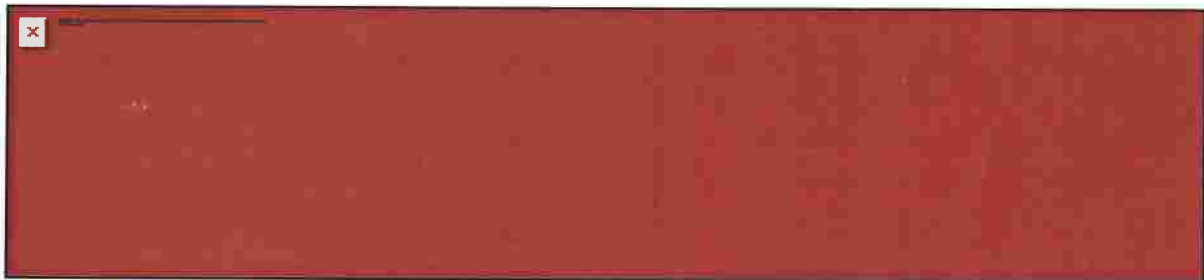
Hi Doug

With reference to this FOWP member enquiry, could you enlighten us please so that I can reply to the enquiry and others like it.

Many thanks

-----Original message-----

**From:** [redacted]  
**Date:** 09/11/2016 - 21:39 (GMTST)  
**To:** [redacted]  
**Subject:** Website Enquiry



### General Enquiries

**Name:**

**Email:**

**Phone:**

**Your message:**

Hello  
Do you know what is happening with the parking meter in the car park, it seems to have gone.

Thanks



*BRK JM*

**Doug Napier**

---

**From:** Doug Napier  
**Sent:** 11 November 2016 08:16  
**To:**  
**Subject:** RE: RE: Website Enquiry

Yes, others have made this same point, especially those who manage events! I don't imagine that it will return in the very same spot. Operational early in the New Year now I reckon.

Kind regards,

Doug

**From:** Doug Napier  
**Sent:** 10 November 2016 22:04  
**To:** Doug Napier  
**Subject:** Re: RE: Website Enquiry

Thanks Doug. Yes that makes sense. What doesn't make sense is why it was put there in the first place! When is it likely to come into operation please?

-----Original message-----

**From :** [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)  
**Date :** 10/11/2016 - 07:11 (GMTST)  
**To :**  
**Subject :** RE: Website Enquiry

Removed temporarily pending relocation as it was blocking common access routes into the main field - for events purposes in particular.

Trust this makes sense.

Regards,

Doug

**From:** Doug Napier  
**Sent:** 09 November 2016 22:03  
**To:** Doug Napier  
**Cc:**  
**Subject:** Fwd: Website Enquiry

Hi Doug

With reference to this FOWP member enquiry, could you enlighten us please so that I can reply to the enquiry and others like it.

Many thanks

Page 213

-----Original message-----

From : [redacted]

Date : 09/11/2010 - 21:39 (GMTST)

To : [redacted]

Subject : Website Enquiry



## General Enquiries

Name:

[redacted]

Email:

Phone:

Your message:

Hello  
Do you know what is happening with the  
parking meter in the car park, it seems to have  
gone.

Thanks

Email sent [redacted]

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<http://www.merton.gov.uk>

---



Jm

---

**Doug Napier**

---

**From:** .....  
**Sent:** 10 June 2016 19:31  
**To:** Nick  
**Cc:** Doug Napier;  
**Subject:** Re: Parking meter

One also wonders who, if any, will still enjoy free parking?



Virus-free. [www.avast.com](http://www.avast.com)

On 10 June 2016 at 11:29, ..... wrote:  
Hi Doug

I've heard rumours and now a parking meter has appeared. Could you update us please?

Regards

-----Original Message-----

**From:** .....  
**Sent:** 09 June 2016 16:17  
**To:** .....  
**Subject:** FW: Parking meter

Hi .

Do you know what is happening with regard to parking charges ( ..... query below). Have we had any confirmation whether this is happening, what the charges will be and which hours they will apply?

Thanks

On 09/06/2016 15:..

..... wrote:

>Dear . .



AK TM

**Doug Napier**

---

**From:** Doug Napier  
**Sent:** 25 January 2017 12:50  
**To:**  
**Subject:** RE: Wimbledon Park

Yes, that's still our position. But there's a formal consultation hurdle to overcome that may raise some issues that we will need to reflect upon.

Regards,

Doug

-----Original Message-----

**From:**  
**Sent:** 25 January 2017 11:26  
**To:** Doug Napier  
**Subject:** RE: Wimbledon Park

Doug,

Thanks for your quick reply.

Please can you confirm that the details below still apply?

"The proposal is that parking charges will apply from 8am to 4pm. Charges will apply between Monday and Saturday, not Sundays or bank holidays. Parking will not be permitted between 11pm and 6am. Sanctions can therefore be applied to vehicles left overnight."

Regards,

> The meter will be coming back - it's currently in storage on site. It  
> was removed in order to provide better access to the field for the  
> fireworks event. I'm anticipating it will be in full operation by the  
> time that the new spring/summer season comes around.

>  
> Regards,

>  
> Doug

>  
> -----Original Message-----

> **From:**  
> **Sent:** 20 January 2017 09:05  
> **To:** Doug Napier  
> **Subject:** Wimbledon Park

>  
> Doug,

> I'm putting together the next edition of the SGRA newsletter and I'd  
> like to include an update on the proposed parking meter in Wimbledon  
> Park. It was removed a short while after our previous correspondence  
> and I'd like to get some information on why that was and if there are  
> any future plans to reintroduce a meter. Is it a case of waiting until

> there is clarity on the wider park redevelopment plans?  
> Regards,  
>  
>  
> :  
>>  
>> Not quite sure why the proximity to Southfields Tube Station is  
>> especially relevant here; clearly the RR car park is almost as close  
>> to Wimbledon Park tube station and, personally I've always  
>> considered RR to be the main park entrance and is where most of the  
>> car parking pressures arise. Clearly we will be monitoring any  
>> "shifts" that the  
> current proposals may stimulate.  
>>  
>> We've settled on 5 parks for this scheme for now.  
>>  
>> Doug  
>>  
>> -----Original Message-----  
>>  
>> Sent: 16 June 2016 10:24  
>> To: Doug Napier  
>> Subject: RE: Wimbledon Park  
>>  
>> Many thanks Doug.  
>> I'm pasting draft copy below. Please alert me to any factual inaccuracies.  
>> Regards,  
>>  
>> Park to introduce parking charge  
>> A parking meter is due to start operating in Wimbledon Park's  
>> Revelstoke Road car park from September. It's one of six parks in  
>> Merton where the council is targeting commuters who deprive  
>> legitimate park  
> users of parking spaces.  
>>  

---

  
>> Subject to consultation, the standard charge will be 30p per hour.  
>> Mobile phone payments will be accepted as well as coins.  
>>  
>> The proposal is that parking charges will apply from 8am to 4pm.  
>> Charges will apply between Monday and Saturday, not Sundays or bank  
>> holidays. Parking will not be permitted between 11pm and 6am.  
>> Sanctions can therefore be applied to vehicles left overnight.  
>>  
>> However, there are no current plans to install a meter in the  
>> Wimbledon Park Road car park, despite the fact that it is the closer  
>> of the park's two car parks to Southfields tube station. Doug  
>> Napier, Merton's Environment and Regeneration Greenspaces Manager,  
>> said installing a meter there would require significant investment  
>> in  
> resurfacing and painting parking bay lines.  
>>  
>>

>>  
>>>  
>>> The plans will be subject to local consultation but the current  
>>> plans  
> are:  
>>>  
>>> 30p per hour is the standard charge at WP. Mobile phone payments  
>>> will be possible as well as coins.  
>>>  
>>> The proposal is that parking charges will apply from 8am to 4pm.  
>>> Charges will apply between Monday and Saturday, not Sundays or  
>>> Bank  
>> Holidays.  
>>>  
>>> Parking will not be permitted between 11pm and 6am. Sanctions can  
>>> therefore be applied to vehicles left overnight.  
>>>  
>>> Kind regards,  
>>>  
>>> Doug  
>>>  
>>>  
>>> -----Original Message-----  
>  
>>> Sent: 15 June 2016 09:26  
>>> To: Doug Napier  
>>> Subject: RE: Wimbledon Park  
>>>  
>>> Many thanks Doug,  
>>>  
>>>  
>>>> Will reply later today.  
>>>>  
>>>> Infrastructure?: yes, spot on below.  
>>>>  
>>>> Doug  
>>>>  
>>>> -----Original Message-----  
>>>> From  
>>>> Sent: 15 June 2016 09:01  
>>>> To: Doug Napier  
>>>> Subject: Wimbledon Park  
>>>>  
>>>> Doug,  
>>>> Just one more thing I want to clarify. When you mentioned of the  
>>>> need to invest in "infrastructure"  
>>>> in the Wimbledon Park Road car park should that have a meter,  
>>>> can you explain what that involves...  
>>>> resurfacing, parking bay markings?  
>>>> We're going to press at the end of this week so I'd be really  
>>>> grateful to get the details on the proposed parking fee  
>>>> structure when you have  
>>> time.  
>>>> Regards,

>>>  
>>>>  
>>>> -----  
>>>> --  
>>>> --  
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>

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**Doug Napier**

---

**From:**  
**Sent:** 27 October 2013 18:14  
**To:** Doug Napier  
**Cc:**  
**Subject:** RR car park  
**Attachments:** Proposed RR Car Park Works amended.xls

Hi

We're pleased to learn that the hard core is to be removed and the area restored to grass. I don't know whether you've had a chance to look at our proposals in the FOWP Project Plan Detail (PPD) but in case you haven't I've copied it in below. Some are straightforward and others will need a lot more thought. They also involve other departments and Wandsworth.

We're currently carrying out a consultation with residents mainly in Revelstoke Road. A not to scale sketch is attached to give some idea of our approach which is to separate and screen the vehicles and connect up the missing footpaths. We're particularly concerned about safety as you can see.

What we say in FOWP Project Plan Detail on Revelstoke Road in section 43 is:

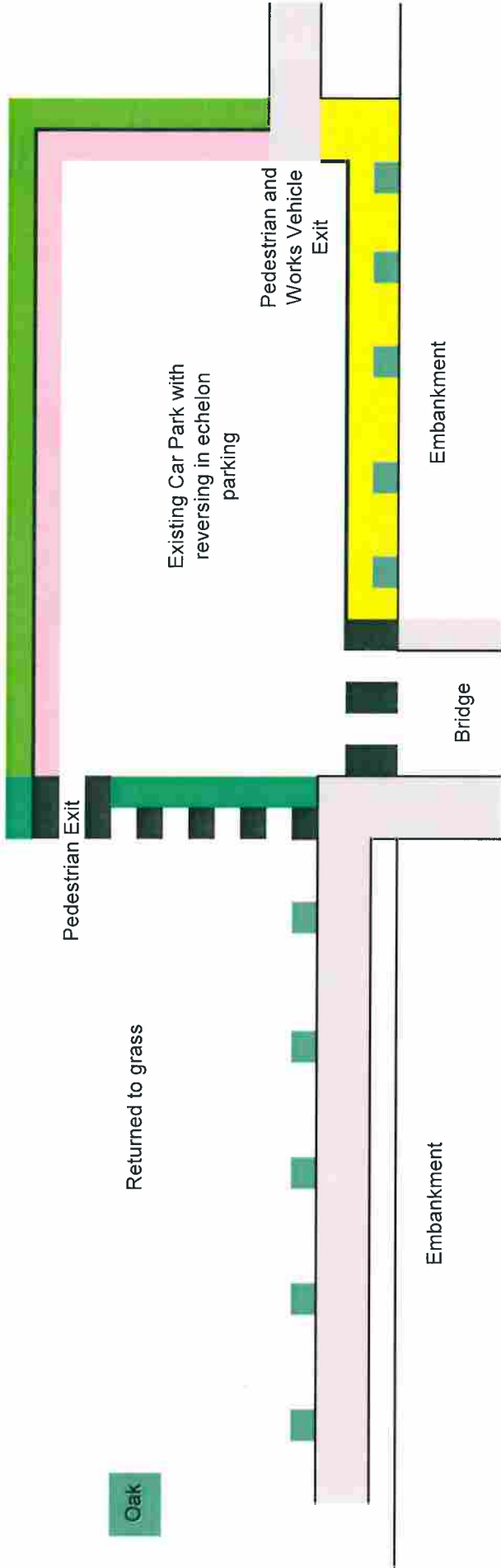
- 43) Revelstoke Road restructuring
  - a. It's proposed that a 20 mph speed limit be imposed on Revelstoke Road.
  - b. That speed humps are considered.
  - c. That a one way section from Melrose Avenue to Braemar Avenue be considered to break up traffic flow.
  - d. At the junction with Melrose Avenue and Elsenham Street:
    - i. A brightly coloured cushion table to be added to slow traffic.
    - ii. The western pavement corners to be extended and planters to be sited so providing a welcome to the park.
  - e. A gate to be fitted to the northern side to connect with the path inside.
  - f. The location of and need for the turnstile gate to be considered.
  - g. Pavements at gates to be extended to make it safer for pedestrians to cross the road, first and foremost but to also allow for planters.
  - h. The existing car park to be moved west so that a path can run northwards alongside the embankment to connect with the perimeter path.
  - i. A fruit hedge to be planted to screen the car park.
  - j. A one way vehicle route with echelon parking in the centre.
  - k. A charge should be made for parking.
  - l. A drop off facility needs to be considered.
  - m. The car park extension to be returned to grass.

regards



## Revelstoke Road Car Park - Details of proposed changes (Not to Scale)

See notes below



### NOTES:

- |   |  |
|---|--|
| A | Proposed hedge/trees around the car park to screen the cars from the users of the Park. Format of the hedge to be similar to the fruit hedge in Durnsford Rec of adequate height for screening purposes and a solid 'wall' to prevent pedestrians from walking through. There should also be a fence initially to prevent walking through.   |
| B | The existing tarmac path around the car park is ostensibly to make pedestrians walk around the car park rather than through it. It is very rarely used for this purpose. Incorporating this path into the existing car park would slightly enlarge it to make up for the loss due to the proposed pathway (yellow). The existing fence to be moved outwards by approx. 3 feet.                               |
| C | This is the proposal to replace the existing path around the car park. It would enable persons entering the park from under the bridge to turn right and walk around the edge without entering the car park and persons already in the park to walk straight along without the need to enter the car park (with the help of a pedestrian crossing - see below). It would be fenced to prevent cars entering. |
| D | These are the proposed pedestrian crossings which will allow pedestrians to cross the vehicle entrance/exit road under the bridge and  |

	<p>give direct access from the existing path way (see below) to the grassed area via an exit in the hedge.</p>
E	<p>This is the existing pathways in the vicinity of the car parks</p>
F	<p>The proposed exits from the car park work on the principle that the shortest distance between two points is a straight line. There is no exit from the top right corner of the existing car park because the car park is wedge shaped and there is little distance between a parked car and the 'Pedestrian and 'Works Vehicle Exit'. It is hoped that thorned shrubs/hedges will eventually prevent pedestrians from using the hedge/tree area for access.</p>
G	<p>Approximate number of existing trees. These would remain, although this type of tree is, apparently, costly to maintain.</p> <p>Trees</p>

**Doug Napier**

---

**From:** Chris Lee  
**Sent:** 17 June 2016 11:43  
**To:** Clare Nicholas - Env Services  
**Cc:** Doug Napier  
**Subject:** RE: Lavender Children Nursery - Car Park Pay meter

Fine

---

**From:** Clare Nicholas - Env Services  
**Sent:** 16 June 2016 15:11  
**To:** Chris Lee  
**Subject:** FW: Lavender Children Nursery - Car Park Pay meter

For your approval – will be going via email – happy to top and tail

**Clare Nicholas**  
*Executive Assistant to Chris Lee, Director of Environment & Regeneration*  
Tel: 020 8545-3051  
[www.merton.gov.uk](http://www.merton.gov.uk)

Intimate outdoor picnic concerts, Live at Wimbledon Park  
August 26-29, find out more at [merton.gov.uk/live](http://merton.gov.uk/live)



---

**From:** Doug Napier  
**Sent:** 16 June 2016 12:09  
**To:** Clare Nicholas  
**Subject:** RE: Lavender Children Nursery - Car Park Pay meter

Proposed reply letter content:

Dear

Thank you, etc.

I am able to confirm that the car park at Tamworth Rec is indeed managed by the Council and is administered by the Environment & Regeneration Department, which is a department of the Council and not a private company.

This car park was originally designed to serve the needs of recreational users of the complex of open spaces in that vicinity but currently suffers from extraordinary levels of parking congestion, mostly unrelated to leisure uses, hence why we have reluctantly decided to introduce this scheme.

To clarify, the scheme is not being introduced in order to inconvenience or penalise users of the children's centre and, bearing that point in mind, we are proposing to introduce the charges between 8am and 4pm only and at a fee of 30p per hour, paid in 20 minute time slots with a minimum charge of 10p. The minimum period of 20 minutes for 10p would clearly cover most reasonable drop-off needs for users of the centre.

The anticipated spin-off benefit for all recognised and reasonable users of the site will be that there will be considerably more parking spaces available at any given time and that there will be considerably fewer vehicle movements on this small site too, something I'm sure that users of the children's centre would appreciate and welcome.

---

**From:** Doug Napier  
**Sent:** 13 June 2016 12:20  
**To:** Alan Trumper  
**Subject:** FW: Lavender Children Nursery - Car Park Pay meter

And another. Again ducks required.

Doug

---

**From:** Chris Lee  
**Sent:** 13 June 2016 12:18  
**To:** Doug Napier  
**Cc:** Clare Nicholas  
**Subject:** FW: Lavender Children Nursery - Car Park Pay meter

Doug , is this one of yours ?

Could you draft a reply for me please

Thanks

---

**From:** I  
**Sent:** 11 June 2016 21:27  
**To:** Alan Trumper; Chris Lee  
**Subject:** Lavender Children Nursery - Car Park Pay meter

Dear Chris Lee (hopefully I have the correct email)

I am emailing in connection to the new parking meter placed in the car park which is located right next to the Lavender Children Nursery. I truly welcome this meter as the car park at times is heavily congested, and I have been made aware that the cost are very reasonable.

However, I am concerned that there is lack of information with regards to a quick drop off/pick up point (if any). As a mother of two children that attend the nursery I regularly use the car park for a maximum 15mins (on a Thursday and Friday) dropping and collecting the children as do many other parents throughout the week.

Having spoken with staff at the nursery, they advised that Merton Council do not run the car park. That it is Environment and Regeneration Department. I find this VERY strange considering on a quick google search your division is connected with Merton Council. So in fact any monetary value gained from the car park (including fines) Merton Council as a whole gains.

Merton Councils Children's division are currently going through a restructure, expanding the current nursery by two extra rooms. I do find it very strange that the same Council has not joined up its many divisions and been open and transparent with regards to the car park or taken into account the location (on a main road).

I would welcome some feedback with regards to a quick drop off/pick up point, as due to the location of the nursery (on a main road) the only way parents with cars can drop of their children SAFELY is using the car park.



However, if I am totally wrong about Environment and Regeneration Department being part of Merton Council, then I do apologies. But then I would like to know when/how the car park was sold/subcontracted to a private firm to run.

Note that I am copying in Alison Jones, who is the Head of Early Years, Childcare and Children's Centres for London Borough of Merton in case you wish to discuss anything with her.

I look forward to your response

Kind regards



CL

## Doug Napier

---

**From:** Doug Napier  
**Sent:** 01 August 2017 09:03  
**To:** Paul Atie  
**Cc:** Jonathan Turner  
**Subject:** RE: ES/OFFSTREET Proposed car park: Sir Joseph hood Memorial Playing Fields

Long and complicated enquiry. Easier to talk. What do you wish to address?

The consultation process I will leave to you as you must do this exercise often. But what's the point of a consultation in advance of the formal consultation? What are we currently engaged in if it's not a consultation? Everybody is having an equal chance and, of course, it was no secret that the scheme was coming as they've had 12 months to warm up to it.

The consultation was *always* planned, of course, as it's a requirement, but been delayed and delayed for various reasons. The meters went in *early*, admittedly, and so in effect we are consulting on the details of the charging. Here is an opportunity for people to affect those details, but we are getting moanings about having the scheme at all.

There is no currently commuter problem because **we** have **taken to** locking the gates until 9.30am! This is a temporary measure only, agreed with Little Rascals to protect some parking for their customers. Otherwise the car park would be full or near full before 9am, as it was previously. People seem to have forgotten this.

The park opens at 8am and we *have* had complaints about the parking not being available then. P&D will give us the best of both worlds!

There are already parking problems in Marina Drive. P&D will not make those worse and may even ease them as the park will be open for longer for vehicles.

Doug

---

**From:** Paul Atie  
**Sent:** 31 July 2017 16:58  
**To:** Doug Napier; Jonathan Turner  
**Subject:** RE: ES/OFFSTREET Proposed car park: Sir Joseph hood Memorial Playing Fields

Jonathan/Doug,

Can I please have some comments on the Councillors email below to add to the report.

Regards,

Paul Atie  
Senior Parking Engineer (futureMerton)  
Environment and Regeneration|London Borough of Merton|  
Direct Line: 020 8545 3337  
Email: [paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)  
Merton Council - Putting You First

**From:** Councillor Mary-Jane Jeanes

**Sent:** 06 July 2017 17:42

**To:** Paul Atie

**Cc:** Chris Lee

**Subject:** REF: ES/OFFSTREET Proposed car park: Sir Joseph hood Memorial Playing Fields

Dear Paul

## **Response to Parking consultation: ES/OFFSTREET**

### **Proposed car park: Sir Joseph Hood Memorial Playing Fields**

I have received a lot of comments about this proposal since the base of the Pay and Display meter was installed in Sir Joseph Hood Memorial Playing Fields a year ago.

I was first made aware of the installation of the P&D base when Mr [redacted], who lives in Marina Avenue told me about it. I asked Doug Napier who said it was for P&D. The subsequent email trail is given below in the Appendix and suggests that the outcome was predetermined, and that the consultation is an after-thought prompted by negative comments about the proposal from park users and residents.

I disagree with Doug Napier's statement (email of 18/7/2016) that "It's a case of now confirming the details [...] and not the principle."

As a ward councillor I was not consulted prior to the installation of the base for the P&D meter a year ago. I attend the committee meetings of the Raynes Park & West Barnes Residents' Association and, as far as I can remember, the matter was never discussed so I don't think the Residents' Association were consulted either. The Friends of SJHMPF were not consulted nor, I understand, were other stakeholders such as Raynes Park Little League.

The Friends of SJHMPF state that there is no commuter parking problem in the park, provided the gates are not opened too early. The Council contends that parks should be open to vehicles before 9.30 but has there ever been a complaint from a member of the public wishing to use the car park and playing field before the gates are opened? Pedestrians have access to the park before the vehicle gate is opened.

Residents in Marina Avenue regularly comment on the difficulty of parking in their road, especially when the park is busy. Also, inconsiderate parking on the bend leading to the cul-

de-sac part of Marina Ave regularly causes congestion. This will get worse if P&D is implemented, as visitors will try to park for free in Marina Avenue. In his email to Mr [redacted] (23/6/16), Chris Lee states that “We certainly recognise that there are historical parking pressures in the Marina Avenue area but consider that these are adversely affecting the park, and not vice versa...” The evidence for this statement seems to come from a visit to the park in the second half of the morning, when the car park was found to be full; my guess is that a good number of the drivers may have been parents /carers using Rascals, or going for longer walks, from the playing fields using other footpaths such as the one by the cemetery.

I am sure that the Council benefits financially from letting the Pavilion to Rascals. If parents/carers were to be deterred from going to Rascals by car parking charges, the gain to the Council of a few pence from P&D might be outweighed by loss of revenue from letting the Pavilion.

I am also concerned about the impact on disabled users. Will free parking be available for those with disabled badges? This is not mentioned on the Notice.

We all know the benefits of physical activity, and the importance of developing sporting activity in children for their long-term health. The introduction of parking charges on Saturday when parents bring children to the Little League from a wide area might reduce membership of this not-for-profit organisation.

There may be valid reasons to introduce P&D in other parks, but I do not consider that Pay and Display parking controls should be introduced at Sir Joseph Hood Memorial Playing Fields.

Yours sincerely

Mzary-Jane Jeanes

West Barnes ward councillor



## APPENDIX

**From:** Doug Napier  
**Sent:** 18 July 2016 09:53  
**To:** Councillor Mary-Jane Jeanes  
**Cc:** Chris Lee; Member Enquiry  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mary-Jane,

I can't say that we have had complaints very recently, but I suspect that too many people have now become resigned to the situation.

The proposal is not new, nor is the problem, but this is the very worst site for parking abuses and it's clearly a nonsense that we cannot open the park gates to all users at 8am when the park opens formally.

It was more than two years ago that the concept first hit Members' radar when this was proposed as a budget saving contribution for my service area, albeit it was the commuter issue that was the primary focus, including in terms of selecting pilot sites.

I met with the Friends late last week and they seemed understanding and supportive of the broad aims, but concerned about the impacts upon the playgroup. The fee structure is not onerous, irrespective.

The consultation has, in effect, already started informally and we've had communications from about 3 of the 4 pilot sites already; but there is a formal process to go through that will take six weeks, but we've become rather ensnared by the informal comms in advance of that occurring. It's a case of now confirming the details, I feel, and not the principle - others have been pressing for this, looking at the big picture.

Kind regards,

Doug

**Doug Napier**

**Greenspaces Manager**

**Environment & Regeneration**

**Merton Council**

**From:** Chris Lee

**Sent:** 18 July 2016 07:36

**To:** Councillor Mary-Jane Jeanes; Doug Napier

**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mary Jane , thanks for your email . I shall leave to Doug the answering of the finer points.

Regards

Chris

---

**From:** Councillor Mary-Jane Jeanes

**Sent:** 16 July 2016 16:13

**To:** Chris Lee; Doug Napier

**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Chris and Doug

As you can imagine, I have been contacted by a number of residents about the proposed Pay and Display scheme for Sir Joseph Hood Memorial Playing Fields in Motspur Park. I am grateful that Mr Ahmed forwarded your reply to me and I apologise for the delay in replying - I have just finished my batch of A level marking.

I am unsure why this scheme was first proposed. Have any complaints been received from park users and, if so, how many? Before deciding to install Pay & Display machines councillors were not consulted; were the Friends of SJHMP consulted?



What exactly are the "persistent parking abuses" mentioned in Chris's email to Mr. [redacted]? Local people who have spoken to me say they were happy with opening the park gates at 9.30 am to deter commuters; has the council received any complaints about this policy?

You mention the visit to SJHMP on a midweek morning, but my guess is that many of whose cars were in the car park would have been with their small children in the playgroup in the Pavilion. Parents and carers can combine a visit to the playgroup with a walk or visit to the playground, so the car park may have been full for the right reason. Has the proposal to have Pay and Display just been based on one visit?

I am pleased that a local consultation is going to be carried out. Please can you tell me how, and when, this is going to be carried out. I do think it would have been better to carry out the consultation before spending money on installing Pay and Display machines.

I appreciate the council's need to generate income but, if this is the reason for introducing Pay and Display, it would have been better to say so up-front at the start of a consultation process.

I look forward to hearing from you

Best wishes

Mary-Jane

**From:** [redacted]

**Sent:** 23 June 2016 12:37

**To:** Councillor Gilli Lewis-Lavender; Councillor Brian Lewis-Lavender; Councillor Mary-Jane Jeanes

**Subject:** Fw: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

FYI,

I have received the following communication from the council greenspaces team.

Kind regards

**From:** Chris Lee <[Chris.Lee@merton.gov.uk](mailto:Chris.Lee@merton.gov.uk)>

**Sent:** 23 June 2016 08:54

**To:** \_\_\_\_\_

**Cc:** Doug Napier

**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mr

Thank you for your recent enquiry of the matter of pay and display parking at Sir Joseph Hood Recreation Ground.

This scheme is being reluctantly introduced at a small number of key parks across the borough in order to help drive out a number of persistent parking abuses, principally, commuter and local business parking, which is having an adverse impact upon the use and enjoyment of some of our most popular open spaces by park users.

The proposals for the parking scheme are:

30p per hour is the standard charge. Mobile phone payments will be possible, as well as coins.

The proposal is that parking charges will apply from 8am to 4pm. Charges will apply between Monday and Saturday, not Sundays or Bank Holidays.

---

Parking will not be permitted between 11pm and 6am. Sanctions can therefore be applied to vehicles left overnight and we will also enjoy new powers to address issues in relation to untaxed and abandoned vehicles that are currently unavailable to us.

There will imminently be a local consultation exercise on the scheme in line with normal Council procedures for such traffic management initiatives with an opportunity for local people to submit their views.

The income secured from the new parking scheme will be retained within the Greenspaces' accounts and will support the service's on-going revenue costs and new developments, particularly in those key parks where the parking scheme is being introduced. We expect that the overall capital costs of the scheme will

be recovered during the second full operational year and on that basis consider this to be a worthwhile investment.

Whilst we recognise that we have recently employed a scheme whereby the park gates are left locked until 9.30am in order to deter parking that it is unrelated to the park's use, that scheme has not been universally popular amongst park users, and understandably so, considering that our parks formally open at 8am in the midweek and at 9am at weekends. We also consider that this arrangement has not successfully addressed the issue as we hoped that it would; our Greenspaces Manager has reported, for example, that on a recent midweek visit to the park, he struggled to find a parking space during the second half of the morning when the park was quiet and that the car park was entirely full when he departed site at around 11am.

We certainly recognise that there are some historical parking pressures in the Marina Avenue area but consider that these are adversely and unnecessarily affecting the park, and not vice versa, and that it is not unreasonable that we now seek to ensure that the benefits that the car park was designed to secure continue to be enjoyed by those that they were intended for, including customers of the commercial enterprises that operate within the park.

Regards

Chris Lee | Director of Environment & Regeneration

London Borough of Merton  
Merton Civic Centre, London Road, Morden, Surrey SM4 5DX  
Direct: 020 8545 3050 | Switchboard: 020 8274 4901

[chris.lee@merton.gov.uk](mailto:chris.lee@merton.gov.uk)

[www.merton.gov.uk](http://www.merton.gov.uk)

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**From:** [redacted]  
**Sent:** 10 June 2016 12:30  
**To:** Councillor Mary-Jane Jeanes; Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Chief Executive  
**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk); [redacted]  
**Subject:** Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mr Curran and Mr Alambritis

I will preface this email by saying that Sir Joseph Hood Memorial Playing field is an excellent community facility and that the council should continue to invest in it for the future. As a resident, I appreciate the recent investment in the new gates etc.

Notwithstanding the above, I would like to express my disappointment at the way pay and display (P&D) parking is being implemented by the council at the Joseph Hood Memorial playing fields in Motspur park/West Barnes.

As residents of no. [redacted], immediately adjacent to the park, we object to the implementation of pay and display (hours of operation currently unknown) in the park for the following reasons :-

- 1) This scheme will undoubtedly place additional parking pressure onto Marina Avenue and the surrounding residential streets.
- 2) The current arrangement of opening the gates at 9:30 AM already successfully deters commuters. Additional P&D measures will not improve the situation.
- 3) The impact on park users could be significant. The park is well used by members of the public and P&D could dissuade families and recreational users from using the facilities. As a resident I would like to see the park used to its full potential.
- 4) Rascals may be impacted. In our view a viable business in the pavilion is of benefit to the park. additional parking costs will deter customers.

in addition to the above, we are dissatisfied that:-

1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls or the scheme.

2) We have not been consulted on our views on the suitability of P&D at this location

3) We have not been consulted about the timings of the proposed control hours.

Further questions that have been raised:-

1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?

2) what is the expected revenue generation projection of the scheme?

3) confirmation that the funds will be ring fenced for reinvestment in the park.

A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

Thank you

cc: Stephen Hammond MP

cc: West Barnes councillors

cc: Friends of SJHMPF

cc: Raynes Park and West Barnes residents association

Yours sincerely

\_\_\_\_\_

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**From:**  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

thanks for inquiring about this.

The current arrangement to deter commuter parking in the SJHMPF car park is to open the gates at 9:30 am. This measure is very effective and does mean that the car park is not really used by commuters, who instead park in Marina and the surrounding streets.

The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

---

Thanks

---

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>  
**Sent:** 03 June 2016 10:05  
**To:**  
**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear Mr ...

I asked about the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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1. CL

## Doug Napier

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**From:** Chris Lee  
**Sent:** 22 June 2016 15:57  
**To:** Councillor Gilli Lewis-Lavender  
**Cc:** Doug Napier  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Hi Gilli, I understand the Traffic Management Order will be consulted upon . We are seeking to deal with unauthorised parking in car parks .

Regards

Chris

---

**From:** Councillor Gilli Lewis-Lavender  
**Sent:** 22 June 2016 14:25  
**To:** 'Howard Leigh'  
**Cc:** Chris Lee; Councillor Brian Lewis-Lavender  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Hi Chris

This is giving great concern to local residents as it had never been consulted with them  
I did query this a week or so ago following  
Balal's enquiry but ad yet I have not had a reply?  
Gilli

Sent with Good ([www.good.com](http://www.good.com))

-----Original Message-----

**From:** l.  
**Sent:** Wednesday, June 22, 2016 12:26 PM GMT Standard Time  
**To:** Councillor Mary-Jane Jeanes; Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Chief Executive  
**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk);  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

As a resident of Marina Avenue, in the same part of the road as we entirely support and endorse the comments made by | about the implementation of pay parking in the Sir Joseph Hood memorial Playing Fields. Whatever the economic justification for such charges the impact on residents in Marina Avenue and our ability to park our cars close to home, and the need to stop the Avenue from becoming clogged with daily long term commuter parking seems to have been ignored.

The Council needs to think again.

--  
H  
**From:**

**Sent:** Friday, June 10, 2016 12:29 PM

**To:** [Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk) ; [brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk) ; [gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk) ; [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk) ; [chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)

**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk) ; c

**Subject:** Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

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- 1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls of the scheme.
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- 3) We have not been consulted about the timings of the proposed control hours.

Further questions that have been raised:-

- 1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?
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A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of SJHMPF  
cc: Raynes Park and West Barnes residents association

Yours sincerely

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Marina Avenue  
Motspur Park

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**From:** I  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

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The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

Thanks

---

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>  
**Sent:** 03 June 2016 10:05  
**To:**  
**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear

I asked aboput the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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CL

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**Doug Napier**

**From:** Doug Napier  
**Sent:** 20 September 2016 07:41  
**To:** ...  
**Cc:** Alan Trumper  
**Subject:** RE: Tamworth Farm - parking

There is no dedicated mailshot for this - at least not so far as I am aware. Notices will be posted up on site for 6 weeks inviting comments as is the normal fashion for such things. There are several sites involved.

We will endeavour to alert our key contacts, but it won't be Greenspaces that manages this consultation process.

Regards,

Doug

-----Original Message-----

**From:** ...  
**Sent:** 19 September 2016 10:15  
**To:** Doug Napier  
**Cc:** ...  
**Subject:** Re: Tamworth Farm - parking

Many thanks Doug. Had assumed sooner as machines in place. Will keep an eye out for the consultation (can I / TFAS be added as a contact for any email out?)

Thanks again

> On 19 Sep 2016, at 08:49, Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

>  
>  
>  
> There will be a formal consultation process very soon and all the details will be available then. The details below were indeed our starting position. Midweek only is the proposal for Tamworth Rec. The start date will be determined by the consultation: 6 weeks from commencement being the soonest; then it's case of getting the P&D machines sorted.

> Regards,

> Doug

> -----Original Message-----

> From: ...  
> Sent: 18 September 2016 14:16  
> To: Doug Napier

>  
> Subject: Tamworth Farm - parking  
>  
> Hi Doug  
>  
> I hope you are well? We wanted to email plot holders re the parking at the Lavender nursery/Tamworth farm allotment, can you provide an update please? We have had some info from the nursery:  
>  
> - charges 8am - 4pm  
> - 30p per hour, 20min slots with 10p minimum  
>  
> Can you confirm:  
>  
> - is this still correct?  
> - will charges be weekdays only?  
> - when will the charges start?  
>  
> Many thanks  
>

>  
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>  
> [postmaster@merton.gov.uk](mailto:postmaster@merton.gov.uk)  
> <http://www.merton.gov.uk>  
> -----

CL

## Doug Napier

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**From:** Publicspace  
**Sent:** 15 March 2017 10:53  
**To:** Doug Napier  
**Subject:** RE: TAMWORTH RECREATION

Thanks Doug.

Claire

Claire Walshe  
Neighbourhood Client Officer  
Public Space, Contracting and Commissioning  
email: [claire.walshe@merton.gov.uk](mailto:claire.walshe@merton.gov.uk)

-----Original Message-----

**From:** Doug Napier  
**Sent:** 15 March 2017 10:38  
**To:** Publicspace  
**Subject:** RE: TAMWORTH RECREATION

T&H will manage this. Just awaiting approval from the relevant Lead Member to set that process in motion. Personally, I have May in my head for the start, but it's now out of my/our control to a large extent. That last point is a key point to make in our defence.

Doug

-----Original Message-----

**From:** Publicspace  
**Sent:** 15 March 2017 10:30  
**To:** Doug Napier  
**Subject:** RE: TAMWORTH RECREATION

Thanks Doug, who is co-ordinating this consultation and when does it start, just so I can give her some idea of timescales?

Claire

Claire Walshe  
Neighbourhood Client Officer  
Public Space, Contracting and Commissioning  
email: [claire.walshe@merton.gov.uk](mailto:claire.walshe@merton.gov.uk)

-----Original Message-----

**From:** Doug Napier  
**Sent:** 15 March 2017 09:36  
**To:** Publicspace

Subject: RE: TAMWORTH RECREATION

There are official, formal procedures to be followed (TMOs), including consultation needs. The consultation period is 6 weeks.

As the machines are already in the ground, then I don't expect many more delays, assuming that there are no problems arising from the consultation. There is no specific date for switch-on for that reason as there could be objections/challenges to our proposals that need to be considered.

The fact that the machines are already in the ground should cut-out the horror/surprise element for those affected and head-off some of the objections, of course.

Doug

-----Original Message-----

From: Publicspace  
Sent: 15 March 2017 09:21  
To: Doug Napier  
Cc: Jeremy Gibson  
Subject: FW: TAMWORTH RECREATION

Hi Doug,

Do you know when this parking meter will be in working order and how it will be enforced?

Thanks,

Claire

Claire Walshe  
Neighbourhood Client Officer  
Public Space, Contracting and Commissioning  
email: [claire.walshe@merton.gov.uk](mailto:claire.walshe@merton.gov.uk)

---

-----Original message-----

From: Jan  
Sent: 15 March 2017 09:14  
To: Publicspace  
Subject: TAMWORTH RECREATION

By the way its is SPRING so please give us a date when the parking machine will be activated, why they have to wait for Spring is beyond us.

Regards

This email has been scanned for viruses and sparr. ...



P13

APPX F

# Merton Council Council

13 July 2016

## Supplementary agenda

- |    |   |         |
|----|---|---------|
| 6  | Councillors' ordinary priority questions to cabinet members<br>Questions and replies<br>Supplementary questions and replies | 1 - 12  |
| 7a | Strategic Theme: Councillors' questions to Cabinet Members<br>Questions and replies<br>Supplementary questions and replies  | 13 - 22 |

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# Agenda Item 6

## **From Councillor John Dehaney to the Cabinet Member for Finance**

What consideration he has made of the implications of the EU Referendum result.

### **Reply**

I was disappointed with the result of the referendum, not only because I personally campaigned for a remain vote, but because I am deeply worried about the impact this decision will have on some of our residents who are most in need. Already we have seen the value of the pound drop, and with 40% of our food imported from the EU this is likely to result in increased prices, hitting our poorest residents hardest. It is still too early to assess what the long term impact on our residents will be but we will be watching developments as they (rapidly) unfold and factoring them in to our planning where we can have some degree of expectation. However in many cases we simply do not know what the impact will be.

### **Supplementary**

Can the Cabinet Member tell me what impact the Leave vote will have on council resources.

### **Reply**

I personally think the result was a very sad one. The political impact will be huge. One of the reasons we campaigned so hard to remain was the economic impact. The pound has already fallen. If the economy suffers there will be more cuts and more austerity. I can promise that this administration will all we can to minimise suffering but I have to say I think it's likely we'll have more difficult decisions to make and I am very sorry this has happened.

## **From Councillor Abdul Latif to the Cabinet Member for Community and Culture**

The Wandle Meadow Nature Park has had little or no investment to improve the state of this valuable local asset. Why has the Council removed bins and therefore encouraged the dumping of rubbish; allowed pathways to become totally unusable by the disabled; and allowed the park to become generally overgrown thereby providing cover for anyone who is up to no good whilst putting law abiding residents in danger?

### **Reply**

Wandle Meadow Nature Park is a recognised site of nature conservation value and the management prescriptions for this site are designed to protect and enhance that biodiversity interest.

Over recent years, the spread of scrub and bramble has been controlled so that the area by the seasonal ponds and central parts of the site remain open. The grassland within the central area of the site is also cut in alternate years. Much of the

remainder of the site is being allowed to mature into woodland with tree thinning anticipated from time to time as required.

With regard to disabled access, a major new pedestrian bridge has been installed at this location in recent times. This is compliant with the Disabled Discrimination Act and the ramped access to the rest of the site is also compliant with the Act too. The gravel surfaced paths across the site, whilst not an ideal surface for wheelchair users, are nevertheless appropriate for this type of site; similar surfaced paths are present in many other nature reserves throughout London.

Whereas the riverside path verges may become overgrown from time to time, particularly in high summer, this is cut back at intervals, most especially at these times of the year.

In the near future, the lighting at this site will be upgraded and a new path installed at across the reserve to nearby Garfield Recreation Ground as part of TfL's 'Quietways Programme'.

We are not aware that any bins - other than dog waste bins - have been removed from this site recently. On the rare occasions when this does occur it is typically a response to the fact that the litter bins in question are attracting waste items into open spaces sites unnecessarily from the local neighbourhood.

Neither are we aware of any particular issues of anti-social behaviour at this location above the background levels that typically occur in parks and open spaces, and despite its management as a more naturalistic environment.

### **Supplementary**

Residents have complained to the Council about the potential danger to the public from cyclists and motorbike riders using the Wandle path between Chaucer Way and Plough Lane. Can the Cabinet member explain to me why public safety on this pathway is being ignored?

### **Reply**

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I went to see the Wandle Nature Park the other day as a result of this question and there is a lot of surface water around at the moment. A reason for that is the nature of the park, it's on a flood plain, it has the nature ponds that fill up when the weather is very wet, and you'll have noticed in recent months the weather has been extraordinary. There's a problem with cycling and motorcycling in many of our parks and that's one we have and will address. We are aware of it and are dealing with it. There is a cycle path alongside the footpath. I hope that goes some way to answering the question and I look forward to discussing it with you and your residents.

### **From Councillor Marsie Skeete to the Leader of the Council**

What plans does he have in place to work with the newly elected Mayor of London?

## **Reply**

I am delighted that we finally have a London Mayor who will take both the opportunities and challenges the city presents seriously and will stand up for our diverse population. I have already spoken to Sadiq Khan about some of the issues we want him to focus on going forward and have specifically raised the issues of the AFC Wimbledon stadium application and the Crossrail2 proposals. I am optimistic that with a full-time Mayor now in place we will have a much more productive relationship with City Hall.

## **Supplementary**

I would like to ask the Leader, does he agree that a new Mayor will respond to Merton residents who for far too long have faced rapidly increasing tube fares, rising rents and [not audible on recording]. Does he also have plans to work with our new Assembly Member, Leonie Cooper?

## **Reply**

Madam Mayor I do believe that the new Mayor of London is addressing issues pertinent to all London residents. He is tackling knife crime. He's just reassured EU nationals that they will always be welcome in this city. He's called for employers to close the gender pay gap. He's tackling hate crime. He's putting Londoners' security at the heart of Brexit negotiations. He has an action plan to combat London's toxic air. He's finding savings to fund the fares freeze and to introduce new office based protections for SMEs, and is one of most pro-business Mayors ever. He is launching new night time tube services and the one hour hopper bus fare has been introduced.

I was pleased that Leonie Cooper won in the Assembly elections. I have had conversations with her already and I am seeing her on Saturday. There are two things to say about Leonie; she is Chair of the London Assembly Environmental Committee, so she's a good friend in very important position, and she is at one with this borough and this party and deserves cross party support to ensure Crossrail2 is a success and doesn't come here at any cost.

## **From Councillor Gilli Lewis-Lavender to the Cabinet Member for Street Cleanliness and Parking**

Following the recent implementation of the administration's decision to remove separate dog waste bins from across the borough, many residents – and particularly parents - are understandably concerned about dog owners now being expected to use the same bins as for general waste. This is due to the potential for contamination of the general waste bins which are often used by children in Merton's parks. What assessment of the impact of this policy change on the public health of residents in Merton has been conducted by the Council and what were the results?

## **Reply from the Cabinet Member for Community and Culture**

In comparison with neighbouring boroughs, Merton has been relatively late in adopting an “any bin will do” policy in respect of dog waste disposal. Park users who are also familiar with parks in, for example, Sutton borough should already be familiar with this practice.

The potential health risks associated with litter bins are not new, or very much altered in principle given that it has always been possible in practice for dog waste to be deposited in litter bins even when dedicated dog waste bins were provided; that in the past dog waste bins were commonly filled with general waste by users; and that, furthermore, soiled nappies are often deposited in general waste bins too, typically those within children’s playgrounds.

Both Waste Services and Greenspaces have reviewed and revised their relevant risk assessments in relation to litter bins in response to this policy change and have adopted relevant measures to mitigate those risks such as: implementing controls to ensure that bins are emptied more frequently; plans to roll-out additional hi-tec compactor bins that includes an access flap that isolates the waste from users; and to adopt plaza (lidded) bins as standard in parks henceforth.

The vast majority of dog waste deposits in parks bins are bagged-up, of course.

While answering the question, I’d like to add my plea that all Members encourage residents to take their general litter home with them from the park on those busy summer days when they’re already full. It is common practice for parks across Britain and Europe to ask that of the public; and besides, it’s common sense for us all to respect our parks and open spaces, rather than littering it and expecting other people to clear up after us.

### **Supplementary**

Several residents in my ward and others such as Trinity have raised concerns to councillors about the rubbish bins . All too often the existing bins are overflowing, especially in the summer which encourages even more litter. Given that the separate dog waste bins have been removed, will the Cabinet Member help reverse the decline in overall numbers of bins by agreeing to provide traditional litter bins across Merton as soon as possible.

### **Reply**

The policy came into force just as we came into our Cabinet position, and you’ll notice and I think there’s no point in denying, that there was some confusion as the policy changed over. That’s regrettable, but I can say the confusion is over. There have been many new bins put in across the borough, the dog bins have been removed and it is going to work. However, where there are situations where there is greater need for bins I do expect that councillors across the chamber will tell Cllr Garrod and tell me where there is specific need. One thing I will say is that where there is an overflowing bin, that’s regrettable but at this time of year they fill up very quickly in parks. It’s people who see a bin and rather than take rubbish home, dump extra stuff around it. I would urge all Merton residents if they see a full bin, to take their rubbish home. I would urge every councillor here to encourage their residents

to do just that. It's far better than complaining about a full bin.

**From Councillor Fidelis Gadzama to the Cabinet Member for Children's Services**

Could she outline how she intends to ensure she focuses on our safeguarding duties in her new role as Cabinet member for Children's Services?

**Reply**

I am absolutely clear that ensuring that council services and schools are safeguarding Merton's children effectively is one of the most important areas of my new portfolio. In broad terms I will be holding service leads to account in terms of performance but I will also be seeking to support practitioners and managers who undertake some of the most difficult and stressful work the council does. I also intend to use my role to influence how other agencies fulfil their safeguarding duties.

In specific terms I will be a standing member of Merton's statutory Safeguarding Children Board and will also meet regularly with the Board's Independent Chair. I will also be a standing member of the council's Corporate Parenting group, chaired by the Chief Executive. I will meet regularly with the Director of Children's Services and the Assistant Director for Children's Social Care and Youth Inclusion and intend to bring both support and challenge to those meetings. I will regularly receive data on performance in order to inform my conversations with senior managers. Furthermore, I will be attending the Children and Young People Scrutiny Panel at which I will expect challenge from colleague elected members. Finally, and importantly, I will have regular contact with young people to hear directly the safeguarding concerns they may have.

**Supplementary**

Given her prioritisation of the council's role in safeguarding our children, could she outline what factors she expects the council to take into account when considering the results of the Rutlish Path consultation?

**Reply**

Obviously this is about a balance of needs. We are proud of Merton's open spaces. However, safeguarding does need to take priority. I am sure we can all agree that the safety of our children is paramount. I am looking forward to the results of the consultation, and working with residents and ward councillors to understand what the need is so we can come to a resolution that ensures we protect our green spaces and safeguard our children.

**From Councillor Oonagh Moulton to the Leader of the Council**

There has been no Annual Residents' Survey now since 2014. Can the Leader update me on what arrangements are being made to ensure that the Annual Residents' Survey takes place again this year and how the Council plans to

benchmark the results against other London councils going forward?

### **Reply**

We will shortly be inviting market research organisations to quote for the 2016 resident's survey. Our expectation is that fieldwork will take place in the autumn with the results available in either late 2016 or early 2017. Part of this process will include exploring opportunities for benchmarking but with no London wide survey taking place any more it will not be possible to benchmark in the same way as in previous years.

### **Supplementary**

The Leader announced at last week's meeting of the Overview and Scrutiny Commission that a consultation would be launched in September on the level of council tax. For the sake of transparency, can he set out for this chamber both the timetable for the consultation and proposed costs. And can he explain how he is intending to ensure that not only is it fair and balanced but that as many residents as possible have the opportunity to contribute?

### **Reply**

We undertake surveys regularly at LB Merton. Yes, we will liaise with residents through My Merton. We have an excellent staff who will carry out the annual residents survey, which we weren't able to do this year but will endeavour to do next year. The dates for consultation will be fleshed out in the very near future.

### **From Councillor Abigail Jones to the Cabinet Member for Regeneration, Environment and Housing**

Could he update us on his plans for improving our transport infrastructure?

### **Reply**

Improvements to Merton's transport infrastructure are guided by the Mayor's transport Strategy and Merton's Local Implementation Plan (LIP)

### **Our Transport Vision**

That in 2031 Merton is a place where people would chose to use sustainable transport modes. It will have a safe, accessible and sustainable public realm with reducing levels of traffic congestion.

### **Objectives**

- Mitigate against the negative impact of transport on climate change;
- Reduce road traffic casualties;
- Encourage active transport (walking and cycling);
- Reduce the impact of traffic congestion levels;
- Contribute to the improvement of all public transport and community transport services;



- Improve the general transport infrastructure, including arrangements for parking and loading;
- Improve accessibility and address the issue of social inclusion within the transport network; and
- Further develop Merton's relationship with strategic partners to support the regeneration and reinvigoration of the town centres in the borough

### **Key Challenges**

- Conversion of town centre one-way systems to two-way working;
- Road traffic casualty reduction;
- Public transport provision;
- Balancing the road space requirements for all transport modes with the need to reduce traffic congestion;
- The condition of footways and carriageways, street clutter and confusing signage; and
- Parking for all road users and freight access to local business centres

### **Funding**

The key funding source for the LIP programme comes from Transport for London (TfL). Merton also seeks to maximise other funding sources via developer contributions, CIL, central government, Mayor of London, public transport providers and partnerships with the business community and Merton Partnership.

### **Major Projects**

Merton's Major Scheme projects form an integral part of the borough's regeneration and investment programme. Following the successful delivery of Raynes Park Enhancement Plan in 2011 and Destination Wimbledon Major in 2012, focus has now shifted towards developing similar schemes in Merton's remaining town centres.

The approach and plans for each scheme has been individually shaped to address the specific strengths and problems of the area in partnership with the wider community, local businesses and other stakeholders.

The areas in order of priority are:

- Rediscover Mitcham
- Connecting Colliers Wood
- moreMorden

### **Rediscover Mitcham**

A major regeneration scheme for the transformation of the transport offer and public realm is progressing well in Mitcham Fair Green with the first phase recently completed including;

- New Market Square & feature lighting
- Refurbished Clock Tower and wild-flower gardens
- Majestic Way refurbishment and cycle lanes
- Introduction of short term parking around Fair Green
- Croydon Road segregated cycle lanes
- Bus stop accessibility enhancements, around Mitcham

- Restoration of Three Kings Pond with improved water quality and biodiversity.

The next phase of Rediscover Mitcham will start late July 2016 and run till December 2016 which will see the re-introduction of buses in London Road, increasing Mitcham's public transport accessibility levels and directing footfall towards businesses in the town centre.

### **Connecting Colliers Wood**

The area of Colliers Wood around the station has a rich history, is crossed by the River Wandle, is well served by open space, benefits from good transport links and has strong retail offer and Colliers Wood Tower's transformation continues apace. Yet despite its strengths the area presents visitors and residents with a poor impression of a low quality and disjointed public realm dominated by the busy A24.

Connecting Colliers Wood is transforming the town's public spaces. Due to complete in August 2016, Colliers Wood will have new paving, better lighting, CCTV and cycle parking around the station. Baltic Close is transformed into a pedestrian and cycle friendly home-zone with improved access to the Wandle Trail.

Further improvements to the riverside @ M&S-Sainsbury's include new paving, lighting and wider footpaths and riverside piers. The road system has been simplified to improve traffic flow and provide more convenient and shorter pedestrian crossing points.

The public realm design detail begins to reveal the area's rich heritage (Colliers Wood gets its name from the charcoal works in the area) emphasised with charred timber cobbles and lamp columns. Wandle Park gateways are made of metallic glazed brick reflecting the lustre-wear from William De Morgan's factory and the areas new benches are bespoke William Morris patterns, reflecting the large printing blocks that would have been found at Abbey Mills.

### **moreMorden**

At the heart of Morden town centre is the busy A24 London Road, which divides the town centre in two. The bus station outside the tube at Morden is convenient for commuters but presents an unwelcoming environment to visitors to Morden and suffers from poor air quality.

Overall, the design and quality of streets and public spaces for pedestrians, motorists, cyclists and public transport users in Morden is under-par and the council has spent the past 18 months preparing the evidence base and research that will support a £9m Major Scheme package of works by Merton Council and TfL to overhaul Morden's public realm. The first stage was approved in April 2016.

We are proposing to reduce the dominance of traffic, remove the gyratory, create new public spaces and achieve a step-change in the quality of Morden's High Street.

There's a lot of testing still to do and the council will consult on options in due course. The scheme would be implemented in 2018/19.

### **Crossrail 2**

Crossrail 2 is set to be a huge project which will have a significant impact on Wimbledon town centre. In the long-term, Crossrail 2 will bring opportunities to the area. We are a pro-growth borough and want the best for Merton.

All parties at Merton Council support Crossrail 2 in principle, but not at any cost. The council has a duty to represent current businesses and residents of the borough and has significant reservations about the proposals. As they stand at the moment, they will cause an unacceptable level of upheaval and disruption for businesses and residents. The council recognises its duty to represent the people living and working in Merton. The welfare and interests of those who would be directly affected by the works and the eventual development will continue to be its priority.

We are working closely with TFL to assess various options and the impact of Crossrail 2 in Merton.

### **Supplementary**

Can the Cabinet Member update us on what we are doing to convince the Government that the current plans for Crossrail 2 won't work for Wimbledon residents and businesses.

### **Reply**

The Council supports Crossrail 2 but not at any cost. We are working very closely with businesses and local residents in Wimbledon about the proposals which are unacceptable. I am also liaising closely with the GLA and TfL and shortly I'll be meeting with the Deputy Mayor for Transport.

Clearly Crossrail 2 will bring huge economic benefits to the town but we must ensure that issues in terms of retail businesses are addressed. We want a thriving business community in Wimbledon, but we also recognise the considerable role of retail in the town centre.

There will be further consultation by Crossrail 2 in September and I look forward to working with residents, businesses and councillors about the proposals and to engaging with the local community to ensure there are proposals that work for them.

### **From Councillor Linda Taylor to the Cabinet Member for Community and Culture**

How much does the Council spend each year on grass cutting in the borough?

### **Reply**

The cost of grass cutting in the borough is not a specific item in itself within the Greenspaces' financial accounts, owing to the manner in which the grounds maintenance service as a whole is delivered within Merton. The actual spend can only be estimated therefore.

The core grass cutting service within Greenspaces, covering parks, open spaces and highways verges is delivered by 6 full-time grass cutting staff (4 for parks & open spaces; 2 for highways) supported by 4 seasonal staff for the highways operation during the cutting season).

The core team equipment includes 2 tractors, 4 ride-on mowers, plus assorted smaller powered tools, including pedestrian mowers, strimmers and blowers.

Fuel, oil, sundry small parts and spares and regular equipment servicing and maintenance are all relevant costs.

The borough's conservation hay meadows are cut by specialist agricultural contractors annually at an additional cost.

Excluding the capital costs of the team's operational equipment and relevant management support costs, the front-line delivery costs of the grass cutting operations, including staff, fuel, servicing, etc. as outlined above, is estimated to be in the region of £225,000 per annum.

### **Supplementary**

If the Cabinet Member is anything like me he will have received very many complaints about delays in cutting grass verges and small green spaces and pocket parks. I would like to know if he will apologise to the residents for the very poor value for money that they have received this Spring from the grass cutting service. Will he guarantee the outsourcing of Merton's parks maintenance to a third party will not lead to the council losing control of the grass cutting schedule, or that the lessons learned from this year's copious problems would be addressed or rectified in future years?

### **Reply**

Yes of course it is a great shame that the grass verges have grown fast in this very wet weather, and it's regrettable that there have been delays in getting them cut. This isn't an excuse but this is something we contract out because we don't have the staff to do it, and because it's not very well paid, the contracting company has difficulty in recruiting staff. It's something we've been dealing with and we do hope it will be sorted out in the very near future.

### **From Councillor Peter McCabe to the Cabinet Member for Regeneration, Environment and Housing**

Does the Cabinet Member think the leaseholders of the Watermeads estate have been treated properly by Circle Housing Merton Priory over the cost of repairs and maintenance to their homes?

### **Reply**

The Council has taken advice from Circle Housing Merton Priory and is assured that residents of Watermeads estate have been treated fairly and in

accordance with Section 20 consultation, which commenced on the 7th October 2015. As part of this process the main issues and concerns coming from residents were failure to consult, unreasonable costs, unnecessary works and disruption. In order to deal with these matters Circle Housing Merton Priory commissioned independent reports on all areas of concern and Circle have now reached a decision to carry out remedial work in a number of areas rather than full replacement. This has resulted in a reduction in overall costs from £2.1 million to £1.2 million. Revised costs were sent to leaseholder in week commencing 6th June and they were invited to a "meet the contractor" which occurred at the end of June. The work has now commenced and is expected to take 16 weeks.

### **Supplementary**

I would like to ask if the Cabinet Member would agree with me that he might get a better view of how leaseholders are being treated by talking with leaseholders and councillors without whose intervention, the leaseholders would have been overcharged by £10K each.

Isn't it time that the relationship we have with them came to an end and we gave this organisation a good kick up the backside for a persistent failure to do things properly.

### **Reply**

I recently met the Chief Operating Officer of Circle Housing, Austin Reid, and I expressed the concerns which I know many members share about the performance of Circle Housing, which has in many areas been completely unacceptable, including their repairs services. A number of colleagues have spoken to me about issues experienced in their ward. Clearly there is a duty and responsibility for Circle Housing to put their house in order, and I am glad to meet with any councillors who have experience of problems and please feedback to me as they should be held to account for their performance, which has been pretty lamentable over the last few years.

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# Agenda Item 7a

## **From Councillor Sally Kenny to the Cabinet Member for Adult Social Care and Health**

Can he update us on the local NHS's Sustainability and Transformation Plan (STP) and how it might impact older people in the borough.

### **Reply**

The STP for Southwest London was submitted to NHS England on June 30 as required. The document is not currently in the public domain. Whilst the Council has been involved in discussions on the STP, it is principally an NHS document and has been led by the Clinical Commissioning Groups for Merton, Wandsworth, Croydon, Sutton, Richmond and Kingston. However what I can say is that Merton Council along with other local authorities has worked hard to seek to shape the plan, and as a result of this there is now a greater emphasis on prevention and on care in community settings. It is common knowledge that across the country too many older people are admitted to or stay in hospital when they don't need to, with all the consequences on their own ability to live independently and on NHS finances. Southwest London is no exception. It is therefore hoped that this plan will lead to more older people being able to receive the right treatment in the right place.

### **Supplementary**

Does the Cabinet Member agree with me that there is a danger that the STP will again turn out to be a way of ending services at St Helier Hospital, putting older, vulnerable people in need of emergency care at risk, and how has he responded to this threat?

### **Reply**

I would like to thank Councillor Kenny for all the work she has done campaigning for St Helier Hospital over the last few years. The first thing I'd say is that I think we have to welcome the approach the NHS has taken on the STP. Officers that I have been talking to have been through many NHS reconfigurations and say that there is definitely a step change this time and they are involving us in these discussions far more so than they have done previously. I think we have to welcome that and we have to work collaboratively with the CCG on that. But in terms of her question, there will be proposals around acute reconfiguration as part of the STP. In discussions I've had to date with the CCG I've been clear about this Administration's position on St Helier, and been clear that if it is used as a stalking horse to resurrect those proposals then we will have to take the line previously taken and do all we can to disable it.

## **From Councillor Brian Lewis-Lavender to the Cabinet Member for Street Cleanliness and Parking**

Whilst we appreciate that the parking charges in Sir Joseph Hood Memorial Playing Fields are designed to deter commuters from parking there, is this fair to local residents using the park, many of whom have to drive to it because they are elderly or disabled or else have children as well as picnics and games to transport there?

## **Reply**

The proposal to introduce parking charges in parks was only taken with some reluctance, but it is undeniable that the currently free car park at Sir Joseph Hood MPF suffers from some abuses from commuters utilising Motspur Park train station and from local businesses to the detriment of parks users.

The proposed pay and display scheme attempts to strike an appropriate balance between discouraging commuter parking and not unduly penalising genuine parks users. Charges will not apply on Sundays or Bank Holidays, for example, nor in the evenings or early mornings and the proposed hourly rate will be minimal for most typical park users who might enjoy the park for, say, 1-2 hours per visit.

## **Supplementary**

I would just like to say that it was a surprise to many in my ward that pay and display ticket machines were installed in the car park of Sir Joseph Hood Memorial Playing Fields before either residents, park users or ward councillors were consulted. Those living in nearby roads, many of whom are elderly and rely on being able to park close to their homes, are understandably fearful that drivers who can no longer park in the park will try to park in the already congested roads. Will the Cabinet Member reassure these residents that he will suspend this pay and display scheme until full consultation has taken place.

## **Reply**

As I stated in the original response, it was with some reluctance that we have introduced these schemes. We need to strike a balance between those that are abusing the parks, particularly commuters, to allow residents who need to use their cars to go to parks, to enjoy them. In terms of the pricing structure, I understand that it's still under consultation and I would encourage the councillor to feed into that process.

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## **From Councillor Mike Brunt to the Cabinet Member for Street Cleanliness and Parking**

Could the Cabinet Member update me on how the proposed new joint South West London waste collection service will take into account the needs of our older residents?

## **Reply**

With the proposed introduction of wheelie bins, Waste Services will work closely with the preferred bidder during fine tuning to recommend / update the existing 'Assisted Collections Policy'.

The preferred bidder acknowledges that given the extra weight / size of the bin that there will be a need to review the assisted collection policy and ensure that all residents who meet the new criteria are provided with an assisted collection. Please



note that those residents currently on the scheme will remain eligible for the assisted collection service.

Prior to the introduction of wheelie bins, we would welcome the opportunity to meet with relevant community groups, and I have already met with the Centre for Independent Living to discuss any additional support required for elderly and disabled residents.

### **Supplementary**

Does the Cabinet Member agree that the Conservatives' opposition to wheelie bins across the borough will mean no end to the problems of detritus from ripped open black sacks from foxes and cats.

### **Reply**

I'd like to congratulate Councillor Brunt on his victory in Figges Marsh. We know from the literature delivered how much interest the councillor takes in litter and how much he will be working with me in order to improve street cleanliness across the borough and hopefully support the introduction of wheeled bins. After all, 50% of street litter in residential streets is compounded by the bags split by foxes. So I hope that the Opposition get on board and move with the times and support the roll out of wheeled bins.

### **From Councillor David Williams to the Cabinet Member for Adult Social Care and Health**

Can the Cabinet Member confirm a) the Council's projected deficit for 2015-16 as per the calculations/assumptions included in this year's Budget papers i.e. the amount by which the Council was expecting to overspend in the last financial year at the point at which the latest swathe of Adult Social Care cuts were agreed by Budget Council in March 2016; and b) the Council's actual deficit (or overspend) for 2015-16 as shown in Merton's recently published draft accounts?

### **Reply**

- a) When the Council agreed its council tax and expenditure and income levels for 2016/17 the latest available monitoring information was based on expenditure to 31<sup>st</sup> December 2015 and there was a projected overspend in 2015/16 of £2.605m at that time.
- b) The Council's unaudited draft accounts for 2015/16 showed a net overspend of £0.694m for 2015/16 outturn.

Savings for Adult Social Care have been agreed by Cabinet in 2013/14, 2014/15 and in 2015/16 for the years 2016/17 up to 2018/19, as has been the case for a number of years to assist with our long term financial planning.

A Savings Mitigation Fund Reserve of £1.3m was created in 2016/17 in response to the concerns raised at Scrutiny to reduce the impact of the savings in 2016/17 on vulnerable residents.

## Supplementary

Does the Cabinet Member think it business-like to invite the council to take budget decisions that cut essential services because there is no room for manoeuvre, and 29 days later find that they are better off than they thought by £1.99M? Wouldn't a business that gets its financial forecast so wrong go bust if it wasn't in the public sector?

## Reply

I think that, as the nature of our amendment to the motion makes clear, the very nature of financial forecasts is that they have to be estimates, but they're the estimates that we have to work within. I think it's regrettable, as our amendment makes clear again, that it led to some of the decisions that were taken, but obviously this is the data that we have to work with and it is likely to lead to fluctuations from time to time.

## From Councillor Jerome Neil to the Cabinet Member for Community and Culture

How does our leisure offer contribute to helping our older residents live active and fulfilled lives?

## Reply

The leisure centre contract with the operator GLL, requires them to provide for older people within their leisure offer

This year's development plan covers;

- Walking football at the Canons Multi use games area, this is being looked at with a view to holding competitions against other centres
- The current 55+ clubs at Canons and Wimbledon have a very health membership, various activities are played such as Badminton, indoor bowls. The group compete in the GLL 50 plus games each year at the Copper Box in the Olympic stadium
- Following feedback from members, there is a new group formed to organise social events
- GLL have a target to increase the older membership by 3%

In addition:

- Healthy walks are organised by the Council
- The Watersport centre has a 50 plus sailing group
- There are green gyms in various parks, these are free to all
- There are also bowls clubs based around the borough

## **Supplementary**

May I congratulate the Cabinet Member on the recent decision by the Planning Committee to agree on a design for the new Morden Leisure Centre, something we heard a great deal about from the Conservatives when they were in power and which we delivered. Will he tell us how the new leisure centre will cater for the whole family, in particular the older residents in my ward, St Helier.

## **Reply**

I'd like to thank the Planning Committee for putting the leisure centre through. I know an awful lot of hard work has gone into it. Although it's easy to say "we built it and you didn't", I know the reason why you couldn't; because at the time it was costing too much to build it. When I came into post that was still the case and we found cheaper ways of doing it. We will build this leisure centre to budget and in time and that's the pledge you get from me.

It will be a family centre and it will be for the whole family, including older people and I'm not going to tell you exactly what that means for older people right now, because we will consult and we will continue to consult until we get what older people want.

## **From Councillor Charlie Chirico to the Cabinet Member for Cabinet Member for Regeneration, Environment and Housing**

Further to my recent question to the Cabinet Member Community and Culture about housing schemes for over 55s in Merton, what leverage is there within Merton's current planning policies to help deliver more housing that is both of high quality design and appropriate to the needs of older residents in the borough?

## **Reply**

Merton's Local Plan [Sites & Policies 2014] provides the planning policy provision for over 55s housing.

## **Policy DM H1 Supported care housing for vulnerable people or secure residential institutions for people housed as part of the criminal justice system**

Links to Core Planning Strategy policy CS 8 Housing Choice

### **Policy aim**

To provide a variety of accommodation with different levels of support or care, that is both appropriate to the needs of the potential residents and that is sensitive to the surrounding residential environment.

### **Policy**

- a) The suitability of proposals for supported care housing will be assessed having regard to the following criteria:
- i. Demonstrable need;
  - ii. The proximity of the site to public transport facilities;
  - iii. The provision of a safe and secure environment;

- iv. The provision of an adequate level of amenity space which is safe and suitable;
- v. The provision of adequate parking facilities for residents, staff and visitors;
- vi. The convenience of the site's location in relation to local shops, services and community facilities;
- vii. The quality of accommodation complies with all relevant standards for that use.

b) Generally, proposals for supported care housing will be expected to provide affordable housing in accordance with Core Planning Strategy Policy CS8 Housing Choice, unless nominations for people in housing need can be made available through the council.

c) The council will resist development which results in the net loss of supported care housing for vulnerable people or secure residential institutions for people housed as part of the criminal justice system unless either:

- i. adequate replacement accommodation satisfies criteria DM H1 a (i) to (vii) inclusive above;
- or,
- ii. it can be demonstrated there is a surplus of the existing accommodation in the area; or,
- iii. it can be demonstrated that the existing accommodation is incapable of meeting relevant standards for accommodation of this type.

d) Where the council is satisfied that the requirements of criterion (c) of this policy have been met, the council will require that an equivalent amount of residential floorspace (Use Class C3) to be provided to help meet Merton's need for permanent homes. These proposals will be considered in respect to Core Planning Strategy Policy CS8.

The Council have recently approved a number of schemes in the borough for specialist housing including Circle Housing's new sheltered housing schemes at the Oaks in Lower Morden and Doliffe Close in Mitcham. As part of the Nelson Hospital redevelopment an assisted living residential scheme was provided by McCarthy & Stone.

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### **Supplementary**

Many older residents nearing retirement or in the early years of retirement are looking to downsize into a smaller house or a ground floor flat, preferably closer to local amenities. This in turn helps to free up larger properties for growing families. Will the Cabinet Member commit to review Merton's Planning policies, and to bring forward for consideration changes that would help facilitate the building of more housing in the borough which is appropriate for the needs of older residents?

### **Reply**

Obviously in terms of Planning policy it is really helpful when people downsize. In terms of specifics we do have to be careful when setting out Planning policy. But it's also important that we have supported housing and sheltered housing for people.

Also it's important for us as a council to work closely with people who are in social housing who wish to downsize and actually free up larger family homes and I know there are some older people that do want to do that. Clearly there are things in terms of permitted development within the Planning policy, but we as a Council think that this is important and we should have Planning policies that permit a range of different housing, and addressing the needs of our older people is important. I believe that our policies do that but there is always room for making further changes when we review the policies.

**From Councillor Mary Curtin to the Cabinet Member for Adult Social Care and Health**

Could he update us on our Older People's Strategy and the approach he intends to take to this work going forward?

**Reply**

The Council is currently reviewing all of its strategies to ensure that they reflect the ambition of working in a more integrated way with health partners. This work will be undertaken in liaison with the Clinical Commissioning Group and will complement the work being undertaken for the Sustainability and Transformation Plan, ensuring that the strategy for older people is properly joined up between health and social care. The strategy will also be developed in close liaison with all those who use our services and their carers.

**Supplementary**

Does the Cabinet Member agree that the government's failure to manage the NHS has meant millions of pounds have been wasted on keeping older people in hospital unnecessarily when they could be looked after in their own homes if councils received sufficient funding? Will he update us on the work Merton is doing with other south west London authorities to try and mitigate this huge problem.

**Reply**

I would like to thank the councillor for all the work she does with FISH on this. The Leader and I asked Councillor Curtin to be the older people's champion in this borough and I am delighted that she has agreed to do that.

The problem of bed blocking is one that has been well documented across the country and it's a cyclical problem. The Government cuts our grants so we can provide less services in the community, the NHS is seeking to discharge patients ever more quickly which is in turn putting more pressure on our system, which is more constrained because of decreased budgets. As part of the STP work that was undertaken, a bed audit showed that on one day in South West London hospitals, 42% of people who were in hospital shouldn't have been there, so it is well documented and well known about.

I think it requires a joined up approach between health and care and I'm pleased to say that we now have in South West London a collaborative leadership group which

brings together all of the local authorities which are involved in the STP process with the CCGs and the NHS, and bed blocking is one of our priorities.

**From Councillor Stephen Crowe to the Cabinet Member for Adult Social Care and Health**

How much does the Council spend each year on activities for older people in Merton?

**Reply**

In 2015/16 the Council spent a total of £2,004,743 on activities including Lunch Clubs, Day Services and similar activities. This figure includes transport. In addition to this, Public Health directly spends annually approx. £125,000 on older people (falls prevention related, befriending scheme), bringing the overall total to c£2.13m.

**Supplementary**

I know that many residents are disappointed that the Celebrating Age Festival is not happening this year. Can the Cabinet Member reassure me that he'll be working hard over the coming months with Age UK Merton to identify alternative sources of funding, and thereby ensure that the festival has a long and sustainable future?

**Reply**

I am delighted to say that we are already doing exactly that. Discussions have taken place with Age UK and they are at a very early stage, but the idea is not to make it a festival for a fixed period of time but to have a celebrating age year which would see a series of events throughout the next year. I would be very happy to update Councillor Crowe as and when we have more detail.

**From Councillor Dennis Pearce to the Cabinet Member for Adult Social Care and Health**

Could he outline how our Public Health service works with older people in the borough.

**Reply**

Public Health Merton approaches the health and wellbeing of all residents in Merton from a life-course perspective, from early years to older people. Working with and through our partners, this includes addressing the issues of older people to enable them to live independently for as long as possible and support their wellbeing through their advancing years.

Public Health prioritises tackling dementia, falls prevention, and loneliness and isolation in the borough in a number of different ways:

1. Dementia- completed a dementia health needs assessment recently, and this is informing the development of a five year dementia strategy for the

- borough through a multi-agency steering group; relaunching the Dementia Action Alliance in autumn, and the development of dementia friendly communities; evaluating the dementia hub.
2. Falls Prevention- developed a falls prevention strategy currently being implemented; fund the falls prevention service through the NHS Community Health Services (in partnership with the CCG); and have funded schemes for elderly at risk of falls.
  3. Tackling loneliness and isolation- currently running a two-year pilot befriending scheme for older people through a consortium of voluntary sector organisations with AUM as the lead agency.

Additionally we are taking a systems approach in the development of the East Merton Model of Health and Wellbeing, and in the integration of health and social care, including the development of resilient communities and activated citizens – taking into account our older and vulnerable residents.

All our work in the above areas is underpinned by the involvement and participation of older people through consultation and active engagement, to co-design and co-produce the future models of care.

### **Supplementary**

Could the Cabinet Member confirm the amount the Government has cut from our public health budget in 2016/17 and the outlook for public health services including those for older people given the government's continued cuts.

### **Reply**

The Comprehensive Spending Review last November set out cuts to the Public Health grant of 2.2% for the current year, which is on top of a reduced baseline from the 15/16 budget. It further set out 2.5% cuts in 17/18 and 2.6% cuts in 18/19 and 19/20. I think it's inevitable that this will have an incredibly detrimental impact on older people in this borough, particularly being compounded by cuts to the Government grant.

I was reflecting earlier that, given our new Prime Minister is a former member of this chamber, she might see her way to finding us a bit of additional money, particularly as I understand there might be £350M going spare each and every week.

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COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

(19:15 – 21:50)

PRESENT:

The Mayor, Councillor David Williams

The Deputy Mayor, Councillor John Bowcott

Councillors Agatha Akyigyina, Stephen Alambritis, Mark Allison, Stan Anderson, Laxmi Attawar, Mark Betteridge, Margaret Brierly, Richard Chellew, David Chung, David Dean, John Dehaney, Nick Draper, Iain Dysart, Chris Edge, Suzanne Evans, Karin Forbes, Brenda Fraser, Samantha George, Suzanne Grocott, Maurice Groves, Gam Gurung, Jeff Hanna, Richard Hilton, James Holmes, Janice Howard, Mary-Jane Jeanes, Philip Jones, Andrew Judge, Linda Kirby, Gilli Lewis-Lavender, Logie Lohendran, Edith Macauley, Russell Makin, Maxi Martin, Peter McCabe, Krystal Miller, Ian Munn, Diane Neil Mills, Oonagh Moulton, Henry Nelles, Dennis Pearce, John Sargeant, Judy Saunders, Linda Scott, Rod Scott, Debbie Shears, David Simpson, Peter Southgate, Geraldine Stanford, Linda Taylor, Sam Thomas, Ray Tindle, Gregory Udeh, Peter Walker, Martin Whelton, Richard Williams, Miles Windsor and Simon Withey.

- 1 APOLOGIES FOR ABSENCE (Agenda item 1)  
None advised.
- 2 DECLARATIONS OF INTEREST (Agenda item 2)  
None advised.
- 3 MINUTES OF THE COUNCIL MEETING HELD ON 12 SEPTEMBER 2012 – CORRECTION (Agenda Item 3)

The Mayor put the following correction to the meeting:

**Agenda Item 7 - Motion 1 (Conservative)**

That part of the Labour amendment as carried i.e.

“In the final paragraph, after “resolves to request Cabinet agree”, insert “to consult local schools and the School Sports Partnership on the following proposals.”

Therefore, that part of the Council resolution comprising recommendations to Cabinet is amended to read:

“Council resolves to request Cabinet agree to consult local schools and the School Sports Partnership on the following proposals:”

RESOLVED: That the amendment in the terms detailed above is agreed.

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COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

4 MINUTES OF THE COUNCIL MEETING HELD ON 6 FEBRUARY 2013  
(Agenda Item 4)

RESOLVED: That the minutes of the council meeting held on 6 February 2013 are agreed as a correct record.

5 BUSINESS PLAN 2012-17 (Agenda Item 5)

At the invitation of the Mayor the Director of Corporate Services presented the report and responded to questions from members.

The Executive Leader of the Council, Councillor Stephen Alambritis moved the recommendations detailed in the submitted report (reproduced below) and concurrently moved an amendment to the recommendations (attached as an appendix to these minutes):

That the Council agrees the Business Plan 2013-17 including:-

- the General Fund Budget;
- the Council Tax Strategy for 2013/14 equating to a Band D Council Tax of £1,102.55, which means that Merton qualifies for Council Tax Freeze Grant;
- the Medium Term Financial Strategy (MTFS) for 2013-2017;
- the Capital Investment Programme (as detailed in Annex 1 to the Capital Strategy);
- the Capital Strategy (Section 1: Part A of the Business Plan);
- the Treasury Management Strategy (Section 1: Part A of the Business Plan), including the detailed recommendations in that Section, incorporating the Prudential Indicators as set out in this report, and agrees the formal resolutions as set out in Appendix 1 to the submitted report.

The Executive Leader's budget speech is appended to these minutes.

Councillor Mark Betteridge formally seconded the recommendations and the amendment.

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The Leader of the Conservative Group, Councillor Debbie Shears addressed the meeting and her speech is appended to these minutes.

The Leader of the Merton Park Ward Independent Residents Group, Councillor Peter Southgate, addressed the meeting and his speech is appended to these minutes. He additionally confirmed his support for the Labour amendment.

The Leader of the Liberal Democrat Group, Councillor Iain Dysart, addressed the meeting and his speech is appended to these minutes.

**Amendment (Liberal Democrat) - Walksheets**

It was moved by Councillor Iain Dysart moved and Councillor Mary-Jane Jeanes seconded that:

This Council rejects proposal EN24 to reduce by £ 50k the Walksheets Budget for

2

All minutes are draft until agreed at the next meeting of the committee/panel. To find out the date of the next meeting please check the calendar of events at your local library or online at [www.merton.gov.uk/committee](http://www.merton.gov.uk/committee).

COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

2014/5 and accordingly calls for a one-off allocation of £ 50k from the contingency fund.

The outcome of the vote on this amendment is recorded below.

The Mayor invited the following Cabinet members to address the meeting:

The Cabinet Member for Finance, Councillor Mark Allison

The Cabinet Member for Children's Services, Councillor Maxi Martin

Additional amendments were put as detailed below with general debate invited by the Mayor prior to these being put to the meeting.

**Amendment (Liberal Democrat) – Worksheets (detailed above)**

The Mayor put the amendment to the meeting and there voted 28 for the amendment, 31 voting against the amendment and 1 not voting.

The Mayor declared the amendment to be lost.

**Amendment (Conservative) – Council Tax**

It was moved by Councillor Suzanne Grocott and seconded by Councillor Henry Nelles:

This Council understands the financial constraints facing many families and pensioners in Merton and welcomes the £9.1million that the borough has received from the Government in Council Tax Freeze Grant since 2011 to ensure that there is no increase in the council tax paid by Merton's residents.

This Council notes that between 1998 and 2006 the Labour-run council increased the Merton element of council tax by 55.7%, more than two and a half times the rate of inflation. Under the Conservative administration from 2006 to 2010, council tax increased by less than the rate of inflation each year and was cut in the final year.

Despite the current administration's claims that cuts to front line services are necessary, this Council further notes that there has been a year on year increase in total spend by Merton council since 2011 with total expenditure set to rise from £510.878million in 2012/13 to £524.194million in 2013/14, a further 3% increase on top of the 3% increase in the previous year, whilst the Council's total reserves are forecast to have risen to £90.1million by 31 March 2013.

This Council clearly recognises that there is scope for further efficiency savings to be delivered through a range of measures including:

- a) Focusing on areas of Council waste that haven't so far been subject to in depth scrutiny, such as the bureaucratic and ineffective performance management system and the low occupancy rates of council buildings such as the Civic Centre;

COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

- b) Further detailed work in those parts of the Council's business where the potential for savings has already been identified but not yet fulfilled, such as procurement, the use of technology e.g. in rubbish collection and translation services, and increased joint working with other local authorities and sharing of back office functions; and
- c) Implementing efficiency savings which have already been considered and agreed by Scrutiny as soon as possible such as the introduction of mobile phone payments for parking and the Council's new sickness policy.

This Council believes that councillors have a responsibility to Merton's electors to ensure maximum value for money and therefore regrets that, as part of this year's budget scrutiny process, the current administration did not take the opportunity to present new ongoing efficiency savings which would have enabled it to fund a 5% reduction in council tax for Merton's hard pressed residents, whilst maintaining the quality of services currently provided.

The Mayor put the amendment to the meeting and there voted 26 for the amendment, 31 voting against the amendment and 3 not voting.

The Mayor declared the amendment to be lost.

**Amendment (Conservative) – Scrutiny of Savings**

It was moved by Councillor Samantha George and seconded by Councillor Diane Neil Mills:

This Council notes that the balanced budget for the year 2012/13 included a reserve of £5.7million for balancing the budget in future years and that such reserves now total £7.8million.

This Council welcomes efficiency savings which can be taken over and above those purely necessary to produce a balanced budget for the current year.

The Council was therefore disappointed to see that the only efficiency savings initially being considered for 2013-14 were those already approved at the Council Budget meeting in March 2012. Whilst the reprofiling of £215,000 of Environment and Regeneration savings following a request by Conservative members of the Sustainable Communities Overview and Scrutiny Panel on 10 January 2013 is welcomed, it is nonetheless regrettable that no similar reprofiling also took place in other council departments to bring efficiency savings forward sooner, particularly when there are service reductions already agreed by Council in March 2012 which are due to come into force in 2013-14.

This Council also recognises the valid concerns raised during the 2013-14 Budget scrutiny process about a number of the administration's savings proposals for 2014-15 and beyond, which constitute either service reductions or increases in charges for Merton's residents and businesses. As such, in order to avoid the same situation recurring next year and in light of the Public Value Reviews due to be undertaken in

COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

2013-14, this Council resolves that:

- a) Cabinet is requested to instruct officers in all of the council's other departments to conduct a review to see if any efficiency savings could be brought forward for implementation sooner and request that regular progress reports on this are presented to the relevant scrutiny panels for consideration; and
- b) As a very minimum, at least the following savings come back for consideration by Scrutiny again as part of the 2014-15 Budget setting process and in the context of the authority's financial situation at that time:

EN38 - Reductions in grant to Polka Theatre  
CSF07 - Delete 7FTEs in children's social care and youth inclusion  
ASC49 - Day care workers to act as drivers/escorts  
EN11 – 1 FTE reduction in Building and Development Control in 2016/17  
EN23 – Reduction in Grounds Maintenance budget  
EN24 – Reduction in Walksheets budget and urgent repairs only  
EN 25 – Reduction in the Surface Water budget to repair damaged gullies  
EN26 – Reduction in the Ditching budget to clear drainage watercourses  
EN35 – Increased charges for halls and watersports centre  
EN37 – Increased charges for Merton Active Plus  
EN45 – Increased charges for sports grounds and parks

- c) Recognising the temporary withdrawal of EN44 (Public value review savings in Greenspaces) and EN46 (Introduce parking charges in five parks), these two savings and any new savings proposals arising from the work due to be undertaken by officers on their implementation are considered afresh by Scrutiny and also considered again at a future Council meeting.

The Mayor put the amendment to the meeting and there voted 28 for the amendment, 31 voting against the amendment and 1 not voting.

The Mayor declared the amendment to be lost.

**Amendment (Liberal Democrat) – Freedom Passes**

It was moved by Councillor Iain Dysart moved and Councillor Mary-Jane Jeanes seconded that:

This Council calls for the saving of £ 70K generated by the withdrawal of discretionary Freedom Passes from some mental health clients to be withdrawn. This reversal to be funded by a one-off sum from the contingency fund.

The Mayor put the amendment to the meeting and there voted 28 for the amendment, 31 voting against the amendment and 1 not voting.

COUNCIL BUDGET COUNCIL TAX MEETING  
6 MARCH 2013

The Mayor declared the amendment to be lost.

The Mayor thereupon put the recommendations detailed in the submitted report and as amended by the Labour amendment, to the meeting.

There voted for the recommendations as amended 31 and 29 not voting

It was, therefore

RESOLVED: That the Business Plan 2013-17, together with the agreed amendments detailed in the Labour amendment detailed in the appendix to these minutes, are agreed including:-

- the General Fund Budget;
- the Council Tax Strategy for 2013/14 equating to a Band D Council Tax of £1,102.55, which means that Merton qualifies for Council Tax Freeze Grant;
- the Medium Term Financial Strategy (MTFS) for 2013-2017;
- the Capital Investment Programme (as detailed in Annex 1 to the Capital Strategy);
- the Capital Strategy (Section 1: Part A of the Business Plan);
- the Treasury Management Strategy (Section 1: Part A of the Business Plan), including the detailed recommendations in that Section, incorporating the Prudential Indicators as set out in the submitted report and the formal resolutions as set out in Appendix 1 to the submitted report and as detailed in the appendix to these minutes.

## Labour Amendment

Under Recommendation 1 of the report, after “the General Fund Budget” add:

“as amended by the following recommendations set out in Appendix A”

And after “the Medium Term Financial Strategy (MTFS) for 2013-2017” add:

“as amended by the appropriate corresponding increase in the revenue budget gap (Appendix A) as set out in Appendix 7, pg. 316 for the revenue impacts of the recommendations”

## Appendix A

The following savings were reviewed again by O&S on 28 February 2013 and are recommended for rejection

	2014/15 £'000	2015/16 £'000	2016/17 £'000	Total £'000
CS47 (part) – potential Saving from the London Councils Grants scheme in years 2 and 3.		26	28	54
EN38 (part) – reductions in grants to Attic Theatre.		1	1	2
<b>Total</b>		<b>27</b>	<b>29</b>	<b>56</b>

The following savings reviewed again by O&S on 28 February 2013 and are recommended for rejection but with altered use of the funds

	2014/15 £'000	2015/16 £'000	2016/17 £'000	Total £'000
CS47 – Saving from the London Councils Grants scheme in 2014/15 to be transferred to the Corporate Service Grants budget	87			87
CSF06 – DoE, retain funding but officers to pilot work to refocus use	25			25
<b>Total</b>	<b>112</b>			<b>112</b>

The following savings were reviewed again by O&S of 28 February 2013 and are recommended that they are not included at this stage until further work undertaken on implementation but not rejected

	2014/15 £'000	2015/16 £'000	2016/17 £'000	Total £'000
EN44 – public value review savings in Green spaces	78	119	79	276
EN46 – parking charges in five parks.	44			44
<b>Total</b>	<b>122</b>	<b>119</b>	<b>79</b>	<b>320</b>

These proposals would have the following impact on the MTFS position as reported to Council in Appendix 7

	2014/15 £'000	2015/16 £'000	2016/17 £'000	Total £'000
<b>Increase in Budget Gap</b>	<b>234</b>	<b>146</b>	<b>108</b>	<b>488</b>
<b>Cumulative increase in Gap</b>	<b>234</b>	<b>380</b>	<b>488</b>	

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## **Speech by Councillor Stephen Alambritis, the Leader of Merton Council , to the Budget/Council Tax Full Council Meeting on Wednesday 06 March 2013**

Mr Mayor,

Many people were surprised to see my name appear in 2010 as the Labour leader of this council

I am proud of my business background and proud of my Labour roots

Those Labour roots go back to the youngest and only boy of four siblings born in colonial Cyprus in the late 50's and emigrating to England at the tender age of seven in the mid 60's

Living in poverty and in cramped conditions was what life was like in Fulham in those days

Father worked nights in the kitchens at the Dorchester hotel and mother worked in the rag trade at the Angel in North London

They eventually scraped enough money to buy a house just by Craven Cottage for £6,000

A lot of money in 1967!

My parents gave me the ability to get on in life, to get a business

But they taught me never to forget how hard it can be

And how the cost of living hurts hard working ambitious families the most

They taught me to care for others, to share with others and to listen to others

I am therefore pleased to be able to present this caring, sharing and listening budget

Mr Mayor,

Last year's Budget was about putting the council's finances on a surer footing

Tonight's Budget is about taking strong steps towards affordability

I therefore move the budget proposals as set out in Recommendation 1, with particular reference to the formal resolution as set out in Appendix 1 to the Report and as amended by the further Recommendations set out in Appendix A

Mr Mayor,

This time last year, I named three people for all their hard work on the budget

These colleagues were:

Cllr Mark Allison

Cllr Peter Southgate

And

Caroline Holland the Director of Corporate Services

I wish to repeat those thanks

I also wish to thank Cllr Debbie Shears and all her councillors

I would also like to thank Cllrs Iain Dysart and Mary-Jane Jeanes

Thanks must also go to Cllrs John Sargeant and Karin Forbes

My deputy leader, Cllr Mark Betteridge, my Cabinet and all Labour Councillors also deserve my heartfelt thanks

Mr Mayor,

Each year we have a duty to balance the budget

Given the cuts in government funding this is becoming increasingly difficult

But we must all recall that this Council agreed to a set of key principles

Dedicating us

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To continuing to provide the services residents need most

To keeping the council tax at an affordable price without being reckless or indulgent over its level

To keeping Merton's streets clean

To doing the best we can for the local environment

Those principles also committed us to ensuring Merton continues to be a good place for young people to go to school

Just in case any one needs reminding these are called our July principles passed by this very council in this very chamber

Mr Mayor,

We are here tonight after a long journey in our budget process that has seen the council punch well above its weight

We are one of the most effective councils in London

We are in the top quartile when it comes to performance

We have had to save £70 million—approximately a third of our budget

While sadly, we have received the lowest funding for our housing needs team, we are nevertheless still maintaining exceedingly low numbers in temporary accommodation

Over 90% of our 16 and 17 year olds are not NEETS because they ARE in education, employment or training

We have achieved the highest improvement rates in exam results in London

Our town centres continue to prosper with Raynes Park heralded as the best performing high street in London by the Evening Standard

Our achievements have been recognised with the borough winning over 40 industry awards across a range of sectors since we came to power in 2010

Mr Mayor,

All this could not be done without our excellent budget strategy

As well as restructuring our corporate centre we have worked hard to drive out waste and inefficiencies in every process

Working together we have been able to develop a number of innovative models in local government

The first of these is our partnership approach

Our South London Waste Partnership is the first of its kind

We have teamed up with three other London boroughs to operate an energy-from-waste-plant

This will save us £60 million over the next 25 years

Mr Mayor,

The second of our three innovative models in local government is to do with volunteering

In our great library service we have introduced a volunteering model for our libraries that is being replicated across the country

Hundreds of volunteers help us to maintain our libraries which were at risk of closing due to cuts in our government funding

Many residents are also now involved in the management of small green areas

Another voluntary programme is our recently launched street champions scheme

Mr Mayor,

The last of our innovative modes in local government relates to sharing services with neighbouring boroughs

Our HR team was one of the first shared services in the local government sector

This shared service with Sutton has already saved well in excess of £500,000

We have also teamed up with Richmond to establish the first legal service in local government with savings of between 16-20%

Following this huge success we are now extending this model to Sutton and Kingston

This will create the first ever four borough legal service, saving a further £100,000

Mr Mayor,

Some in this chamber may not believe me and that is their wont

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But of more importance to me is what our residents say

That is why each year we ask them what they think of our services

Over the last two years we have received record satisfaction levels, often way above the rest of London.

Let us look at just three of those satisfaction levels

One: 79% of residents think we are doing a good job

Two: 69% say we are efficient and well run

Three: 72% say we are a good place to live

A AAA rating for this council if ever I saw one!

Mr Mayor

As late as last week, more feedback was received from the final round of scrutiny meetings

Given the proximity of this to tonight, I was more than happy to delegate authority to Cllrs Betteridge and Allison to give the Cabinet response

I am pleased to announce tonight that appendix A to the amendment I am moving shows us in listening mode on all of the recommendations from scrutiny

And I am delighted that the Chair of the Overview and Scrutiny Commission has agreed to second the amendment

Mr Mayor,

At the end of the day,

When all is said and done

And we have all left this chamber

What Merton's residents will want to know is how will this budget affect them?

I have some very good news for our residents especially those on low incomes

I also have very good news for our businesses, especially those that are small firms

I know many of us will have seen stories in the news that council tax benefit for people on low incomes is being cut

But, unlike other authorities, Merton Council will not be going along with this

We have decided to pay the extra money ourselves out of the council budget to make sure the overall income of our people on low incomes is protected

This has only been possible as a result of good financial management in this budget

Mr Mayor,

As we all know, the council does not set business rates

However we will do what we can to support businesses in Merton

We will continue to give the small business rate relief

And we will continue to spruce up our town centres in Colliers Wood

Mitcham

Morden

Wimbledon

And Raynes Park

Mr Mayor,

We have had significant reductions in our funding from central government

A 28% cut over three years with more to come

To deliver value for money we have had to cut spending on some services

But we have managed to keep our council tax low

While at the same time protecting the services that matter most to our residents

And unlike many other boroughs

We have not closed any of our libraries

Any of our children's centres

Any of our leisure centres

By offering more of our services on line,

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Getting a better deal from our suppliers and sharing services with other boroughs

We have become a more efficient borough

This has helped us to keep the council tax low

To contain the cost of resident parking and to reduce visitor parking charges

Mr Mayor

Our residents continue to inform us about a range of worrying issues close to their hearts

They are concerned with the lack of growth in the economy

They are also concerned about the rising cost of living

And I remember how hard it was for my parents, hard working people striving to get on when times were hard

Given these very genuine concerns we want our residents to pay no more in their council tax this year than they did three years ago

Therefore

For the third year in a row we are freezing the council tax

This is the first time this has happened in Merton

Tonight we are not only setting a caring, sharing, listening budget

We are also setting a record breaking budget

Of that we can all be proud

Mr Mayor

I commend this budget to the Chamber

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**BUDGET SPEECH BY**  
**COUNCILLOR DEBBIE SHEARS**  
**LEADER OF THE CONSERVATIVE GROUP**  
**WEDNESDAY 6 MARCH 2013**

Thank you Mr Mayor,

“This Administration has not taken every step and looked at every measure to see how they can save money without cutting front line services.”

These are not my words but those of the current Leader of the Council who was in opposition in 2010 at the Budget Council meeting. Oh, how he must be regretting those words now!

For today, Mr Mayor, we are faced with a lazy budget that is totally lacking in imagination.

Labour has fallen back on its previous formula of building up reserves whilst hiking charges for residents, cutting services to the most vulnerable and reducing funding to arts and community groups.

Labour have also snubbed residents by failing to take the opportunity to use the council's budget wisely. Next year they are proposing to spend £524 million of taxpayers' money – that's a whopping £28million increase since 2011. And yet in a gross misjudgement they refuse to pass onto residents the 5% cut in council tax that the Conservatives called for last year.

Building a war chest of £90 million to bribe residents at the next election is a cynical ploy, but one our residents will see through. The country and Merton residents know all too well that Labour cannot be trusted with the public's money. We only have to remember the mess Labour made of the British economy - a mess the country is paying for today.

And just as Labour nationally seem to have no solution to tackling the deficit other than borrowing more, so Labour in Merton seem to be completely devoid of a plan for managing the council's resources other than persisting in building up their war chest of reserves.

Labour in Merton are now sitting on reserves higher than many councils in London, oblivious to the needs of the residents whose money it is they've got stashed away. Labour try to present themselves as the caring party; in fact Cllr Martin takes every opportunity to tell this Chamber about her care for the Borough's children. Maybe that is why over 3 years she has taken £5.7 million out of children's care services and £1.2 million out of youth services.

If Labour and the other two parties truly cared about Merton's hard pressed residents they would have looked seriously at a council tax reduction this year. Conservative councillors know that this is affordable and we even set out in our council tax amendment how they could go about it. If colleagues in Hammersmith and Fulham can do it then so can we, particularly considering the council is again projecting a £4 million surplus on its budget this year and again proposing a 3% increase in total expenditure.

Council Tax remains the second highest concern of residents, even despite the two previous years of council tax freezes funded by the Coalition Government. Yet when asked to consider a sustainable council tax cut, Labour, the Liberal Democrats and Merton Park Independents all flatly refused. I'm afraid that's typical of the 'Can't do, won't do' approach of this Labour run council.

You may have all scoffed at our call for a 5% council tax reduction but that's what residents want. They want a council that is bold and imaginative and which most of all listens to their views. But of course Labour isn't interested in listening to residents. In fact they have such a low regard for residents' opinions that there has not been one consultation meeting between the Leader or Cabinet and the public on the budget, not through the community forums, through My Merton or even online.

They will consult on bus lanes when they think they're going to generate extra revenue but then when they get the wrong answer back they just ignore the majority view anyway, as seen with Hartfield Road and in Mitcham Town Centre.

We saw this also with the recent consultation on the Budget with business ratepayers. Out of all the businesses in the borough just three turned up. Why? Because once again there was a lack of notice and advertising and the timing of the meeting was inconvenient for many businesses since many are still open at 6.00pm on a Thursday.

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Fortunately for residents in Merton all is not lost as they do have a 'Can Do' Conservative-led government who have given Merton nearly £10 million in Council Tax Freeze Grant so that Council Tax can be kept low or reduced. We also have a 'Can Do' Conservative Mayor of London who does actually listen and cares about helping residents which is why he is cutting his precept by 1.2% giving Merton residents a cut in Council Tax. Were it not for Conservatives in power nationally and in London, we would undoubtedly see Labour Merton returning to its natural inclinations - the last time they were in power they increased council tax by 55% in just 8 years.

What this Labour council will do of course is persist in its apparent hatred of the motorist and the motor car. This year alone you have claimed in income and fines from the motorist in excess of £11 million, a whopping £1.6 million more than last year. You've increased beyond the suggested number of mobile enforcement vans and now in this budget you are proposing to not only increase the number of camera vans further but to employ seven more traffic wardens too. What rather gives the game away though is your claim

that this is not a growth item because they will more than pay for themselves through the increase in income from fines. So yet more indirect taxation levied by this council on the motorists of Merton.

The same is true of proposals to charge people to park and use our parks. What a kick in the teeth when the Leader has stood in this Chamber and talked about Olympic spirit and legacy. Councillor Draper has already admitted he has not progressed the Sophie Hosking Challenge Cup for school children, despite the wish of council and the endorsement of the Olympic Champion herself. Now you want to charge our sportsmen and women who use the parks and recreation grounds for weekend sport, running clubs and competitions for young people in our borough.

So much for increasing sport and active lifestyles - this proposal would have the opposite effect in Merton, because sports clubs who are already dissatisfied with the sporting facilities Labour provide will just move out of borough.

Will we ever actually see another Merton Olympic champion?

And all this for what? So that the council can build up its reserves further and presumably enable the administration to have a pre-election spending splurge in 2014. Or Are they thinking of ignoring the vote of this Chamber and resurrecting their gimmick of giving every household a £100 council tax rebate?

It has to be to the credit of Scrutiny that the Commission has at least managed to make some headway in forcing the administration to reconsider some of your proposals for future years. I am only disappointed that it's taken until just 6 days before this meeting for you finally to listen to the views of councillors from all sides of this Chamber.

Mr Mayor, we are here today to consider a budget from a Labour administration with no respect for democracy. The residents we all represent rightly expect all 60 of us to consider this decision carefully, as for many the level of council tax represents one of the highest monthly expenditures they have to pay. Yet Cllr Alambritis has shown a total disregard for this Chamber and for democracy in Merton, because since January he has been writing to residents telling them that council tax will be frozen this year, before a single one of us Councillors has even voted.

This is symptomatic of a lacklustre minority Labour administration. In their total disregard for democracy, they deal with minority parties behind closed doors and both show complete contempt for the residents they represent.

Mr Mayor, Labour have refused to cut council tax; all they are interested in is ripping off residents to build a war chest for electioneering. Labour's mantra is to rip off residents to build huge reserves and they have shown a total lack of respect for democracy, which is why on this side of the Chamber we cannot vote for their budget.

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**Agenda Item 5. Budget Council**  
Councillor Peter Southgate - MPWIR

**6 March 2013**

Thank you for calling me to speak on behalf of MPWIR, and thank you too for setting out your principles governing the allocation of time between political groups for budget council meetings. As these ensure a fair deal for minority political groups against the big battalions, I hope they will be adapted by your successors for future budget councils.

On the assumption that few people will still be listening by the time I finish this speech (particularly if I use the full six minutes I've been allowed), I'm going to break with convention and thank officers for their input to the budget process of the beginning rather than the end of my speech. In particular I want to thank Caroline Holland and Paul Dale for their support through two or three cycles of budget scrutiny meetings going back to last November plus their support to the Financial Management Task Group. That has helped members to analyse future budget proposals in the context of current financial performance.

I hope members will agree that we are now getting better quality information and better researched proposals than we were getting a few years ago. I realize there are still differences of opinion over the presentation of information and how it may best be integrated, but we are closer to this with the service plan format than we have been in the past.

I mentioned improvements to the capital budget last year, but I make no apology for referring to this again because of the benefits from challenging the programme and cancelling projects that have little likelihood of materializing. That has been combined with a much more realistic approach to slippage. So if you look at the cost of servicing our borrowings (on page 83) you will see they are 10.14% of revenue for 2013/14 rising to 12.14% in 2016/17. That's still a lot of money in absolute terms (around £17m next year) but it's less than we were looking at three years ago. Then, we were forecasting borrowings of £204m in 2013/14, now we are looking at £125m.

Still with the historical perspective, we can see the benefits of freezing council tax for the third year running in the reactions of our residents. If I combine this with the policy of the previous administration of pegging the increase in council tax at or below RPI, the number citing the level of council tax as their main personal concern drops from 45% in 2005 to 27% in 2012. Over the same period (2005 to 2012) the number believing the council provides good value for money has gone from 33% to 54%, the numbers who say the council is efficient and well run is up from 53% to 69% and “doing a good job” is up from 62% to 79%. These are fundamentally important measures of performance in the eyes of our residents, and they demonstrate that a minority administration is no bar to improvement.

Going from the macro to the micro, I'd like to turn now to the savings considered in the final round of scrutiny by the Commission last week, and why they mattered. The first is funding for the voluntary sector. I accept that monies we were previously paying into the London Councils Grants Scheme were not necessarily benefitting Merton residents, but now that they have been repatriated to Merton, the best possible use for them is surely to insist they do start benefitting our residents, rather than being swallowed up elsewhere. As a point of principle, we should strive to maintain funding to the voluntary sector. Elsewhere in this budget we are inviting the voluntary sector to find savings of £98K through their own efficiencies. That's not undoable (for example the merger of MVSC and Volunteer Centre Merton will allow economies of scale), but we can't continue to rely on the voluntary sector if we don't fund it adequately.

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As a result of the review of volunteering I have been undertaking with colleagues (particularly Councillor Gilli Lewis-Lavender), I have become convinced that the voluntary sector is our best hope and ally for coping with a prolonged period of austerity, likely to extend through the life of the next council (2014-18) as well as this one. We have a good record for volunteer activity here in Merton, the Annual Residents Survey shows that 1 in 5 people volunteer on a regular basis, and we are

pursuing a number of initiatives to encourage more people to volunteer. So the contribution of volunteers could be what differentiates Merton from other local authorities that have turned out the lights and locked up the libraries and the children's centres. But to get there we have to make sure we treat our volunteers right, we need to keep faith with them by maintaining funding, not cutting it. And we need to do more to help them to adapt if they are to be eligible for grant funding, because we don't want to lose the experience and talents we have in our midst (and let me declare an interest at this point as a trustee of Merton and Morden Guild, which has seen its funding cut by more than half). So I'm pleased we've put in place the offer of interim funding to carry those organizations through the next six months, and not shut them down prematurely.

The other item I'd like to highlight is the proposed saving from the public value review of Green spaces. It seems to me the logical sequence is to carry out the review and then decide where the scope for savings lies – horse in front of cart. To book savings from a review yet to be carried out is not something scrutiny can approve because we need evidence to gauge whether the proposed saving is sound or not. Please note that we're not saying the saving can't be taken, just that we need to see the business case first.

So I was very pleased that Cllrs Mark Betteridge and Mark Allison accepted all of the recommendations from the Commission at its meeting last Thursday, and have incorporated these into the amendment to the main report. Members of the Commission can reflect that they have made a difference to the budget we will approve this evening. I would like to thank the two Marks for their willingness to listen to scrutiny and their openness to making changes to the Business Plan.

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## Merton Council Budget Meeting 6<sup>th</sup> March 2013

Speech by Councillor Iain Dysart, Liberal Democrat Group Leader

“Thank you, Mr Mayor. It never gets any easier. We now find that Government do not expect the national deficit to be resolved until at least 2018. More pain, less relief. So much for Gordon Brown’s economic miracle. But we will continue to stand up for our beliefs in economic strength and a fairer society. Having 75% of the Liberal Democrat manifesto in the Coalition Agreement matters, but continued delivery matters more. Making difficult decisions, which national Labour duck, is a long, hard slog. But we know the importance of local community action to make our communities better places. And so do the voters of Eastleigh! Go forth, they say. Well, Labour did! But we see from Eastleigh that being in Government and making unpopular choices when inheriting a mess from your predecessors doesn’t necessarily preclude you from winning. And the Lib Dems continue to deliver on our pledge to take low earners out of income tax, Since May 2010, 7,710 people removed from liability. From April 2013, a further £ 92, 600 saved, making a total of £ 55, 560, 000 since April 2010. The pupil premium, which in 2013/4 is worth £ 5.3 million to Merton schools; that’s £900 per pupil on free school meals. Real help. And that’s what we want for our hard-pressed residents. Our values have been and remain to working to protect and support future generations, increased transparency, and better decision-making, protecting front-line services, particularly for the vulnerable. Locally and nationally, a strong economy in a fairer society.

So what of this year’s Budget box of delights? Well, firstly, I’m not delighted. Some savings previously agreed are scheduled to take effect this year and we have placed an amendment on one of these; namely the withdrawal of some discretionary Freedom passes. Additionally, several voluntary groups supplying services to hundreds of elderly and vulnerable residents are being stripped of funding due to changing criteria, such as Merton Mind and the Friends of St Helier, due to work already carried out. But as for tonight’s proposals? The Council has had to find over £ 11million of savings this year. We’re pleased that some efficiencies were found though disappointed that not all were taken when identified in preference to awaiting a Budget meeting. We’re pleased that the Council proposes to freeze council tax again, taking advantage of the Coalition Government’s grant incentive. But the voluntary sector will see cuts of £ 141,000 over four years. We forget at our peril the valuable work they do; and that other Council departments might have to intervene later if this work cannot be continued due to insufficient funding. I’m pleased that the scrutiny process has led to some proposals being re-thought, like the £ 25,000 saving generated by handing over the administration of the Duke of Edinburgh award scheme benefiting a range of children from many of our schools to the schools themselves, who couldn’t or wouldn’t necessarily continue the funding. Again, due to scrutiny pressure, enforcement team cuts have been withdrawn, and the further cut to the Attic Theatre won’t proceed. But the administration remains intent on pursuing false economies, like the reduction to the Walksheets Budget on which we’ve also tabled an amendment given the serious financial and reputational costs, which could

arise. And with 1 year to go before the 2014 elections, we should, on a cross-party basis, do whatever we can to lobby for better settlements and an end to the iniquitous position with the Lee Valley Regional Park, for which Merton is now faced with a higher levy.

Mr Mayor, I'm concerned too for the staff of our authority. I believe they give of their best in difficult circumstances. They need and deserve our support and our thanks. They have to control and work within diminishing budgets. And we know that over the past three years, basic pay has not increased, never mind risen with inflation. We will lose more staff, increasing the pressure on those left. I was reassured to be advised that the figure on page 165 of our report was wrong; the target for sickness absence is decreasing from 8 to 7 days, not rising from 8 to 9. But this in itself presents challenges.

Mr Mayor, we could have had a Budget to protect front-line services, defend our children and young people, and the elderly and vulnerable. We needed to see an end to the month on month colossal underspends on waste services, along with children and adult social care services. A resolution to the inability of some staff departments who wanted them to have electronic payslips, thereby saving this Council money. A sign of how much and by when any legal action against us by the former Connexions providers would cost. We needed recognition that whilst Government funding levels do matter, how those monies are spent is a local decision. No point, of course, in seeking advice on any of this from Mr Miliband; his only idea is; deal with a debt by increasing that debt. Brilliant! And the Shadow Chancellor's surname says everything. We needed a Budget with practical answers to practical answers. Instead, we have a lack of vision and direction. Merton deserves better"

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(7.15pm – 10.40pm)

PRESENT: Councillors Peter Southgate (in the Chair), Stan Anderson (substitute for Judy Saunders) John Dehaney (substitute for Peter McCabe), Iain Dysart, Suzanne Evans, Suzanne Grocott, Richard Hilton, Russell Makin

Co-opted member – Dr Jo Sullivan Lyons, Parent Governor Representative – Secondary Schools

ALSO PRESENT: Councillor Mark Allison, Cabinet Member for Finance, Councillor Mark Betteridge, Deputy Leader and Cabinet Member for Performance and Implementation

Caroline Holland, Director of Corporate Services, Paul Dale, Interim Assistant Director of Resources, Darren Williams Borough Commander Merton, Sophie Ellis Assistant Director of Business Improvement, Stella Akintan, Scrutiny Officer

1 DECLARATIONS OF INTEREST (Agenda item 1)

None.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors; Peter McCabe and Judy Saunders.

3 MINUTES OF MEETING HELD ON 31 JANUARY

RESOLVED: Minutes were agreed, Councillor Neil Mills requested further information on de-aggregated commercial waste and pest control, also head count numbers in parking proposal for back office and the frontline.

Councillor Makin asked that page eight resolution on Duke of Edinburgh Award CSF06 should be amended to read "to recommend that cabinet should reject this saving until further work is done on an alternative proposal"

Councillors were disappointed not to have received the additional information from the last meeting earlier although do not wish to apportion any blame to scrutiny officers.

4 MATTERS ARISING FROM THE MINUTES

Councillor Hilton sought confirmation on who signed off the business case for the Energy ReFit savings circulated by email to the Commission on the 28<sup>th</sup> February. The Director of Corporate Services agreed to provide more information.

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5 FUTURE OF POLICING IN MERTON

The Borough Commander, Darren Williams reported that Merton is one of the lowest crime boroughs across London.

Over the last few days local officers had police knocked on over 2,500 homes (1 in 35 houses across Merton) to offer home security and crime prevention advice.

The Commission were shown a four minute video on policing achievements in Merton.

The Borough Commander said the video will be used to highlight to officers the fantastic work they have done in 2012 and how it can be continued through the period of austerity. The local priority is to staff the neighbourhood teams. There are a number of short term vacancies but the Metropolitan police are training five thousand recruits over the next three years. Police Community Support Officers (PCSOs) are being trained to become full police officers. All PCSOs in Merton are being trained in crime prevention. All special constables are attached to a ward in Merton. The Borough Commander further reported that Merton Police have set themselves challenging targets for the recruitment of special constables and volunteers.

Merton Police are facing a number of challenges including; improving response to victims. The police need to reduce the number of buildings, Wimbledon and Mitcham police stations will be retained. Safer neighbourhoods bases cost approx £270,000 a year to maintain and are not all accessible to the public.

Merton will not be losing any police officers to neighbouring boroughs. In Mitcham, the majority of crime relates to anti-social behaviour. In the Wimbledon area it is mainly retail crime. Wimbledon is also the centre of night time economy crime.

The Borough Commander is intending to circulate a map of crime hot spots with the aim of encouraging large retailers to do more to prevent crime as well as increasing the number of neighbourhood watches. A future initiative will include the Borough Commander and some police officers cycling around the borough with local residents. as a way of engaging with local communities.

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Commission members asked a number of questions including if neighbourhood policing will continue in Cricket Green and if there will be an increased visible presence in Wimbledon because of the high crime rate?

The Borough Commander reported that every neighbourhood team will have one officer and one Police Community Support Officer. Although wards will be policed differently based upon their crime patterns. The allocation of resources will be discussed with senior officers next week.

Commission members expressed gratitude to the Borough Commander for all the work that he and his officers had done. However some concern was expressed about the use of maps to identify crime hotspots as potential burglars could make

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use of this information. Another Commission member shared this concern and asked if there is any evidence that it works?

The Borough Commander has said that the map will not identify individual streets. He went on to say that the use of daily information on crimes across the Borough did seem to be working as Merton were seeing reduction in every crime type except motor vehicle crime. He also said that going forward we do need to develop innovative new solutions to tackle issues together as a community and not just rely on the police.

A Commission member asked how satisfaction with the police service will be measured.

The Borough Commander reported that satisfaction is measured by a survey conducted by an independent company. It is hoped that this survey can be improved as it does not reach all sections of the community.

6 BUSINESS PLAN UPDATE 2013-17

A Commission member asked if the meeting stated in paragraph 1.1 on page 11 took place.

The Chair reported that the situation had since changed and the cabinet member would respond to this meeting by email.

Councillor Richard Hilton circulated advice from the monitoring officer, regarding the legality of the meeting proposed. Councillor Hilton asked the Chair if he had agreed to attend the meeting?

The Chair reported that he never intended it to be a private meeting, the scrutiny officer was asked to minute the discussion, though there was a recognition that it was less than transparent.

Councillor Hilton asked for the minute to show that he was unhappy that the Chair engaged in such a conversation to represent this body having no authority to do so. He was disappointed that the Chair would go down that route, especially as a champion of scrutiny.

The Chair asked Commission members if they had any further consideration of the capital programme budget proposals.

A Commission member asked if the chairs of the scrutiny panels would give an overview of their discussions on the capital programme

The Chair of the Children and Young People Panel reported that they had discussed schools expansion. The Chair of the Healthier Communities and Older People Overview and Scrutiny Panel reported that they did not have any major reservations about the capital programme.

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A Commission member queried the highways and regeneration budgets asking if they are standard, as there seems to be a significant reduction every year, are these unspent monies re-profiled or do we start with the same figure?

The Interim Assistant Director of Resources reported that they are standard amounts there is a backlog in highways, we will review future year's allocations. There has been an improvement in the condition of the roads so not carrying forward. The Director for Corporate Resources also reported that when we do the outturn we will look at slippage, re-profiling and report to the cabinet.

Duke of Edinburgh Award

Commission members expressed a range of views about if the Duke of Edinburgh award should be targeted. A Commission member felt that it was valid to target funds at groups most in need especially in a time of austerity. Another Commission member wanted to see funding targeted to those who wouldn't otherwise benefit from this scheme. A Commission member pointed out that the local authority had taken a strong lead on this scheme we could not assume that this would continue for any pupil irrespective of their background. Another Commission member felt that the scheme had been successful and some schools could mentor others. Another Commission member felt that the scheme is benefitting a wide range of pupils and we should encourage it for all and not only target specific groups.

The Chair asked the Commission to vote on the funding being retained but targeted to those pupils who wouldn't otherwise benefit from this kind of activity.

Six members voted in favour and four voted against. The vote was carried. Councillor Hilton asked the minute to show that he voted in favour of the funding being retained.

Councillor Southgate moved a motion to: Accept officers offer to look again at pilot programme developed to extend scope of Duke of Edinburgh Award. This was seconded by Councillor Makin

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An amendment was put forward: Officers to look at how best to target funding to those most in need of this kind of programme in the event that the saving is not taken. Councillor Hanna seconded the amendment. Five members voted in favour of this motion. Four members voted against and one member abstained, in which case the motion was passed.

The Commission discussed the funding for the Polka and Attic Theatres. A vote was held on taking the savings for the Polka Theatre five members voted in favour and five voted against, the motion was carried with the Chair's casting vote.

A vote was held on taking the savings for the Attic Theatre

Four members voted in favour, six members voted against this motion, it was not

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carried.

In relation to savings EN44&EN46 The Chair asked Commission members to vote on officers carrying out a review to look at potential for taking savings and not to take savings until review has been completed. Six members voted in favour and four voted against. This vote was carried.

EN46

Some Commission members felt that there needed to be more evidence on usage, it was pointed out that the Sustainable Communities Panel had not seen any evidence.

Councillor Diane Neil Mills moved a motion to ask the Commission to vote against the principle of charging residents to use parks. This was seconded by Councillor Evans. A Commission member pointed out that only the parks in Wimbledon had been targeted. Four members voted in favour, five voted against and the motion was not carried.

In conclusion the Chair said that the Commission do not accept savings EN44&46 as further work needed to be done.

The Commission agreed the following in relation to other savings:

CSF07 – Saving to be taken and further information provided to the Children and Young Peoples Overview and Scrutiny Panel

ASC49 – Further information to go to the Healthier Communities and Older People Overview and Scrutiny Panel in due course.

The Commission asked the Cabinet Member to exercise caution in relation to the savings set out in table 20; Councillor Mark Allison said that he would report back to the Commission on implementation.

## 7. CUSTOMER CONTACT STRATEGY

A Commission member pointed to the list setting out why change is needed and felt that 'the need to reduce financial expenditure' should not be included in the list as this Strategy was needed irrespective of the financial Climate.

A Commission member pointed out that the Director should be the accountable officer for the strategy rather than the Assistant Director for Business Improvement as set out on Page 49.

The Director for Corporate Resources said that she was ultimately responsible and

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is the sponsor and will ensure that this is made clear in the strategy.

Commission members asked a number of questions including how this document will be used to drive performance and customer experience, is the Strategy based on best practice or existing work, the importance of extending internet access and if the bidders day will take place in March?

The Assistant Director for Business Improvement said the strategy is based on existing work and good practice from elsewhere, The Bidders day is likely to take place in April now, the purpose of the event is to stimulate the market and ensure that the approach is right.

A Commission member asked if the council would still proceed with the strategy if we did not have budget pressures, the annual residents' survey highlighted the need to improve customer contact.

Councillor Mark Betteridge, Deputy Leader and Cabinet Member for Performance and Implementation reported that the Strategy would continue irrespective of the financial situation, the annual residents' survey highlighted the need to improve customer contact.

At 10.15pm the Commission agreed to suspend standing orders and extend the meeting for ten minutes.

8. NOTES OF THE FINANCIAL MONITORING TASK GROUP MEETING 7  
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Councillor Iain Dysart said he has submitted questions some of which have not yet been answered

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9. UPDATE ON PROGRESS ON RECOMMENDATIONS FROM THE OVERVIEW  
AND SCRUTINY COMMISSION ON THE NIGHT TIME ECONOMY

This item was noted

10. WORK PROGRAMME 2012/13

The Commission agreed that the next time borough commander is invited he should be asked to provide information on:

1. Details of officer deployment given the target on 'officers undertaking other duties'
2. Proposed increase in neighbourhood teams



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Also customer contact programme update to be added to the work programme for 2013/14

THE MEETING ENDED AT 10.25pm.

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(7.15pm – 10.05pm)

PRESENT: Councillors Peter Southgate (in the Chair), Peter McCabe (Vice Chair), Iain Dysart, Suzanne Evans, Suzanne Grocott, Jeff Hanna, Richard Hilton, Russell Makin, Diane Neil-Mills and Judy Saunders.

ALSO PRESENT: Councillor Mark Allison, Cabinet Member for Finance, Councillor Mark Betteridge, Deputy Leader and Cabinet Member for Performance and Implementation  
Caroline Holland (Director of Corporate Services),  
Chris Lee (Director of Environment and Regeneration),  
Paul Dale (Interim Assistant Director of Resources)  
Mark Humphries (Asst Director Infrastructure & Transactions),  
Gerald Porter (Interim Head of Facilities),  
David Keppler (Head of Revenues and Benefits),  
Sophie Ellis (Assistant Director of Business Improvement),  
Sean Cunniffe (Head of Customer Contact),  
Annalise Elliott (Head of Safer Merton),  
Julia Regan (Head of Democracy Services).

1 DECLARATIONS OF PECUNIARY INTEREST (Agenda item 1)

None.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from co-opted members Dr Jo Sullivan-Lyons and Colin Powell.

3 MINUTES OF MEETING HELD ON 8 JANUARY 2013 (Agenda item 3)

RESOLVED : That the minutes be agreed, with the following amendments:

- Item 5 – Control of Noise Nuisance – fourth resolution, insert “as soon as possible” so that revised resolution reads – “to recommend to Cabinet that it explores options for providing a 24/7 service as soon as possible through an ‘invest to save’ approach that would deal with complaints promptly and further reduce the need for court action as well as sending a message to residents that anti-social noisy behaviour will not be tolerated”.
- Item 6 – Customer Contact programme Update – second paragraph on page 6 amended to read – “In response to concerns expressed by Councillor Richard Hilton and a request for clarification from Councillor Peter McCabe, Caroline Holland gave assurances that the Council had not employed staff unnecessarily nor wasted money on this programme”

4 MATTERS ARISING FROM THE MINUTES (Agenda item 4)

None.

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- 5 BUSINESS PLAN UPDATE 2013-2017 (Agenda item 5)
- 6 BUSINESS PLAN UPDATE: supplementary information (Agenda item 6)
- 7 SCRUTINY OF THE BUSINESS PLAN: comments and recommendations from the Overview and Scrutiny Panels (Agenda item 7)

The Commission agreed to take these three items together.

**Scrutiny of proposals relating to Corporate Services**

The Commission discussed the savings proposals for Corporate Services and agreed a number of comments and recommendations to Cabinet.

Members commented on the number of savings that comprised underspend or redundant budgets.

RESOLVED: to recommend to Cabinet that:

- 1) underspend and redundant budgets should be continually reviewed and deleted as appropriate.
- 2) the terminology in savings proposals should be reviewed to accurately reflect the source of the saving
- 3) savings proposals be presented consistently across all departments so that the base budget clearly relates to the proposed saving.
- 4) service implications and staffing implications be completed for all savings proposals.
- 5) the above changes should be made and included in the agenda papers for the budget Council meeting on 6 March.

The Commission welcomed the move to consolidate utilities and phone accounts in order to drive efficiency savings but requested more information about the context, including the base budget for total spend on these items. The Commission also asked to see the business case for the Energy ReFit savings (items CS19 and CS20). ACTION: Assistant Director Infrastructure & Transactions.

~~Comments, questions and recommendations on specific savings proposals are set out below.~~

Business improvement – rationalisation of management costs (CS1)

In response to questions, the Director of Corporate Services clarified that the £230,000 base budget related to the staffing costs of the Business Improvement Division, that some managers currently manage very small teams and that the ideal “span of control” would vary depending on the type of service that was provided. She added that the very nature of business improvement work meant that the total number of staff would reduce over time.

Business improvement – systems and projects (CS2)

The Commission noted that this savings proposal had been withdrawn.

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IT Service Delivery (CS5) and IT Service Development Revenue Budgets (CS6)

Members commented that the size of the saving seemed small in relation to the base budget. The Assistant Director Infrastructure & Transactions explained that it was a composite budget and that the savings on CS5 would be achieved through re-negotiation with suppliers, supported by a pan-London group. The savings on CS6 would be achieved by review and subsequent deletion of parts of the budget that were no longer needed.

Mobile phone contract (CS7) and Cancellation of T mobile contract (CS14)

In response to a question, the Director of Corporate Services confirmed that the replacement of the PABX system was in the capital programme and that there would be a reduction in the costs of calls over time.

The Assistant Director Infrastructure & Transactions said that the Council has a contract with T T mobile (not T mobile) that will reduce costs of staff mobile phones. Staff will make a contribution to cover personal calls.

The Assistant Director Infrastructure & Transactions undertook to provide information on how many mobile phones the Council has and the total cost of these.

ACTION: Assistant Director Infrastructure & Transactions

Infrastructure & Transactions – outsourcing service desk (CS10)

Members discussed a written representation received from Keir Greenaway, GMB Branch Secretary (tabled at the meeting and published with the minutes). The representation set out concerns about the impact of outsourcing. The Assistant Director Infrastructure & Transactions explained that the intention of the proposal was to improve service delivery.

Members discussed the impact that outsourcing would have on staff morale and consequently on service delivery.

RESOLVED: to recommend to Cabinet that the reputational risk of this savings proposal be changed to “high” in order to reflect the impact of a possible adverse effect on staff morale.

The Commission requested the names of local authorities that had successfully outsourced this service. ACTION: Assistant Director Infrastructure & Transactions

Infrastructure & Transactions – information governance vacant post (CS12)

The Assistant Director Infrastructure & Transactions clarified that the post had been vacant for about two months and that the previous postholder (now on secondment elsewhere in the Council) has been covering some of the duties. In the longer term, it is planned to address through bringing teams together.

Infrastructure & Transactions - asset & change analyst vacant part post (CS15)

The Assistant Director Infrastructure & Transactions clarified that the total number of staff on IT service delivery is 40.

OVERVIEW AND SCRUTINY COMMISSION  
31 JANUARY 2013

Surrender of remainder of ITSD overtime budget (CS16)

Members expressed concern that the impact of the saving might lead to the loss of IT systems during normal working hours. The Director of Corporate Services and the Assistant Director Infrastructure & Transactions explained that work to increase planned maintenance and to upgrade systems would mitigate this risk.

RESOLVED: to recommend to Cabinet that the description of the risk should be amended.

In response to a question, the Director of Corporate Services undertook to find out whether PCN payments can be made on-line between 5pm and 5.30pm on a Friday.  
ACTION: Director of Corporate Services

Outsourcing building services and security service (CS23)

The Commission discussed a written representation received from Keir Greenaway, GMB Branch Secretary (tabled at the meeting and published with the minutes). The Assistant Director Infrastructure & Transactions explained that the proposal would lead to a more robust and flexible service. Members expressed concern about the impact on staff. Members received assurances that staff would be supported with getting Security Industry Accreditation qualifications in order to improve their prospects and the services provided.

RESOLVED: to recommend to Cabinet that the reputational risk be changed from "low" to "medium" to reflect the concerns discussed.

Consolidation of utilities budgets (CS27)

In response to questions, the Assistant Director Infrastructure & Transactions clarified that the overall gas and electricity bill for the Council's corporate building is £2m and that the proposed saving relates to monies no longer needed due to consolidation of buildings and changes to the procurement of electricity.

Corporate Governance – Investigations Service (CS30)

The Director of Corporate Services said that four staff would remain in the team and that a shared service would be explored as a means of providing resilience. She added that as the saving wouldn't be taken till 2015/16 there would be time to increase fraud detection rates through "data mining" and other tools as well as to consider the impact that new benefit arrangements will have on fraud investigations.

Customer Services - close cash office (CS35)

The Commission noted that this was one of the recommendations of the scrutiny review on customer contact.

Members requested information on the cost per transaction of third party payments.  
ACTION: Head of Customer Contact

Customer Services – impact of customer service review (CS39)

In response to a comment about the modest level of anticipated savings, the Director of Corporate Services clarified that estimated savings would be £30k in 2014/15,

OVERVIEW AND SCRUTINY COMMISSION  
31 JANUARY 2013

£60k in 2015/16 and £90k in 2016/17 and that these may increase.

The Assistant Director of Business Improvement confirmed that there were no vacant posts at present.

Customer Services – rationalisation of divisional budgets (CS40)

The Head of Revenues and Benefits described the budgets that were no longer needed and said that some had already been deleted.

Resources – change in audit arrangements (CS41)

The Commission noted the savings made in audit fees.

Resources – improved cash management (CS45)

In response to a request for more detail, the Interim Assistant Director of Resources explained that these were still estimates and that the improved cash flow forecasts would enable the figures to be further refined.

Resources – Voluntary Sector (CS47)

Members expressed concern at the impact on the voluntary sector and sought clarification of the proposals. The Director of Corporate Services said that the savings were reductions in the Council's payment to the London Council Grants Scheme and would not have an impact on local voluntary sector organisations. Members requested clarification of the consultation on this proposal. It was explained that this did not currently relate to any Merton funded groups and that the consultation would be undertaken when it was felt that there would be such an impact.

It was moved and seconded that the repatriated funds should be ringfenced to support local voluntary sector organisations. A vote was taken, 8 members agreed and 2 abstained.

RESOLVED: to recommend to Cabinet that the repatriated funds from the London Council Grants Scheme should be ringfenced to support local voluntary sector organisations.

**References from the Overview and Scrutiny Panels**

The Commission agreed to forward to Cabinet the comments and recommendations made by the Overview and Scrutiny Panels, as set out in the report.

Councillor Evans confirmed that she was satisfied with the responses received in relation to questions that she had raised with officers regarding some of the savings in the remit of the Sustainable Communities Overview and Scrutiny Panel.

Members discussed a number of the items in the Panels' references and agreed to make additional comments and recommendations on these:

Resources - Voluntary Sector – saving from the London Councils Grant Scheme (CS47)

It was moved and seconded that the saving should be rejected. A vote was taken, 9

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members agreed and 1 abstained.

RESOLVED: to recommend that Cabinet should reject this saving.

Children Social Care and Youth Inclusion – Duke of Edinburgh Award (CSF06)

Members discussed the proposal to re-provide the Duke of Edinburgh Award through funding by schools instead of by the Council. There was general support for the Duke of Edinburgh Award and varying views on how it should be funded in future. It was noted that officer advice to the Children and Young People Overview and Scrutiny Panel was that schools would pick up the funding. Some members expressed concerns that not all schools would be in a position to do this.

It was moved and seconded that this saving should be rejected. A vote was taken, 6 members agreed, 5 of whom asked for their names to be recorded (Councillors Dysart, Evans, Grocott, Hilton and Neil-Mills)

RESOLVED: to recommend that Cabinet should reject this saving.

Building and Development Control (EN07 and EN10)

Members expressed concerns about these savings, in the context of discussion at the Sustainable and Communities Panel and at the Commission's discussion of the enforcement of noise nuisance at its meeting on 8 January 2012.

RESOLVED: to recommend that Cabinet should reject these savings

Reduction of grants to Polka and Attic Theatres (EN38)

It was moved and seconded that this saving should be rejected. A vote was taken, 6 members agreed, 5 of whom asked for their names to be recorded (Councillors Dysart, Evans, Grocott, Hilton and Neil-Mills). Councillor Makin disagreed and asked for his name to be recorded.

RESOLVED: to recommend that Cabinet should reject this saving.

Savings from public value review of parks and green spaces (EN44)

RESOLVED: to recommend that Cabinet withdraw this saving until further work has been done on the detail of the proposal.

Introduction of parking fees in five parks (EN46)

It was moved and seconded that this saving should be rejected. A vote was taken, 4 members agreed and asked for their names to be recorded (Councillors Evans, Grocott, Hilton and Neil-Mills), 5 disagreed and 1 abstained (Councillor Dysart asked for his name to be recorded as abstaining). The motion fell.

RESOLVED: to recommend that Cabinet withdraw this saving until further work has been done on the detail of the proposal.

Children's Social Care and Youth Inclusion – deletion of 7 posts (CSF07)

RESOLVED: to recommend that Cabinet withdraw this saving until further work has been done on the detail of the proposal.



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Transport efficiencies (ASC49)

RESOLVED: to recommend that Cabinet should postpone this proposal until the pilots, with day care workers acting as drivers/escorts, have been evaluated.

Traffic and Highways - Walksheets budget (EN24), surface water budget (EN25) and ditching budget (EN26)

RESOLVED: to recommend that Cabinet note the Commission's concerns about the deliverability of these savings proposals due to their dependence on the weather.

Direct provision – reduce day care costs (ASC50):

Voluntary sector grants – reduction in infrastructure costs (ASC51); and

Adult Social Care Brokerage Efficiencies (ASC34)

RESOLVED: to recommend that Cabinet proceed with caution in relation to these savings.

Introduction of mobile phone payments for parking (EN05)

RESOLVED: to recommend that Cabinet bring this saving proposal forward and introduce it as soon as possible.

Traffic and Highways – reduction in grounds maintenance budget (EN23)

It was moved and seconded that this saving should be rejected. A vote was taken, 4 members agreed, 5 disagreed and 1 abstained. The motion fell.

RESOLVED: to recommend that Cabinet note its concerns about the capital budget being spent on items that are not subsequently maintained by the Council (for example planting of trees).

**Service plans relating to remit of the Commission**

The Commission discussed the Customer Services and Safer Merton service plans and asked the financial monitoring task group to scrutinise and report back on the other service plans to the Commission's meeting on 28 February.

On the Customer Services service plan, members commented that they would expect to see the number of telephone callers reduce over time as the number of on-line transactions increases. The Director of Corporate Services said that this would be kept under review and that the number of face-to-face transactions is reducing, thus reducing costs.

The Director of Corporate Services undertook to provide information about the Council's new responsibility in relation to the appointment of a medical examiner.  
ACTION: Director of Corporate Services

The Commission noted the updated Safer Merton service plan (laid round at the meeting and published with the minutes) that now contains data on anticipated demand and supply as well as updated performance indicators. The Director of Environment and Regeneration said that the main reason for the anticipated rise in cases of anti-social behaviour is the broader definition of this following new

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31 JANUARY 2013

legislation. In response to a question, he confirmed that the increase in drug treatment numbers is year-on-year.

The Director of Environment and Regeneration undertook to provide additional information on:

- 1) the Mayor of London's proposals on school based police officers, and
- 2) the income assumptions behind the Safer Merton budget data for 2015/16 onwards.

**ACTION:** Director of Environment and Regeneration

**Capital budget 2013/17**

**RESOLVED:** that the Commission would defer consideration of the capital budget to its meeting on 28 February and make any recommendations to Council on 6 March.

**Business Plan 2013-17: overview**

In response to a question about future movements and use of the reserves budget, the Director of Corporate Services said that £7.8m had been allocated for use in future years (as set out on p84 of the business plan update report) and that £2m had been "recycled" and is now in the Community and Housing budget.

The Director of Corporate Services undertook to provide information to explain the increases in staffing figures for Street Scene and Waste (p69) and Public Protection and Development (p70). **ACTION:** Director of Corporate Services

The Director of Corporate Services undertook to provide an explanation for the basis of the staff numbers (p57) for the Children Schools and Families Department and the reason for the increases. **ACTION:** Director of Corporate Services.

8 WORK PROGRAMME 2012/13 (Agenda item 8)

**RESOLVED:** that the Commission approve the work programme for 2012/13 as set out in the report.

## Doug Napier

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**From:** Deirdre Costigan  
**Sent:** 21 September 2017 11:37  
**To:** Doug Napier  
**Subject:** RE: car park charges

Found it! But it doesn't say who it was.... It's on page 5 of this -  
<https://democracy.merton.gov.uk/Data/Overview%20and%20Scrutiny%20Commission/20130228/Agenda/3949.pdf#search=en46>

### EN46

Some Commission members felt that there needed to be more evidence on usage, it was pointed out that the Sustainable Communities Panel had not seen any evidence. Councillor Diane Neil Mills moved a motion to ask the Commission to vote against the principle of charging residents to use parks. This was seconded by Councillor Evans. A Commission member pointed out that only the parks in Wimbledon had been targeted. Four members voted in favour, five voted against and the motion was not carried.

In conclusion the Chair said that the Commission do not accept savings EN44&46 as further work needed to be done.

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---

**From:** Deirdre Costigan  
**Sent:** 21 September 2017 11:30  
**To:** Doug Napier  
**Subject:** car park charges

I can't find a quote. But this is the history.

- This proposal was first put forward in October 2011 as part of the 2012/13 budget round – see page 65 and the equality impact assessment on 318 of budget pack – <https://democracy.merton.gov.uk/Data/Cabinet/20111017/Agenda/9488.pdf> At that time it was for Wimbledon Park, Haydon's Road and Joseph Hood. Sustainable Communities agreed "not to cut this budget until further work is completed and brought back to Panel in the next municipal year." It was therefore not included in the final budget proposals for 2012/13.
- The proposal was put forward again the following year (2013-14 – saving EN46) where it was proposed to introduce charging in five parks (Wimbledon, Sir Joseph Hood, Abbey, Haydons Rd & Joseph Hood) and Sustainable Communities said "EN46 – Concerns expressed regarding generating income through the use of parks for parking and highlighted the need to undertake an impact assessment." (see - <https://democracy.merton.gov.uk/Data/Sustainable%20Communities%20Overview%20and%20Scrutiny%20Panel/20130110/Agenda/3966.pdf>) There was a further discussion at the January Sustainable Communities meeting where a motion to reject the proposal was

defeated. Overview and Scrutiny then met in January (<https://democracy.merton.gov.uk/Data/Overview%20and%20Scrutiny%20Commission/20130131/Agenda/3948.pdf>) and voted against the saving. However Cabinet decided that this saving would not be rejected but would be temporarily held back – the budget papers agreed state that EN46 was “not included at this stage until further work undertaken on implementation but not rejected” - see page 7 -

<https://democracy.merton.gov.uk/documents/s2049/minutes.pdf>

- This saving then appeared in the Greenspaces Business Plan which was agreed as part of the 2014 budget proposals – see page 199 of

<https://democracy.merton.gov.uk/documents/s3382/Business%20Plan%202014-2018.pdf>

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SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

7.15PM – 10:00PM

PRESENT: Councillor Russell Makin (in the chair), Councillors Stan Anderson, Ray Tindle, Richard Hilton, Samantha George, Judy Saunders, John Sargeant, Dennis Pearce

ALSO PRESENT: Councillor Nick Draper, Cabinet Member for Community and Culture, Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration, Councillor Mark Allison, Cabinet Member for Finance, Councillor Mark Betteridge, Cabinet Member for Performance and Implementation, Caroline Holland, Director of Corporate Services, Chris Lee, Director of Environment and Regeneration, Cormac Stokes, Head of Street Scene and Waste, James McGinlay, Head of Sustainable Communities, John Hill, Head of Public Protection and Development, Rebecca Redman, Scrutiny Officer

1 DECLARATIONS OF INTEREST

None

2 APOLOGIES FOR ABSENCE

None

3 MINUTES OF THE MEETINGS HELD ON 27 NOVEMBER 2012

Cllr Richard Hilton requested a correction to the minutes in relation to his questions on page 4 and that the exact question asked was whether the council required the officer post if there were so few cases and if this represented value for money.

Cllr Samantha George requested a correction to the minutes in relation to her question on page 4 and clarified that her question was in relation to proposed alternative savings.

RESOLVED: Panel agreed the Minutes, as amended, as a true record of the meeting.

4 MATTERS ARISING

Members enquired about the information on street lights that was requested at the last meeting of the Panel in November 2012. Cormac Stokes apologised for not having forwarded this information sooner and endeavoured to send the information to Members asap.

5 BUSINESS PLAN UPDATE 2013-2017

Caroline Holland gave an introduction to the report informing the Panel that there were shortfalls in all departments against the original targets. The Autumn statement had yet to be received in terms of the Local Government

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

Financial statement. The grant position update would be given to Cabinet at their meeting on 21<sup>st</sup> January 2013. Members heard that there was a £42,000 difference in the assumptions made for 2013/14 and an £800,000 difference in assumptions for 2014/15. In addition, that public health funding was announced on 10<sup>th</sup> January 2013 and therefore not captured in the report. The Panel also heard that a statutory consultation was due to be undertaken with businesses on 14<sup>th</sup> February to discuss business rates and setting the base for the NNDR. Caroline Holland asked Members for their views on the risk ratings, deliverability and impact and if they felt these levels were right.

Members discussed and made comments on the following budget proposals:

pg17 – What was the response to the request from the NJC Trade Union Side for a pay increase for its members in 2013/14? Caroline Holland informed the Panel that a 1% pay increase and changes to national Terms & Conditions was proposed but rejected by the Trade Unions and that this saving was built into the MTFS.

pg17 – Why is there no update to the price inflation figures?

Caroline Holland explained that the RPI minus 1.5% is assumed but this is being reviewed to determine if it needs to be rebased. If so the council would be required to find further savings.

pg19 – Collection Fund contributions.

Caroline Holland outlined that additional monies had been put into this fund to offset the budget gap and that adjustments have been made.

pg19 – Concessionary fares budget query

pg20 – Pension funds – should we enrol staff sooner?

Chris Lee responded by stating that the council had chosen to defer auto enrolment, not due to the cost, but to ensure staff have all of the information they need.

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pg21 – Empty Homes Officer – when will we have a view on the officer post?

Caroline Holland explained that the officer post would not be impacted.

ER18 – What is the impact of the saving and how has this been communicated to residents?

Cormac Stokes explained that there would be no impact on residents and that waste collection would stay the same. It was agreed that a Saturday service was not convenient for residents.

CH13 – Why are additional savings being identified when the MAE service has already made significant savings?

Caroline Holland explained that the savings were across community and



SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

housing as a department, not just to be found in MAE.

EN01 – Has the cut already made to the budget for seeking legal advice resulted in a decrease in enforcement notices issued despite the increase in complaints in this area?

Councillor Andrew Judge explained that the use of enforcement notices is not the only valid way to address noise issues and that mediation is cited as good practice which means the council is able to spend less on legal fees but does not mean that the issue is not being tackled or ignored. John Hill explained that a separate budget was retained for enforcement action and that this budget was a more general advice budget. A Member advised that this distinction be made explicit in the document.

EN02 – Why are the savings that could be made not being taken sooner?

John Hill explained that the council would need to undertake a procurement process and market testing. This could be brought forward but some exploratory work would need to be done.

EN05 – Have we explored mobile technology?

John Hill explained that mobile phone pay options for parking will be introduced which would reduce the need for pay and display machines and cash collection and maintenance. Chris Lee added that mobile technology would be considered as part of the PVR for street cleaning.

EN06 - Kier Greenway – Staffside Secretary for GMB, was invited to speak on the proposed saving to represent the officers the saving, should it be agreed, would impact upon.

John Hill explained in response that the Enquiry Research Officer post was created 15 years ago when there was a boom in planning. This post is now in decline and one of the lower risk posts as work of officer could be subsumed into wider team.

EN07 – What are the pre application planning fees and what % increase has there been to date?

John Hill explained that charges varied, with the highest at £3000 for initial meeting and follow up to £960 for follow up meetings. The smallest scale flat rate fee being £90.00.

EN10 – Request for figures on number of enforcement cases to avoid cutting service where possible and be clear on impact. Are we looking creatively at how we might work differently?

John Hill explained that a risk analysis had been undertaken on the impact this would have.

EN11 – Will this impact on our ability to meet application targets?

Chris Lee explained that the department recognised the turbulence in terms of planning policy at national level and the changes in the planning framework

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

but that responsibilities and fees are in a state of flux at present but that the council has time to plan for and manage potential risks.

EN15 – Need to engage with Trade Unions on this to get support for the proposals.

EN17 – What are the anticipated benefits related to improvements in data collection?

EN18 – How are the figures derived?

Chris Lee explained that benefits are included in the final negotiation on the contract for Phase B which comes into effect in 2014/15. In addition there are shared benefits for the boroughs involved in selling energy above a certain level. The council, however, are taking a cautious approach as the energy market is speculative.

EN23 – How can we ensure that areas are maintained?

Chris Lee explained that Veolia hold the contract but have stated that they intend to withdraw from April 2013, when a contract extension is possible, and therefore the council were now in the position of seeking to maintain the service they previously provided whilst determining how this might be provided in the future, looking at the role residents and community groups could play.

EN24 – Has an impact assessment been made of the cost of potential insurance claims should saving go ahead?

Cormac Stokes explained that the council would need tighter control over the inspection routine.

EN25 – Will this service realistically be able to operate with this reduction?

Chris Lee explained that the council could make the saving and still meet its statutory duty. In addition, the figures outlined were not the total funds available for this area. There were additional funds available in the capital budgets.

EN29 – Amend wording to reflect reality of saving.

EN30 – Can this saving be made earlier?

Chris Lee endeavoured to review this suggestion.

EN31 – How will we recoup the £400,000 investment in this area? The ROI should be made clearer on this and the expected benefits.

Cormac Stokes explained that the saving on maintenance would be built in and also the efficiencies on energy efficiency measures could be calculated and included in due course. Chris Lee explained that these would be annual savings.

EN33 – How will workload of officer be managed if reducing to 4 days?

James McGinlay explained that technological advancements in the work of the

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

team meant that this officer post could be compressed into 4 days. The saving would be clear by the next financial year once technological developments had been embedded.

EN35 – An equalities impact assessment should be undertaken and the figures on how many will be affected need to be presented.

James McGinlay confirmed that he was happy to undertake a comparison with other boroughs and present these figures.

EN38 – Concerns expressed about the impact of the reduction in the Core Arts Grants to the Polka and Attic Theatres.

EN43 – Why is entire budget for grants to voluntary organisations being cut?

James McGinlay explained that the budget for this area had been inherited and that this transition would be funded from elsewhere. The funding would fund a post over the next 2 years developing capacity of community groups to become sustainable.

EN44 – Which core in house services may be reduced and posts deleted?

Chris Lee explained that whilst there was a significant staffing reduction in this proposed saving any decisions taken would be determined through the Public Value Review Process looking at parks and green spaces. Early findings that will inform this PVR have indicated that community groups would like to get involved in delivering some of these services.

EN46 – Concerns expressed regarding generating income through the use of parks for parking and highlighted the need to undertake an impact assessment.

RESOLVED: The Panel agreed to forward their comments to Cabinet via the Overview and Scrutiny Commission.

The Panel agreed to hold a special meeting prior to the Commission meeting on 31<sup>st</sup> January 2013 to consider the service plans as Members did not feel that there was not sufficient time at the meeting to cover the business plan and budget in detail and fully scrutinise the proposals.

## 6 ACTION PLAN ON SCRUTINY REVIEW OF TREES

Members received the Executive Response and Action Plan for their Task Group Review of Trees undertaken as part of the Panels 2011/12 work programme.

A Member commented on the good work that was being undertaken by volunteers and community groups and that this should be encouraged and further volunteers recruited.

RESOLVED: The Panel agreed to performance manage delivery of the Action

SUSTAINABLE COMMUNITIES OVERVIEW AND SCRUTINY PANEL  
15 JANUARY 2013

Plan every 6-9 months as part of the work programme.

7 LOCALISM ACT – BACKGROUND PAPERS ON THE COMMUNITY RIGHT  
TO BID AND THE COMMUNITY RIGHT TO CHALLENGE

RESOLVED: Not considered. The Panel agreed to postpone consideration of this item until their April 2013 meeting.

8 WORK PROGRAMME 2012/13

RESOLVED: The Panel requested a briefing at their February meeting from the newly appointed Director of Merton Priory Homes and the Housing Needs Manager on the financial performance of the contract and progress to date

OVERVIEW AND SCRUTINY COMMISSION  
28 FEBRUARY 2013

(7.15pm – 10.40pm)

PRESENT: Councillors Peter Southgate (in the Chair), Stan Anderson (substitute for Judy Saunders) John Dehaney (substitute for Peter McCabe), Iain Dysart, Suzanne Evans, Suzanne Grocott, Richard Hilton, Russell Makin  
Co-opted member – Dr Jo Sullivan Lyons, Parent Governor Representative – Secondary Schools

ALSO PRESENT: Councillor Mark Allison, Cabinet Member for Finance, Councillor Mark Betteridge, Deputy Leader and Cabinet Member for Performance and Implementation  
Caroline Holland, Director of Corporate Services, Paul Dale, Interim Assistant Director of Resources, Darren Williams Borough Commander Merton, Sophie Ellis Assistant Director of Business Improvement, Stella Akintan, Scrutiny Officer

1 DECLARATIONS OF INTEREST (Agenda item 1)

None.

2 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors; Peter McCabe and Judy Saunders.

3 MINUTES OF MEETING HELD ON 31 JANUARY

RESOLVED: Minutes were agreed, Councillor Neil Mills requested further information on de-aggregated commercial waste and pest control, also head count numbers in parking proposal for back office and the frontline.

Councillor Makin asked that page eight resolution on Duke of Edinburgh Award CSF06 should be amended to read "to recommend that cabinet should reject this saving until further work is done on an alternative proposal"

Councillors were disappointed not to have received the additional information from the last meeting earlier although do not wish to apportion any blame to scrutiny officers.

4 MATTERS ARISING FROM THE MINUTES

Councillor Hilton sought confirmation on who signed off the business case for the Energy ReFit savings circulated by email to the Commission on the 28<sup>th</sup> February. The Director of Corporate Services agreed to provide more information.

OVERVIEW AND SCRUTINY COMMISSION  
28 FEBRUARY 2013

5 FUTURE OF POLICING IN MERTON

The Borough Commander, Darren Williams reported that Merton is one of the lowest crime boroughs across London.

Over the last few days local officers had police knocked on over 2,500 homes (1 in 35 houses across Merton) to offer home security and crime prevention advice.

The Commission were shown a four minute video on policing achievements in Merton.

The Borough Commander said the video will be used to highlight to officers the fantastic work they have done in 2012 and how it can be continued through the period of austerity. The local priority is to staff the neighbourhood teams. There are a number of short term vacancies but the Metropolitan police are training five thousand recruits over the next three years. Police Community Support Officers (PCSOs) are being trained to become full police officers. All PCSOs in Merton are being trained in crime prevention. All special constables are attached to a ward in Merton. The Borough Commander further reported that Merton Police have set themselves challenging targets for the recruitment of special constables and volunteers.

Merton Police are facing a number of challenges including; improving response to victims. The police need to reduce the number of buildings, Wimbledon and Mitcham police stations will be retained. Safer neighbourhoods bases cost approx £270,000 a year to maintain and are not all accessible to the public.

Merton will not be losing any police officers to neighbouring boroughs. In Mitcham, the majority of crime relates to anti-social behaviour. In the Wimbledon area it is mainly retail crime. Wimbledon is also the centre of night time economy crime.

The Borough Commander is intending to circulate a map of crime hot spots with the aim of encouraging large retailers to do more to prevent crime as well as increasing the number of neighbourhood watches. A future initiative will include the Borough Commander and some police officers cycling around the borough with local residents, as a way of engaging with local communities.

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Commission members asked a number of questions including if neighbourhood policing will continue in Cricket Green and if there will be an increased visible presence in Wimbledon because of the high crime rate?

The Borough Commander reported that every neighbourhood team will have one officer and one Police Community Support Officer. Although wards will be policed differently based upon their crime patterns. The allocation of resources will be discussed with senior officers next week.

Commission members expressed gratitude to the Borough Commander for all the work that he and his officers had done. However some concern was expressed about the use of maps to identify crime hotspots as potential burglars could make

OVERVIEW AND SCRUTINY COMMISSION  
28 FEBRUARY 2013

use of this information. Another Commission member shared this concern and asked if there is any evidence that it works?

The Borough Commander has said that the map will not identify individual streets. He went on to say that the use of daily information on crimes across the Borough did seem to be working as Merton were seeing reduction in every crime type except motor vehicle crime. He also said that going forward we do need to develop innovative new solutions to tackle issues together as a community and not just rely on the police.

A Commission member asked how satisfaction with the police service will be measured.

The Borough Commander reported that satisfaction is measured by a survey conducted by an independent company. It is hoped that this survey can be improved as it does not reach all sections of the community.

6 BUSINESS PLAN UPDATE 2013-17

A Commission member asked if the meeting stated in paragraph 1.1 on page 11 took place.

The Chair reported that the situation had since changed and the cabinet member would respond to this meeting by email.

Councillor Richard Hilton circulated advice from the monitoring officer, regarding the legality of the meeting proposed. Councillor Hilton asked the Chair if he had agreed to attend the meeting?

The Chair reported that he never intended it to be a private meeting, the scrutiny officer was asked to minute the discussion, though there was a recognition that it was less than transparent.

Councillor Hilton asked for the minute to show that he was unhappy that the Chair engaged in such a conversation to represent this body having no authority to do so. He was disappointed that the Chair would go down that route, especially as a champion of scrutiny.

The Chair asked Commission members if they had any further consideration of the capital programme budget proposals.

A Commission member asked if the chairs of the scrutiny panels would give an overview of their discussions on the capital programme

The Chair of the Children and Young People Panel reported that they had discussed schools expansion. The Chair of the Healthier Communities and Older People Overview and Scrutiny Panel reported that they did not have any major reservations about the capital programme.

OVERVIEW AND SCRUTINY COMMISSION  
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A Commission member queried the highways and regeneration budgets asking if they are standard, as there seems to be a significant reduction every year, are these unspent monies re-profiled or do we start with the same figure?

The Interim Assistant Director of Resources reported that they are standard amounts there is a backlog in highways, we will review future year's allocations. There has been an improvement in the condition of the roads so not carrying forward. The Director for Corporate Resources also reported that when we do the outturn we will look at slippage, re-profiling and report to the cabinet.

Duke of Edinburgh Award

Commission members expressed a range of views about if the Duke of Edinburgh award should be targeted. A Commission member felt that it was valid to target funds at groups most in need especially in a time of austerity. Another Commission member wanted to see funding targeted to those who wouldn't otherwise benefit from this scheme. A Commission member pointed out that the local authority had taken a strong lead on this scheme we could not assume that this would continue for any pupil irrespective of their background. Another Commission member felt that the scheme had been successful and some schools could mentor others. Another Commission member felt that the scheme is benefitting a wide range of pupils and we should encourage it for all and not only target specific groups.

The Chair asked the Commission to vote on the funding being retained but targeted to those pupils who wouldn't otherwise benefit from this kind of activity.

Six members voted in favour and four voted against. The vote was carried. Councillor Hilton asked the minute to show that he voted in favour of the funding being retained.

Councillor Southgate moved a motion to: Accept officers offer to look again at pilot programme developed to extend scope of Duke of Edinburgh Award. This was seconded by Councillor Makin

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An amendment was put forward: Officers to look at how best to target funding to those most in need of this kind of programme in the event that the saving is not taken. Councillor Hanna seconded the amendment. Five members voted in favour of this motion. Four members voted against and one member abstained, in which case the motion was passed.

The Commission discussed the funding for the Polka and Attic Theatres. A vote was held on taking the savings for the Polka Theatre five members voted in favour and five voted against, the motion was carried with the Chair's casting vote.

A vote was held on taking the savings for the Attic Theatre

Four members voted in favour, six members voted against this motion, it was not



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carried.

In relation to savings EN44&EN46 The Chair asked Commission members to vote on officers carrying out a review to look at potential for taking savings and not to take savings until review has been completed. Six members voted in favour and four voted against. This vote was carried.

EN46

Some Commission members felt that there needed to be more evidence on usage, it was pointed out that the Sustainable Communities Panel had not seen any evidence.

Councillor Diane Neil Mills moved a motion to ask the Commission to vote against the principle of charging residents to use parks. This was seconded by Councillor Evans. A Commission member pointed out that only the parks in Wimbledon had been targeted. Four members voted in favour, five voted against and the motion was not carried.

In conclusion the Chair said that the Commission do not accept savings EN44&46 as further work needed to be done.

The Commission agreed the following in relation to other savings:

CSF07 – Saving to be taken and further information provided to the Children and Young Peoples Overview and Scrutiny Panel

ASC49 – Further information to go to the Healthier Communities and Older People Overview and Scrutiny Panel in due course.

The Commission asked the Cabinet Member to exercise caution in relation to the savings set out in table 20; Councillor Mark Allison said that he would report back to the Commission on implementation.

## 7. CUSTOMER CONTACT STRATEGY

A Commission member pointed to the list setting out why change is needed and felt that 'the need to reduce financial expenditure' should not be included in the list as this Strategy was needed irrespective of the financial Climate.

A Commission member pointed out that the Director should be the accountable officer for the strategy rather than the Assistant Director for Business Improvement as set out on Page 49.

The Director for Corporate Resources said that she was ultimately responsible and

OVERVIEW AND SCRUTINY COMMISSION  
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is the sponsor and will ensure that this is made clear in the strategy.

Commission members asked a number of questions including how this document will be used to drive performance and customer experience, is the Strategy based on best practice or existing work, the importance of extending internet access and if the bidders day will take place in March?

The Assistant Director for Business Improvement said the strategy is based on existing work and good practice from elsewhere, The Bidders day is likely to take place in April now, the purpose of the event is to stimulate the market and ensure that the approach is right.

A Commission member asked if the council would still proceed with the strategy if we did not have budget pressures, the annual residents' survey highlighted the need to improve customer contact.

Councillor Mark Betteridge, Deputy Leader and Cabinet Member for Performance and Implementation reported that the Strategy would continue irrespective of the financial situation, the annual residents' survey highlighted the need to improve customer contact.

At 10.15pm the Commission agreed to suspend standing orders and extend the meeting for ten minutes.

8. NOTES OF THE FINANCIAL MONITORING TASK GROUP MEETING 7  
FEBRUARY 2013

Councillor Iain Dysart said he has submitted questions some of which have not yet been answered

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9. UPDATE ON PROGRESS ON RECOMMENDATIONS FROM THE OVERVIEW  
AND SCRUTINY COMMISSION ON THE NIGHT TIME ECONOMY

This item was noted

10. WORK PROGRAMME 2012/13

The Commission agreed that the next time borough commander is invited he should be asked to provide information on:

1. Details of officer deployment given the target on 'officers undertaking other duties'
2. Proposed increase in neighbourhood teams

OVERVIEW AND SCRUTINY COMMISSION  
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Also customer contact programme update to be added to the work programme for 2013/14

THE MEETING ENDED AT 10.25pm.

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APPENDIX I

**Doug Napier**

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**From:** Tom Goose  
**Sent:** 21 April 2017 13:32  
**To:** Doug Napier; Alan Trumper  
**Cc:** Chris Lee  
**Subject:** RE: Newly published decision: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

Many thanks for your response, Doug. This helps set in some context the decision by the Cabinet Member. We will check back to the budget papers from March 2016 then.

Opposition members appreciate that there is an issue with parking abuses that needs addressing but are not yet convinced that the proposals as drafted are the optimum way forward. They are also concerned that there has been no formal consultation with residents and park users on the plans. For this reason, relevant ward councillors are seeking to call this decision in and have today submitted a call in form to Democracy Services so that there can be further consideration of the matter before the decision takes effect.

Best wishes,  
Tom

---

**From:** Doug Napier  
**Sent:** 21 April 2017 08:29  
**To:** Alan Trumper  
**Cc:** Tom Goose  
**Subject:** RE: Newly published decision: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

There was a capital allocation in the 16/17 budget to deliver this, hence the progress made last year in terms of the prep work. It is indeed savings-related in part and so would have been in the budget papers in March 2016.

The concept has been discussed for more than a couple of years now and was raised with members formally as a proposal at least as far as back as 2015, from memory, before the last local elections. I remember questions being raised by opposition members back then.

My impression has been that there's local support for this scheme it has been driven by the need to flush parking abuses (that is, commuters and business users) out of parks in parking control zone areas in order to release parking capacity for legitimate park users.

There is already good awareness of the scheme/proposals amongst local parks stakeholder groups and a number of local residents are pressing for the scheme's introduction a.s.a.p.

Doug

---

**From:** Alan Trumper  
**Sent:** 20 April 2017 11:35  
**To:** Doug Napier  
**Subject:** FW: Newly published decision: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

**From:** Tom Goose  
**Sent:** Thursday, April 20, 2017 11:09 AM GMT Standard Time  
**To:** Alan Trumper  
**Cc:** Chris Lee  
**Subject:** FW: Newly published decision: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

Sent at the request of Cllr Oonagh Moulton

Dear Alan

Further to the decision published below, could you possibly advise when the original decision to proceed with this policy was made i.e. the decision that led to the installation of the P&D machines (currently unused) in the car parks of these 5 parks?

Am I right in thinking this was a Budget saving and that was when the original decision on this was taken i.e. at Budget Council? If so, in which year's Budget was that?

It would be really helpful if you could get back to us today on this.

Many thanks

Tom Goose  
Tel: 020 8545 4024

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**From:** Merton Council [<mailto:democratic.services@merton.gov.uk>]  
**Sent:** 18 April 2017 17:07  
**Subject:** Newly published decision: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

A decision by Cabinet Member for Regeneration, Environment and Housing has been published: Proposals to improve parking facilities in selected borough parks - authorisation to carry out statutory consultation

You can view this decision using the link: [Decision details on the intranet web site](#)

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To see the publicly available information, follow the link: [Decision details on public web site](#)

## Doug Napier

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**From:**  
**Sent:** 11 July 2017 18:06  
**To:** Councillor Nick Draper; davegdawson@gmail.com  
**Cc:** Redirector for Cllr Linda Taylor; Doug Napier; Councillor Linda Taylor; Redirector For Cllr Janice Howard; Redirector for Cllr Oonagh Moulton; Councillor Janice Howard; Councillor Oonagh Moulton; Paul Atie  
**Subject:** Re: RE: Consultation on car parking charges for Revelstoke Road

Hi

Many thanks for your speedy response. I understand the consultation period has now been extended to Friday 14th July so that will give more people the chance to comment.

Kind regards

-----Original message-----

**From :** Nick.Draper@merton.gov.uk  
**Date :** 06/07/2017 - 11:34 (GMTST)  
**To :**  
**Cc :** Oonagh.Moulton@merton.gov.uk, Oonagh.moulton@me.com  
Councillor.LindaTaylor@merton.gov.uk,  
Janice.Howard@merton.gov.uk, Paul.Atie@merton.gov.uk, Doug.Napier@merton.gov.uk  
**Subject :** RE: Consultation on car parking charges for Revelstoke Road

Hello

As I understand it, the consultation was advertised to your ward Councillors, on notices within the car park itself, in the local Guardian newspaper and on Merton's website. Whereas for street parking individual households affected would also be contacted directly, where a car park in a nearby park is concerned that normally wouldn't be the case, as there would be no clarity as to the boundary for those affected.

I would agree with that the charges are low. The rationale behind bringing in charges at all, in this and some other Merton parks, is that currently our parks are being abused by commuters using the free spaces to park all day, depriving park users of the chance to park themselves. The charges are designed not to hurt park users unduly, while at the same time deterring commuters. This also goes some way to explaining the reason for charging Monday to Saturday only.

This is Merton's first borough-wide initiative in charging for parking in parks. We have been charging for car parks and on-street parking for many years, and we therefore have history to back up our methods and charges: this is new to us, so we have to rely on the experience of others and on knowledge accumulated elsewhere that may not be applicable to the needs of park users. There is therefore something of the experimental in these proposals, and I would be surprised if there were no modifications over time.

All the best

Councillor Nick Draper (*Labour, Colliers Wood Ward*)  
Cabinet member for Community & Culture

**From:** [redacted]  
**Sent:** 05 July 2017 22:25  
**To:** [redacted]  
**Cc:** [redacted]; Councillor Oonagh Moulton; Redirector for Cllr Oonagh Moulton; Councillor Linda Taylor; Redirector for Cllr Linda Taylor; Redirector For Cllr Janice Howard; Councillor Janice Howard; Councillor Nick Draper  
**Subject:** Re: Consultation on car parking charges for Revelstoke Road

Thanks for forwarding this. I have received no communications whatsoever from Merton Council or from our Conservative Ward Councillors about this proposal which I find worrying given the location of my property and the fact that I am a Merton ratepayer. As you point out the consultation ends on Friday which gives no time at all to consider the proposal and submit a reasoned response. This is not acceptable. I hope you don't mind but I am copying this correspondence to our Ward Councillors and also to Nick Draper and shall be glad of their confirmation that the consultation period will be extended and that a proper consultation process will be undertaken to give local residents the opportunity to comment on the proposals.

Kind regards

On 5 Jul 2017, at 18:44, [redacted] wrote:

We've just received the attached notification (dated 23rd June) from the three Wimbledon Park ward councillors (LB Merton). The deadline for comments is this Friday. I'm concerned that I hadn't heard of it any other way and only just yesterday, but perhaps I missed something circulated by the Friends?

The notification states that we can see the proposed traffic order and plans by attending Merton Link in the Civic Centre, which is not very helpful, given the very short notice.

I cannot find the consultation on the LB Merton website. It's not under traffic consultations in Wimbledon Park. I did locate a two-year old plan of the car park layout for charging (also attached), but no other document.

The actual proposed Traffic Order may answer some of my questions, but I would suggest a few:

1. Why Monday to Saturday, given that Sundays and Saturdays are times when the demand for car parking is greatest?
2. Why 08:00 to 16:00, given that demand is high well into the evening on summer days?
3. As the car park lies largely within LB Wandsworth, what consultation is undertaken there?
4. What arrangements are made for disabled parking, group visits to the park (e.g. for Water Sports or Bowls), and to control the number of vehicles parked at the Cafe, Bowls Pavilion and Water Sports Centre?



5. Why not charge also for the Wimbledon Park Road car park?
6. What's the rationale for the, remarkably low, charge?
7. How does the proposal relate to adopted policies in Merton (e.g. those on sustainable travel)?

Dave

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<http://www.merton.gov.uk>

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## Doug Napier

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**From:** Councillor Linda Taylor  
**Sent:** 25 July 2017 19:34  
**To:** Redirector For Cllr Janice Howard; Councillor Nick Draper; Councillor Oonagh Moulton  
**Cc:** Doug Napier  
**Subject:** RE: ES/OFFSTREET

Dear Nick,

I fully agree with and endorse Janice's points below and confirm that I am completely against charging in Parks, as are the majority of our residents, whose views we represent.

Linda

Sent with Good ([www.good.com](http://www.good.com))

-----Original Message-----

**From:** Janice [mailto:[Janice.Howard@merton.gov.uk](mailto:Janice.Howard@merton.gov.uk)]  
**Sent:** Tuesday, July 25, 2017 07:10 PM GMT Standard Time  
**To:** Councillor Nick Draper; Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor  
**Cc:** Doug Napier  
**Subject:** RE: ES/OFFSTREET

Hi Nick

Thanks for forwarding, I personally am against any charging for parking in parks. However, the [redacted] make a valid point, both Wimbledon Park car parks should have charges, it seems very odd that just the Revelstoke Road car park has been chosen.

I appreciate the impact of introducing charges may have on surrounding roads in nice sunny weather, however this is limited to a few weeks a year and therefore would not support any changes to the CPZ hours.

I agree that every effort needs to be made to encourage park users to come via public transport or their "own steam" and perhaps this is a borough wide project in the making to have a "walk, cycle or run" to your park campaign?

I am sure my fellow councillors will have their own views, but as I am off to France tomorrow, wanted to put my thoughts down for you.

Janice

**From:** Councillor Nick Draper [mailto:[Nick.Draper@merton.gov.uk](mailto:Nick.Draper@merton.gov.uk)]  
**Sent:** 25 July 2017 12:55  
**To:** Councillor Oonagh Moulton <[Oonagh.Moulton@merton.gov.uk](mailto:Oonagh.Moulton@merton.gov.uk)>; Councillor Janice Howard <[Janice.Howard@merton.gov.uk](mailto:Janice.Howard@merton.gov.uk)>; Councillor Linda Taylor <[Councillor.LindaTaylor@merton.gov.uk](mailto:Councillor.LindaTaylor@merton.gov.uk)>

Cc: Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)>

Subject: FW: ES/OFFSTREET

Hello Oonagh, Janice, Linda

have some interesting comments here. I would welcome your thoughts.

All the best

Nick

**From:**

**Sent:** 14 July 2017 16:25

**To:** Traffic And Highways

**Cc:** Councillor Oonagh Moulton; Councillor Linda Taylor; , Councillor Nick Draper; Councillor Janice Howard

**Subject:** ES/OFFSTREET

Dear Madam,

**Representations on the proposed introduction of car parking charges at the Revelstoke Road Car Park, Wimbledon Park.**

Please find attached our formal representation on this proposal.

We trust that this representation will be taken fully into account as these proposals are taken forward.

Yours sincerely,

---

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<http://www.merton.gov.uk>

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## Doug Napier

---

**From:** Councillor Nick Draper  
**Sent:** 10 August 2017 18:20  
**To:** Redirector For Cllr Janice Howard; Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor  
**Cc:** Doug Napier  
**Subject:** RE: ES/OFFSTREET

Hello Janice

Many thanks for answering. I appreciate that you and your ward colleagues may feel differently about charging for parking than I do, and I thoroughly respect that.

I have done a little bit of research on the subject and have found that many Labour and Conservative councils have adopted the policy of charging for parking in parks throughout England, both in a metropolitan and non-metropolitan setting, which suggests that it's usually a local rather than a political issue, although opposition has tended to be strongest in marginal councils. Charging for parking in parks tends to be most prevalent, however, in independently-controlled parks, such as those run by the National Trust, National Parks and some Royal Parks. There does not appear to be great shared public opposition to those charges.

For my part, there are a number of reasons why I feel charges are appropriate, in particular the abuse of spaces by commercial businesses and, of course, the perennial problem of the commuter who doesn't want to pay, but I'm also quite happy to confess that the hard surfaces of our parks (rather than the green ones!) are to me a worthwhile source of revenue; and, of course, persuading local people to exercise going to the park by walking rather than driving is in line with the Government's current thinking on public health. As I say, I appreciate and respect that this isn't the way everyone else thinks.

The question, for me, is how we do it if we do. If it happens, I want it to work in the interests of the borough. We represent and understand our own parts of the borough; we know what works and what doesn't. I believe, if the boot were on the other foot, that I would like to be consulted, and for my opinions to be taken seriously. So I'm really grateful, despite your overall objection, that you have responded to the Dawson's points. Thank you!

All the best  
Nick

---

**From:** Janice Howard  
**Sent:** 25 July 2017 19:11  
**To:** Councillor Nick Draper; Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor  
**Cc:** Doug Napier  
**Subject:** RE: ES/OFFSTREET

Hi Nick

Thanks for forwarding, I personally am against any charging for parking in parks. However, the make a valid point, both Wimbledon Park car parks should have charges, it seems very odd that just the Revelstoke Road car park has been chosen.

I appreciate the impact of introducing charges may have on surrounding roads in nice sunny weather, however this is limited to a few weeks a year and therefore would not support any changes to the CPZ hours.

I agree that every effort needs to be made to encourage park users to come via public transport or their "own steam" and perhaps this is a borough wide project in the making to have a "walk, cycle or run" to your park campaign?

I am sure my fellow councillors will have their own views, but as I am off to France tomorrow, wanted to put my thoughts down for you.

Janice

**From:** Councillor Nick Draper [<mailto:Nick.Draper@merton.gov.uk>]  
**Sent:** 25 July 2017 12:55  
**To:** Councillor Oonagh Moulton <[Oonagh.Moulton@merton.gov.uk](mailto:Oonagh.Moulton@merton.gov.uk)>; Councillor Janice Howard <[Janice.Howard@merton.gov.uk](mailto:Janice.Howard@merton.gov.uk)>; Councillor Linda Taylor <[Councillor.LindaTaylor@merton.gov.uk](mailto:Councillor.LindaTaylor@merton.gov.uk)>  
**Cc:** Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)>  
**Subject:** FW: ES/OFFSTREET

Hello Oonagh, Janice, Linda

There are some interesting comments here. I would welcome your thoughts.

All the best  
Nick

**From:** ...  
**Sent:** 14 July 2017 16:25  
**To:** Traffic And Highways  
**Cc:** Councillor Oonagh Moulton; Councillor Linda Taylor; Nick Steiner; Councillor Nick Draper; Councillor Janice Howard  
**Subject:** ES/OFFSTREET

Dear Madam,

### **Representations on the proposed introduction of car parking charges at the Revelstoke Road Car Park, Wimbledon Park.**

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Please find attached our formal representation on this proposal.

We trust that this representation will be taken fully into account as these proposals are taken forward.

Yours sincerely,



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## Doug Napier

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**From:** Doug Napier  
**Sent:** 31 January 2013 14:58  
**To:** James McGinlay; Chris Lee  
**Subject:** RE: EN45

My reply:

None of the savings proposals within the Greenspaces service are designed, directly or indirectly, to deter residents or users of our parks. The Council fully recognises the significant contribution that parks can and do make in terms of health benefits. This is why the service has invested in and provides support for an ever wider number of sports and recreational activities in recent years: outdoor table tennis, softball, netball, beach volleyball and green gyms, for example.

Whereas there are specific proposals to increase our fees and charges, these remain broadly in line with current national inflationary figures and remain competitive with similar fees levied by others, including neighbouring local authorities. Our fee structure does and will continue to provide a range of concessions for appropriate groups and individuals.

Proposals to introduce car parking fees to some parks will, by their very nature, discourage commuter use of parks for car parking purposes, freeing up parking capacity for legitimate park users to enjoy those facilities as, at the current time, we have every intention to provide a fee-free period or periods within our charging policy in order not to adversely affect genuine open space visitors. Parking fees will undoubtedly also encourage some park users to switch to public transport to access parks, or alternatively to walk or cycle, thereby making a direct and positive contribution to improving community health.

Do you want something more from me on income?

Doug

---

**From:** James McGinlay  
**Sent:** 30 January 2013 14:21  
**To:** Doug Napier  
**Subject:** FW:  
**Importance:** High

Hi Doug.

Can you prepare a response for me on EN 45.

I need it back as soon as possible.

Ta.

James

James McGinlay  
Head of Sustainable Communities  
London Borough of Merton  
Civic Centre London Road Morden SM4 5DX  
Direct Line 020 8545 4154

[james.mcginlay@merton.gov.uk](mailto:james.mcginlay@merton.gov.uk)

---

**From:** Chris Lee  
**Sent:** 30 January 2013 09:03  
**To:** John Hill; James McGinlay; Cormac Stokes

**Cc:** Rosemarie Embray-Clare Nicholas

**Subject:**

This is the email that Cllr Evans asked to be circulated to Scrutiny last night . I would like to be able to deal with as many of these as possible at Overview and Scrutiny on Thursday so could you please provide me with the responses

Clare pls coordinate onto one doc.

James , I spoke to Cllr George after the meeting to better understand which matters she was expecting answers to at last nights meeting . She was particularly interested in getting further and better info on the parks savings and the income growth [ EN45 ]

What would be useful would be to have a breakdown available for me showing how current income is made up and any infor with regard to how these income growth figures were arrived at that we are prepared to share with Scrutiny.

In addition Cllr Hanna advised that John Innes Park has opportunity for car park income from commuters currently using it.

Thanks

Chris Lee | Director of Environment & Regeneration

**London Borough of Merton**

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX  
Direct: 020 8545 3050 | Switchboard: 020 8274 4901

[chris.lee@merton.gov.uk](mailto:chris.lee@merton.gov.uk)

[www.merton.gov.uk](http://www.merton.gov.uk)



**Doug Napier**

---

**From:** Chris Lee  
**Sent:** 17 June 2016 14:09  
**To:** Doug Napier  
**Cc:** Clare Nicholas  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Looks fine , thanks

Clare pls arrange despatch

Thanks

---

**From:** Doug Napier  
**Sent:** 17 June 2016 12:24  
**To:** Chris Lee  
**Cc:** Clare Nicholas  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Draft reply to a couple of recent letters on this matter which needs to be copied to the MP and Gilli-LL and Mary-Jane too as well as the two residents ( and ) (email addresses below in the string) - these two have copied mails into each other and has picked up on the mail and so it's appropriate to cover off both in the same reply).

Dear XXX,

Thank you for your recent enquiry of the matter of pay and display parking at Sir Joseph Hood Recreation Ground.

This scheme is being reluctantly introduced at a small number of key parks across the borough in order to help drive out a number of persistent parking abuses, principally, commuter and local business parking, which is having an adverse impact upon the use and enjoyment of some of our most popular open spaces by park users.

The proposals for the parking scheme are:

30p per hour is the standard charge. Mobile phone payments will be possible, as well as coins.

The proposal is that parking charges will apply from 8am to 4pm. Charges will apply between Monday and Saturday, not Sundays or Bank Holidays.

Parking will not be permitted between 11pm and 6am. Sanctions can therefore be applied to vehicles left overnight and we will also enjoy new powers to address issues in relation to untaxed and abandoned vehicles that are currently unavailable to us.

There will imminently be a local consultation exercise on the scheme in line with normal Council procedures for such traffic management initiatives with an opportunity for local people to submit their views.

The income secured from the new parking scheme will be retained within the Greenspaces' accounts and will support the service's on-going revenue costs and new developments, particularly in those key parks where the parking scheme is being introduced. We expect that the

overall capital costs of the scheme will be recovered during the second full operational year and on that basis consider this to be a worthwhile investment.

Whilst we recognise that we have recently employed a scheme whereby the park gates are left locked until 9.30am in order to deter parking that it is unrelated to the park's use, that scheme has not been universally popular amongst park users, and understandably so, considering that our parks formally open at 8am in the midweek and at 9am at weekends. We also consider that this arrangement has not successfully addressed the issue as we hoped that it would; our Greenspaces Manager has reported, for example, that on a recent midweek visit to the park, he struggled to find a parking space during the second half of the morning when the park was quiet and that the car park was entirely full when he departed site at around 11am.

We certainly recognise that there are some historical parking pressures in the Marina Avenue area but consider that these are adversely and unnecessarily affecting the park, and not vice versa, and that it is not unreasonable that we now seek to ensure that the benefits that the car park was designed to secure continue to be enjoyed by those that they were intended for, including customers of the commercial enterprises that operate within the park.

---

**From:** Doug Napier  
**Sent:** 13 June 2016 12:05  
**To:** Alan Trumper  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

And another. I expect more soon. Need to get our ducks lined up.

Can you have a go at the issues outlined so far and then let's discuss.

Doug

---

**From:** Chris Lee  
**Sent:** 13 June 2016 11:57  
**To:** Doug Napier  
**Cc:** Clare Nicholas  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Hi Doug , another one , could you please draft a short response for me to send

Thanks

---

**From:** Ged Curran  
**Sent:** 13 June 2016 11:54  
**To:** Sophie Jones-Lisa Barwell  
**Cc:** Chris Lee  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Kindly acknowledge and say Chris will respond.

Thanks

Ged Curran  
Chief Executive  
London Borough of Merton

T: 020 8545 3332

E:

W: [www.merton.gov.uk](http://www.merton.gov.uk)

---

**From:** HAMMOND, Sally [<mailto:HAMMONDSP@parliament.uk>]

**Sent:** 13 June 2016 08:57

**To:**

**Cc:** Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Ged Curran

**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear I

Thank you for sending Stephen Hammond MP a copy of your e-mail. I can appreciate your concern, and hope that the Council will be able to respond to you on this.

Best wishes.

Sally Hammond for Stephen Hammond MP  
Office Manager

**From:**

**Date:** 12 June 2016 19:07:45 WEST

**To:** "Mary-Jane.Jeanes@merton.gov.uk" <[mary-jane.jeanes@merton.gov.uk](mailto:mary-jane.jeanes@merton.gov.uk)>, "brian.lewis-lavender@merton.gov.uk" <[brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk)>, "gilli.lewis-lavender@merton.gov.uk" <[gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk)>, "stephen.alambritis@merton.gov.uk" <[stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)>, "chief.executive@merton.gov.uk" <[chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)>

**Cc:** "stephen.hammond.mp@parliament.uk" <[stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk)>

**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mr Curran and Mr Alambritis

I was shocked and surprised to hear the news that there has been a pay and display meter installed in the car park of Sir Joseph Hood Memorial Playing Field and I would be keen to know the plans for cost and usage periods.

I live at Marina Avenue which is immediately adjacent to the park and I have no doubt that introducing any kind of payment scheme in the park's car park will negatively impact on the parking in Marina Avenue. At present the car park gates are opened at 9.30am and closed in the evening and this is very effective at deterring commuter parking, so I fail to see what problem the parking meters will solve, however I can see all too clearly what problems they will cause.

I agree with all of the points raised by my neighbour in his email below, so I won't repeat them here. However I would like to formally lodge my anger at the lack of consultation on installing this pay and display meter. If there had been plans to introduce a CPZ in the street next to ours then we would have received months of consultations on the matter, and controls would only have been introduced with approval by residents. I cannot see how this should be any different, as the affect on Marina Avenue will be as bad as if a neighbouring CPZ had been introduced.

I look forward to hearing your response.

Kind regards,

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of Merton  
cc:

---

From:   
To: [Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk); [brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk); [gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk); [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk); [chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)  
CC: [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk);   
Subject: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.  
Date: Fri, 10 Jun 2016 11:29:45 +0000

Dear Mr Curran and Mr Alambritis

I will preface this email by saying that Sir Joseph Hood Memorial Playing field is an excellent community facility and that the council should continue to invest in it for the future. As a resident, I appreciate the recent investment in the new gates etc.

Notwithstanding the above, I would like to express my disappointment at the way pay and display (P&D) parking is being implemented by the council at the Joseph Hood Memorial playing fields in Motspur park/West Barnes.

As residents of , immediately adjacent to the park, we object to the implementation of pay and display (hours of operation currently unknown) in the park for the following reasons :-

- 1) This scheme will undoubtedly place additional parking pressure onto Marina Avenue and the surrounding residential streets.
- 2) The current arrangement of opening the gates at 9:30 AM already successfully deters commuters. Additional P&D measures will not improve the situation.
- 3) The impact on park users could be significant. The park is well used by members of the public and P&D could dissuade families and recreational users from using the facilities. As a resident I would like to see the park used to its full potential.
- 4) Rascals may be impacted. In our view a viable business in the pavilion is of benefit to the park. additional parking costs will deter customers.

in addition to the above, we are disappointed that:-

- 1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls or the scheme.
- 2) We have not been consulted on our views on the suitability of P&D at this location
- 3) We have not been consulted about the timings of the proposed control hours.

Further questions that have been raised:-

- 1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?
- 2) what is the expected revenue generation projection of the scheme?
- 3) confirmation that the funds will be ring fenced for reinvestment in the park.

A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of Sir Joseph Hood  
cc: ... n

Yours sincerely

---

**From:** ...  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

thanks for inquiring about this.

The current arrangement to deter commuter parking in the SJHMPF car park is to open the gates at 9:30 am. This measure is very effective and does mean that the car park is not really used by commuters, who instead park in Marina and the surrounding streets.

The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

Thanks

---

**From:** Councillor Mary-Jane Jeanes <Mary-Jane.Jeanes@merton.gov.uk>  
**Sent:** 03 June 2016 10:05  
**To:** . . .  
**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear . . .

I asked about the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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## Doug Napier

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**From:** Chris Lee  
**Sent:** 29 June 2016 18:38  
**To:** Doug Napier  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

I have encouraged them to petition for cpz . its down to them

---

**From:** Doug Napier  
**Sent:** 29 June 2016 13:40  
**To:** Chris Lee  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

As I mentioned when we discussed this matter, there is a wider parking issues in that area that the park is the victim of and not the cause of.

I believe that we have a duty to ensure that the car parking in the park is available to legitimate park users. Doing nothing in the park will not fix the problems in the wider neighbourhood.

Doug

---

**From:** Councillor Gilli Lewis-Lavender  
**Sent:** 24 June 2016 08:25  
**To:** " " Chris Lee  
**Cc:** Doug Napier; Sophie Jones-Lisa Barwell; , Councillor Brian Lewis-Lavender  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

I agree with everything has said

Sent with Good ([www.good.com](http://www.good.com))

-----Original Message-----

**From:**   
**Sent:** Thursday, June 23, 2016 10:13 AM GMT Standard Time  
**To:** Chris Lee  
**Cc:** Doug Napier; Sophie Jones-Lisa Barwell; ; Councillor Gilli Lewis-Lavender  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Chris

Thank you for this clear explanation. I have copied it to Gilli Lewis-Lavender as the Councillor who took up the cudgels on this one. I have also copied this who initially raised the issue with Councillors.

I understand the justification for the charges and of itself they are not objectionable. But I take the strongest issue with you about the effects on the residents of Marina Avenue of the charges and commuter parking. You do not live in this Avenue and you have not directly experienced the effect on residents of commuter parking. People drive to this area so they can benefit from the considerably lower fares available from TfL zone 4. We see it every day with our street getting

clogged with commuters cars from 7 am. The problem will only be made worse by charging for the car park. That is just how it will be. We shall not fail to make the point clear in the public consultation.

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**From:** Chris Lee  
**Sent:** Thursday, June 23, 2016 9:51 AM  
**To:** |  
**Cc:** Doug Napier ; Sophie Jones-Lisa Barwell  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear | , Thank you for your recent enquiry of the matter of pay and display parking at Sir Joseph Hood Recreation Ground.

This scheme is being reluctantly introduced at a small number of key parks across the borough in order to help drive out a number of persistent parking abuses, principally, commuter and local business parking, which is having an adverse impact upon the use and enjoyment of some of our most popular open spaces by park users.

The proposals for the parking scheme are:

30p per hour is the standard charge. Mobile phone payments will be possible, as well as coins.

The proposal is that parking charges will apply from 8am to 4pm. Charges will apply between Monday and Saturday, not Sundays or Bank Holidays.

Parking will not be permitted between 11pm and 6am. Sanctions can therefore be applied to vehicles left overnight and we will also enjoy new powers to address issues in relation to untaxed and abandoned vehicles that are currently unavailable to us.

There will imminently be a local consultation exercise on the scheme in line with normal Council procedures for such traffic management initiatives with an opportunity for local people to submit their views.

---

The income secured from the new parking scheme will be retained within the Greenspaces' accounts and will support the service's on-going revenue costs and new developments, particularly in those key parks where the parking scheme is being introduced. We expect that the overall capital costs of the scheme will be recovered during the second full operational year and on that basis consider this to be a worthwhile investment.

Whilst we recognise that we have recently employed a scheme whereby the park gates are left locked until 9.30am in order to deter parking that it is unrelated to the park's use, that scheme has not been universally popular amongst park users, and understandably so, considering that our parks formally open at 8am in the midweek and at 9am at weekends. We also consider that this arrangement has not successfully addressed the issue as we hoped that it would; our Greenspaces Manager has reported, for example, that on a recent midweek visit to the park, he struggled to find a parking space during the second half of the morning when the park was quiet and that the car park was entirely full when he departed site at around 11am.



We certainly recognise that there are some historical parking pressures in the Marina Avenue area but consider that these are adversely and unnecessarily affecting the park, and not vice versa, and that it is not unreasonable that we now seek to ensure that the benefits that the car park was designed to secure continue to be enjoyed by those that they were intended for, including customers of the commercial enterprises that operate within the park.

Regards

---

**From:** \_\_\_\_\_  
**Sent:** 22 June 2016 12:27  
**To:** Councillor Mary-Jane Jeanes; Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Chief Executive  
**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk);  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

As a resident of Marina Avenue, in the same part of the road as \_\_\_\_\_ we entirely support and endorse the comments made by \_\_\_\_\_ about the implementation of pay parking in the Sir Joseph Hood memorial Playing Fields. Whatever the economic justification for such charges the impact on residents in Marina Avenue and our ability to park our cars close to home, and the need to stop the Avenue from becoming clogged with daily long term commuter parking seems to have been ignored.

The Council needs to think again.

--  
**From:** \_\_\_\_\_  
**Sent:** Friday, June 10, 2016 12:29 PM  
**To:** [Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk) ; [brian.lewis-lavender@merton.gov.uk](mailto:brian.lewis-lavender@merton.gov.uk) ; [gilli.lewis-lavender@merton.gov.uk](mailto:gilli.lewis-lavender@merton.gov.uk) ; [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk) ; [chief.executive@merton.gov.uk](mailto:chief.executive@merton.gov.uk)  
**Cc:** [stephen.hammond.rmp@parliament.uk](mailto:stephen.hammond.rmp@parliament.uk) ; \_\_\_\_\_  
**Subject:** Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mr Curran and Mr Alambritis

I will preface this email by saying that Sir Joseph Hood Memorial Playing field is an excellent community facility and that the council should continue to invest in it for the future. As a resident, I appreciate the recent investment in the new gates etc.

Notwithstanding the above, I would like to express my disappointment at the way pay and display (P&D) parking is being implemented by the council at the Joseph Hood Memorial playing fields in Motspur park/West Barnes.

As residents of \_\_\_\_\_, immediately adjacent to the park, we object to the implementation of pay and display (hours of operation currently unknown) in the park for the following reasons :-

1) This scheme will undoubtedly place additional parking pressure onto Marina Avenue and the surrounding residential streets.

- 2) The current arrangement of opening the gates at 9:30 AM already successfully deters commuters. Additional P&D measures will not improve the situation.
- 3) The impact on park users could be significant. The park is well used by members of the public and P&D could dissuade families and recreational users from using the facilities. As a resident I would like to see the park used to its full potential.
- 4) Rascals may be impacted. In our view a viable business in the pavilion is of benefit to the park. additional parking costs will deter customers.

in addition to the above, we are dissatisfied that:-

- 1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls or the scheme.
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- 3) We have not been consulted about the timings of the proposed control hours.

Further questions that have been raised:-

- 1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?
- 2) what is the expected revenue generation projection of the scheme?
- 3) confirmation that the funds will be ring fenced for reinvestment in the park.

A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of SJHMPF  
cc: Raynes Park and West Barnes residents association

Yours sincerely

---

---

**From:** ...  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

thanks for inquiring about this.

The current arrangement to deter commuter parking in the SJHMPF car park is to open the gates at 9:30 am. This measure is very effective and does mean that the car park is not really used by commuters, who instead park in Marina and the surrounding streets.

The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

Thanks

---

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>

**Sent:** 03 June 2016 10:05

**To:**

**Subject:** Sir Joseph Hood Memorial Playing Fields

Dea

I asked about the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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<http://www.merton.gov.uk>

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## Doug Napier

---

**From:** Chris Lee  
**Sent:** 18 July 2016 11:13  
**To:** Doug Napier  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Good response . thanks

---

**From:** Doug Napier  
**Sent:** 18 July 2016 09:53  
**To:** Councillor Mary-Jane Jeanes  
**Cc:** Chris Lee; Member Enquiry  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mary-Jane,

I can't say that we have had complaints very recently, but I suspect that too many people have now become resigned to the situation.

The proposal is not new, nor is the problem, but this is the very worst site for parking abuses and it's clearly a nonsense that we cannot open the park gates to all users at 8am when the park opens formally.

It was more than two years ago that the concept first hit Members' radar when this was proposed as a budget saving contribution for my service area, albeit it was the commuter issue that was the primary focus, including in terms of selecting pilot sites.

I met with the Friends late last week and they seemed understanding and supportive of the broad aims, but concerned about the impacts upon the playgroup. The fee structure is not onerous, irrespective.

The consultation has, in effect, already started informally and we've had communications from about 3 of the 4 pilot sites already; but there is a formal process to go through that will take six weeks, but we've become rather ensnared by the informal comms in advance of that occurring. It's a case of now confirming the details, I feel, and not the principle - others have been pressing for this, looking at the big picture.

Kind regards,

Doug

Doug Napier  
Greenspaces Manager  
Environment & Regeneration  
Merton Council

Tel: 020 8545 3657

Intimate outdoor picnic concerts, Live at Wimbledon Park  
August 26-29, find out more at [merton.gov.uk/live](http://merton.gov.uk/live)



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**From:** Chris Lee  
**Sent:** 18 July 2016 07:36  
**To:** Councillor Mary-Jane Jeanes; Doug Napier  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mary Jane , thanks for your email . I shall leave to Doug the answering of the finer points.

Regards

Chris

---

**From:** Councillor Mary-Jane Jeanes  
**Sent:** 16 July 2016 16:13  
**To:** Chris Lee; Doug Napier  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Chris and Doug

As you can imagine, I have been contacted by a number of residents about the proposed Pay and Display scheme for Sir Joseph Hood Memorial Playing Fields in Motspur Park. I am grateful that Mr Ahmed forwarded your reply to me and I apologise for the delay in replying - I have just finished my batch of A level marking.

I am unsure why this scheme was first proposed. Have any complaints been received from park users and, if so, how many? Before deciding to install Pay & Display machines councillors were not consulted; were the Friends of SJHMP consulted?

What exactly are the "persistent parking abuses" mentioned in Chris's email to [redacted] Local people who have spoken to me say they were happy with opening the park gates at 9.30 am to deter commuters; has the council received any complaints about this policy?

You mention the visit to SJHMP on a midweek morning. but my guess is that many of whose cars were in the car park would have been with their small children in the playgroup in the Pavilion. Parents and carers can combine a visit to the playgroup with a walk or visit to the playground, so the car park may have been full for the right reason. Has the proposal to have Pay and display just been based on one visit?

I am pleased that a local consultation is going to be carried out. Please can you tell me how, and when, this is going to be carried out. I do think it would have been better to carry out the consultation before spending money on installing Pay and Display machines.

I appreciate the council's need to generate income but, if this is the reason for introducing Pay and Display, it would have been better to say so up-front at the start of a consultation process.

I look forward to hearing from you

Best wishes

Mary-Jane

---

**From:**  
**Sent:** 23 June 2016 12:37

**To:** Councillor Gilli Lewis-Lavender; Councillor Brian Lewis-Lavender; Councillor Mary-Jane Jeanes  
**Subject:** Fw: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

FYI,

I have received the following communication from the council greenspaces team.

Kind regards

---

**From:** Chris Lee <[Chris.Lee@merton.gov.uk](mailto:Chris.Lee@merton.gov.uk)>

**Sent:** 23 June 2016 08:54

**To:** ↓

**Cc:** Doug Napier

**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear i

Thank you for your recent enquiry of the matter of pay and display parking at Sir Joseph Hood Recreation Ground.

This scheme is being reluctantly introduced at a small number of key parks across the borough in order to help drive out a number of persistent parking abuses, principally, commuter and local business parking, which is having an adverse impact upon the use and enjoyment of some of our most popular open spaces by park users.

The proposals for the parking scheme are:

30p per hour is the standard charge. Mobile phone payments will be possible, as well as coins.

The proposal is that parking charges will apply from 8am to 4pm. Charges will apply between Monday and Saturday, not Sundays or Bank Holidays.

Parking will not be permitted between 11pm and 6am. Sanctions can therefore be applied to vehicles left overnight and we will also enjoy new powers to address issues in relation to untaxed and abandoned vehicles that are currently unavailable to us.

There will imminently be a local consultation exercise on the scheme in line with normal Council procedures for such traffic management initiatives with an opportunity for local people to submit their views.

The income secured from the new parking scheme will be retained within the Greenspaces' accounts and will support the service's on-going revenue costs and new developments, particularly in those key parks where the parking scheme is being introduced. We expect that the overall capital costs of the scheme will be recovered during the second full operational year and on that basis consider this to be a worthwhile investment.

Whilst we recognise that we have recently employed a scheme whereby the park gates are left locked until 9.30am in order to deter parking that it is unrelated to the park's use, that scheme has not been

universally popular amongst park users, and understandably so, considering that our parks formally open at 8am in the midweek and at 9am at weekends. We also consider that this arrangement has not successfully addressed the issue as we hoped that it would; our Greenspaces Manager has reported, for example, that on a recent midweek visit to the park, he struggled to find a parking space during the second half of the morning when the park was quiet and that the car park was entirely full when he departed site at around 11am.

We certainly recognise that there are some historical parking pressures in the Marina Avenue area but consider that these are adversely and unnecessarily affecting the park, and not vice versa, and that it is not unreasonable that we now seek to ensure that the benefits that the car park was designed to secure continue to be enjoyed by those that they were intended for, including customers of the commercial enterprises that operate within the park.

Regards

Chris Lee | Director of Environment & Regeneration  
London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX

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From:

**Sent:** 10 June 2016 12:30

**To:** Councillor Mary-Jane Jeanes; Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Chief Executive

**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk); [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk)

**Subject:** Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Dear Mr Curran and Mr Alambritis

I will preface this email by saying that Sir Joseph Hood Memorial Playing field is an excellent community facility and that the council should continue to invest in it for the future. As a resident, I appreciate the recent investment in the new gates etc.

Notwithstanding the above, I would like to express my disappointment at the way pay and display (P&D) parking is being implemented by the council at the Joseph Hood Memorial playing fields in Motspur park/West Barnes.



As residents of \_\_\_\_\_, immediately adjacent to the park, we object to the implementation of pay and display (hours of operation currently unknown) in the park for the following reasons :-

- 1) This scheme will undoubtedly place additional parking pressure onto Marina Avenue and the surrounding residential streets.
- 2) The current arrangement of opening the gates at 9:30 AM already successfully deters commuters. Additional P&D measures will not improve the situation.
- 3) The impact on park users could be significant. The park is well used by members of the public and P&D could dissuade families and recreational users from using the facilities. As a resident I would like to see the park used to its full potential.
- 4) Rascals may be impacted. In our view a viable business in the pavilion is of benefit to the park. additional parking costs will deter customers.

in addition to the above, we are disappointed that:-

- 1) As a resident that will be directly impacted by this proposal we have been provided no formal notification about the details of the controls or the scheme.
- 2) We have not been consulted on our views on the suitability of P&D at this location
- 3) We have not been consulted about the timings of the proposed control hours.

Further questions that have been raised:-

- 1) Has a cost benefit analysis been carried out on the scheme. When is it expected to break even?
- 2) what is the expected revenue generation projection of the scheme?
- 3) confirmation that the funds will be ring fenced for reinvestment in the park.

A straw poll of the local residents in Marina Avenue indicates that there is concern about this scheme as the details are a complete unknown at this point in time.

Please can the deployment of this scheme be suspended until residents are consulted?

Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc: Friends of SJHMPF  
cc: Raynes Park and West Barnes residents association

Yours sincerely

---

**From:** \_\_\_\_\_  
**Sent:** 03 June 2016 12:06  
**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

thanks for inquiring about this.

The current arrangement to deter commuter parking in the SJHMPF car park is to open the gates at 9:30 am. This measure is very effective and does mean that the car park is not really used by commuters, who instead park in Marina and the surrounding streets.

The parking is pretty bad in Marina already on weekdays. our concern is that depending on the timings of the scheme, placing pay and display in the park will compound the effect on weekends as well, as recreational park users will try and park in Marina instead of in the JHMPF car park at all times.

Are the council are going to consult the residents on this please?

Thanks

Balal Ahmed

---

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>

**Sent:** 03 June 2016 10:05

**To:** .....

**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear

I asked aboput the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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**Doug Napier**

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**From:** Mitra Dubet  
**Sent:** 13 June 2016 09:25  
**To:** Doug Napier  
**Cc:** Chris Lee; Traffic And Highways; Chief Executive  
**Subject:** RE: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Doug

I know that we have designed the scheme and agreed to do the statutory consultation and works, the below correspondence is one for you to respond. Can you also copy us in too

Also, as a gentle reminder we are still awaiting Cabinet Member approval and any associated report so that we can complete the works

Regards  
Mitra Dubet



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**From:** Chief Executive  
**Sent:** 10 June 2016 14:14  
**To:** Mitra Dubet  
**Cc:** Chris Lee; Traffic And Highways  
**Subject:** FW: Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

Hi Mitra

Please respond to copying in all those they have sent the email to.

Many thanks,  
Sophie

Sophie Jones  
Executive Assistant to Ged Curran, Chief Executive  
(Wednesday to Friday)  
Merton Council  
020 8545 3332  
[sophie.jones@merton.gov.uk](mailto:sophie.jones@merton.gov.uk)  
[www.merton.gov.uk](http://www.merton.gov.uk)

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**From:** t  
**Sent:** 10 June 2016 12:30  
**To:** Councillor Mary-Jane Jeanes; Councillor Brian Lewis-Lavender; Councillor Gilli Lewis-Lavender; Councillor Stephen Alambritis; Chief Executive  
**Cc:** [stephen.hammond.mp@parliament.uk](mailto:stephen.hammond.mp@parliament.uk);  
**Subject:** Sir Joseph Hood Memorial Playing Fields pay and display parking scheme.

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Thank you

cc: Stephen Hammond MP  
cc: West Barnes councillors  
cc:  
cc:

Yours sincerely

---

From: F  
Sent: 03 June 2016 12:06

**To:** Councillor Mary-Jane Jeanes  
**Subject:** Re: Sir Joseph Hood Memorial Playing Fields

Hi Mary Jane,

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Are the council are going to consult the residents on this please?

Thanks

---

**From:** Councillor Mary-Jane Jeanes <[Mary-Jane.Jeanes@merton.gov.uk](mailto:Mary-Jane.Jeanes@merton.gov.uk)>  
**Sent:** 03 June 2016 10:05  
**To:** [redacted]  
**Subject:** Sir Joseph Hood Memorial Playing Fields

Dear Mr [redacted]

I asked about the bases which were being built and have been told that they are for pay and display parking to deter commuters. I have pointed out that this will make the parking worse in Marina Avenue, and possibly Arthur Rd as well.

Kind regards

Mary-Jane

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## Doug Napier

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**From:** Councillor Andrew Judge  
**Sent:** 13 November 2013 20:26  
**To:** Redirector For Cllr Janice Howard;  
**Subject:** RE: Wimbledon Park

Dear I

With reference to your e.mail to Cllr Howard: there is no expectation that parking charges will be introduced immediately.

However, I believe that there is support amongst local residents, the Friends and Heritage Group for parking charges and we could contemplate the introduction of charges in the future if that support continued.

In respect of the balance between car park abusers and park users, the Council's view is that on any day there are *a/ways* people using the facilities: the park is never deserted in day time. The commuter/misuse issue certainly exists, though it is possible to overstate it.

It is true that the existing car park will often be found to be full, though many of those parked will be using the Park and its facilities. The main car parking issues are at weekends when there are no commuters or tradespeople. The problem is seasonal certainly, but unfortunately we can't develop an additional car park when the parking pressure builds and then roll it back up again in the winter time.

Today at lunch time the only commercial vehicle in the Revelstoke Road Car Park was a chap parked up to have his lunch – enjoyed with a reasonably calm, green and pleasant view. He was certainly not parked up all day as he left the park at around 12.45pm. There were several vacant parking spaces at that time, irrespective of whether there were some abusers – but it is out of season now.

With only 35 spaces now available at RR, some 10-15% of parking capacity is typically and immediately lost to the park's staff. Some of the all-day and early parkers will be staff.

I hope this clarifies the Council's understanding of the issue.

Regards,

Andrew Judge

**From:** ...  
**Sent:** Monday, November 11, 2013 6:13 PM  
**To:** ...  
**Cc:** Councillor Andrew Judge  
**Subject:** RE: Wimbledon Park

Dear

Thank you for copying me into your email to LB Merton. I have copied in the Cabinet Member responsible, Cllr Andrew Judge as I believe he is indeed looking at introducing parking charges to ensure that the car park in Revelstoke Road is used by Park customers and not commuters.

Best wishes

**Councillor Janice Howard**  
London Borough of Merton  
Wimbledon Park Ward  
[janice.howard@merton.gov.uk](mailto:janice.howard@merton.gov.uk)

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From \_\_\_\_\_  
To: [leisure@merton.gov.uk](mailto:leisure@merton.gov.uk)  
CC: \_\_\_\_\_ [janice.howard@merton.gov.uk](mailto:janice.howard@merton.gov.uk); \_\_\_\_\_  
[parking@merton.gov.uk](mailto:parking@merton.gov.uk); [planning.representations@merton.gov.uk](mailto:planning.representations@merton.gov.uk)  
Subject: Wimbledon Park  
Date: Mon, 11 Nov 2013 17:58:15 +0000

Hi,

I write again to bring to your attention the every day occurrence of cars and commercial vehicles being left all day in the, Revelstoke Road entrance to Wimbledon Park car parking facility.

Since the rejection of the recent planning application and the subsequent barrier installed at the once proposed extension area car park facility, it is once again very obvious that the cars that park in the said car park are not all owned by park users.

On a daily basis between 08.00hrs & 10.00hrs, I have observed cars drive in to the park, park in the existing car parking spaces and the drivers/owners exit the park. There have been commercial vehicles use the facility for hours on end. It is an every day occurrence, as I said.

During very heavy rainfall on two days, a week or two ago, the car park was actually full. Nobody was using the park. It was not practical anyone could do so.

This situation has existed for many, many years. I live in Revelstoke Road and pay for a parking permit, plus visitors permits. I put it to you and ask, why should others be allowed to park free within this area?

I could save the costs of the permits, each year, by parking in the park during the permit hours. It would not be difficult for me to do so.

If I never had to pay for permits to park in the road, I would never be concerned with what happens in Wimbledon Park car parking facilities.

I do consider this car park situation requires attention. A solution has to be reached and acted upon to halt the misuse of this car parking facility.

Sincerely,

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NJK

## Doug Napier

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**From:** Doug Napier  
**Sent:** 11 October 2012 08:38  
**To:**  
**Subject:** RE: Wimbledon Park

We did surveys into the alleged commuter issue very recently and also a couple of years ago in the midweek for an entire week, noting car registration numbers in the morning and then again in the later afternoon. On both occasions there were 1-2 cars only that appeared consistently suggesting commuters and even then we did not entirely eliminate the fact that this/these were cars belong to policemen based in the station in the park.

In our view, tackling this issue in isolation will do very little to relieve the very real and significant parking issues that exist. Introducing parking fees might, but the administration has not yet fully embraced that concept.

Regards,

Doug

---

**From:**  
**Sent:** 02 October 2012 17:15  
**To:** Doug Napier  
**Cc:**  
**Subject:** RE: Wimbledon Park

Doug,

Thank you for your prompt response.

I appreciate that the weekends may be the busiest time for the park, and that therefore the car parking demands at that time are greatest for users. But also at that stage, there are no park restrictions in any of the roads around the park whether it be Revelstoke Road, Home Park Road or Wimbledon Park Road or other surrounding roads, that can readily be used with a modest walk. Surely the Park should not be hostage to the requirements of week-end users. We have managed every other year to date!

As regards your survey of users, it would be good to know over what period and what times of day this survey was done. Given the usage of the Park on some days, eg yesterday morning when it was rather drizzly and there were few people around, you would be hard pushed to explain why there were so many cars parked, other than use by non-park users.

Regards,

--- On **Mon, 1/10/12**, **Doug Napier** <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

**From:** Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)>  
**Subject:** RE: Wimbledon Park  
**To:**  
**Date:** Monday, 1 October, 2012, 13:27

Dear

Thank you for your enquiry. The temporary car park is indeed normally closed at or about this time of year. However, the demands for parking are still substantial currently and we have to take a balanced view and recognise the wishes

and needs of our users too.

I was present in the park last Saturday (29<sup>th</sup>) morning when the core parking area at Revelstoke Road was entirely full and the overflow contained a further 48 cars. I don't imagine that the situation was very much better in the afternoon and it has been much the same throughout September from my own observations.

We have undertaken surveys on the alleged use of the car park by commuters but have not found this to be a significant issue. Weekends are the time of peak parking demand and, of course, commuters and tradesmen are few and far between then.

Regards,

Doug Napier

Greenspaces Manager

---

**From:** ;  
**Sent:** 01 October 2012 12:48  
**To:** Doug Napier  
**Cc:**  
**Subject:** Wimbledon Park

Doug,

I gather that you are the right person to contact with regard to the winter closure of the temporary car park extension.

---

Of course I am well aware of the existing Planning Application relating to the Revelstoke Car Park, but without pre-judging the outcome of that application, and since summer is now sadly well past, is it not time to close off the rather unsightly car park extension as has been done in previous years? Not only does it present an unnecessarily and unpleasantly long vista of cars from the Southfields entrance, but it also extends the opportunity for commuters and tradesmen to make use of the free parking; a long term habit of which can only be to the detriment of genuine park users.

Regards,



By copy to . . . well done!. Very good to have another independent local resident letting Doug Napier know what we think. Its a pity we can't persuade our local councillors and MP (who no doubt takes his views from Oonagh Moulton) to see the point.

Very good news to hear about possible car-parking charges. Merton Council ought to introduce them before they even contemplate expanding the parking facility. If they were to do it the other way round, they would probably have a white elephant on their hands, and a spoiled park as well!

Regards,

**From:**

**To:**

**CC:**

**Sent:** Sunday, 11 August 2013, 11:04

**Subject:** Fw: Wimbledon Park

Dear All

You should find exchange with Doug of interest. Looks as though he's thinking of car parking fees. We raised this, but as an extension of CPZs, a long time ago.

regards

Nick

**From:**

**Sent:** Friday, August 09, 2013 3:57 PM

**To:**

**Cc:** HAMMOND, Stephen ;

**Subject:** RE: Wimbledon Park

Hi

They have received it, it is on the site.

I have tried to analyse the report that LBM commissioned regards park usage. It is very heavily biased towards the LBM application. As you are aware, you can do anything with numbers and this company have certainly produced a report of loaded numbers.

It reports that 17 park workers use the car park, 5 community officers and 5 café workers, plus some other people, who, I think live in the lake!

On a brief recce, only one café worker has a car and he parks outside the café, the community officers travel by public transport on passes, two park workers come by car and the ones from the lake don't drive!

So, why do the council wish to press ahead with this extension? The park operated quite happily before this hard standing became available. There may be increased park use with children's activities, do the children all drive themselves to the park???? No, of course not, they are dropped OFF.

The damage to the park far out ways the requirement for any increased car parking facilities. The green space will be lost for ever, until more of it is weaselled away.

I counted 17 drivers leave their vehicles one day last week between 07.00hrs and 09.00hrs and disappear out of the park, none of them were using the park. This goes on all day into the late afternoon, especially with contractors working locally.

We all pay for parking permits and for visitors parking permits, each year, well, I'm parking in Wimbledon Park between 11 & 3 next year and no visitors permits, what say you?

best regards,

Date: Fri, 9 Aug 2013 14:11:27 +0100  
Subject: RE: Wimbledon Park  
From:  
To:

Hi  
Another great letter.  
I have a feeling that the council don't need to count or display a letter if it doesn't have your address on it. Also, it's always good to try to put the reference number on. Definitely an address though for them to know you live in the vicinity.  
Maybe resend both letters using an address/phone number 'signature' at the end.  
Well done for keeping on at them though!

Sent from Samsung mobile

wrote:

Dear Mr Napier,

Thank you for taking the time to respond to my mail.

I have read the planning report and taken cognisance of the content. My first reaction is to the figures that have been compiled through survey, by whoever, are not representative of the vehicles using the present temporary hard standing. I have observed over three mornings last month, between 06.30hrs & 08.00hrs, cars being parked and the owners (drivers) walking out of the park, either down through Revelstoke Road, or out to Wimbledon Park tube station.

During the afternoon many other cars in the temporary hard standing area are parked by people who leave the park area. You really need to conduct a professional survey over a long period of time to ascertain what is actually happening.

Also, I dispute your figures given for car park spaces being required for park work staff, café staff, community officers and other ancillary workers and users of the park. The bowling facility has been there for over 70 years, they have survived without any extra car parking being required. It appears to me that you are deliberately manufacturing numbers to justify your ideas.

Park visitors do not have to travel by car and if they do so, there are parking facilities in Home Park Road & elsewhere.

Your philosophy that for everyone who is using the park requires a car parking space, borders on the absurdity. Keep cars off the road where possible, walk, exercise, keep healthy, that should be the philosophy.

Also, I do not see my representation within the councils listing. I sent by mail as an attachment. Shall I post it, or resend?

I do not wish to see the application go forward. It is against everything that the park is for. There will still be people using the park without the extra car park facility, they will benefit from walking, there will be less traffic on the road, the park will return to it's original beauty and the green space will be saved.

Sincerely,

From: [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)  
To:  
Subject: RE: Wimbledon Park  
Date: Fri, 9 Aug 2013 07:31:17 +0000

Dear [redacted],

The "core" parking needs I refer to are the year-round, currently tarmaced area at the Revelstoke Road entrance. The proposed overflow area is a seasonal facility and is currently marked out by the area with the hard-core surface edged with railway sleepers.

Our parking plans for the park were discussed at a well-attended public meeting held in the park over 2 years ago now and these plans are now in the formal planning domain and can be viewed on the planning application pages of the Council's website <http://planning.merton.gov.uk/mvm/online/dms/DocumentViewer.aspx?pk=1000076956&SearchType=Planning%20Application>, reference 12/P1181. This captures all the current documents and submissions going back more than 12 months.

Any comments that you have may have on the scheme can be directed to the Development Control team as this project has yet to be considered by the planning committee. The design was put together by professional colleagues in our Traffic & Highways team who have considered pedestrian needs too in arriving at their current design.

I agree that there is some abuse of the free car parking in the park by some commuters and trades people working for local residents but we have conducted local studies on this and are satisfied that numbers are low and tackling this matter alone will not resolve the current parking issues in the park, and not least because the greatest parking issues occur at weekends when commuter and trades use will be at or close to zero.

Irrespective, the Council is currently considering introducing car parking fees in a number of its parks, Wimbledon Park amongst these. If adopted, this would undoubtedly adversely affect commuter-type parking on site.

Finally, in respect of my words 'no extraordinary or exceptional means of controlling the actions of individual drivers'. This is simply a reference to the need for restraint and respect for other users by car drivers. Ultimately it is they who have control, irrespective of what traffic calming measures or signage may be introduced.

Regards,

Doug Napier  
Greenspaces Manager

---

**From:**  
**Sent:** 13 July 2013 11:31  
**To:** Doug Napier  
**Cc:**  
**Subject:** RE: Wimbledon Park

Dear Mr Napier,

Thank you for your reply to my mail.

I find your points somewhat confusing. first, what are the historical car parking arrangements ? You then say the council proposals go beyond actual core parking needs, but address the wider issues of traffic flow and pedestrian movements too.

You say if your plans were implemented you would have no means of controlling the individual actions and behaviours of individual drivers. Surely any plans that you say you have should provide definitive safety for pedestrians entering and leaving the park. Your reference to the notice stating a 5mph limit, can I tell you it is in such a position that it is very difficult to read at any position and it is also positioned very poorly.

I wish to point out to you that the pedestrian entrance to the park at Revelstoke Road has historically provided access directly onto the park. This additional parking that appears to exist now to the left of the park entrance provides for vehicles to cross the old and existing pedestrian walkway. This is where your direct responsibilities lie to ensure that the people wishing to use the park can do so safely.

You also say that the pedestrian walkway provides for all, or any access to the park facility, AROUND THE CAR PARK AREA. This is not a supermarket, it is a park and the entrance should immediately provide to the people using the park exactly what all parks are for and not an immediate view of parked vehicles, which in many cases belong to owners who are NOT utilising the park facilities.

The park was bequeathed by the Spencer family for the enjoyment of all and to give what is expected of a park to the people, not to walk into a dangerous place comprising of vehicles moving from opposite directions.

I have visited the park early in the morning, on numerous occasions and observed drivers depositing their vehicles and walking off to Wimbledon Park tube station. I have asked some of these people if they are using the park, the answers have varied in tone, I'll leave you to imagine!!

Yesterday the car park was full along with the area now being used as a second car park. I counted over 50 vehicles.

The safety of people entering this park is paramount. Any altered facility that the council implement will be their total responsibility, be fully aware of this. The historical entrance to the park gave pedestrians direct access onto the park without having to consider vehicles moving from two opposing directions. Whilst you say that you are not responsible for how drivers behave, agreed, by providing vehicle access in two directions, you are increasing the RISK of accidents.

*I would be happy to view the proposals that go beyond actual core parking needs, please advise.*

Also, as a final comment, this mail, I do not fully understand your paragraph which states 'you have no extraordinary or exceptional means of controlling the actions of individual drivers'. Is this some form of 'council speak'? I fail to agree with what you state. The **dual** car parking facility is an eyesore and promotes a grave danger to pedestrians, especially children, walking into the park, as we have all done so for many, many years.

As I have advised, the car park(s) are used by none park users, how do you propose to control this? I pay for my parking permit, plus visitors permits. Maybe I could use the car park inside of the controlled hours and save myself the cost of these permits.

I have observed many people including builders and contractors vehicles being parked in the park all day. How will you control this?

The second hard standing should be removed and the park returned to the original state.

Those are my practical suggestions!

I put it to you and the council that the local residents have a voice. Please, do not dismiss it in the way that you have attempted to do so.

Sincerely,

Subject: RE: Wimbledon Park  
Date: Tue, 18 Jun 2013 14:15:20 +0100  
From: [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)  
To: [redacted]  
CC: [redacted]  
Dear [redacted]

Thank you for your enquiry below.

Our plans to redevelop the historical car parking arrangements in the park are very much alive still and our proposals go beyond the actual core parking needs but address the wider issues of traffic flows and pedestrian movements too.

Were this not such a contentious local issue - not so much from a safety point of view, but from the perspective expressed by some local residents that improved parking provisions are unnecessary - then our scheme would very probably already be constructed and operational.

That said, and assuming that our plans are implemented, then we would still have no extraordinary or exceptional means of controlling the actions and behaviours of individual drivers and certainly no more controls than currently apply to either highways or to other off-street parking facilities.

There is, of course, an existing dedicated pedestrian pavement at the Revelstoke Road park entrance which is quite separate from the vehicular route into the park and with clear access around the car park area which is clearly demarcated. There is also advisory 5 mph signage displayed at the park entrance.

If you have some practical suggestions on how you feel that we should be tackling the issue then we would be pleased to receive them.

Kind regards,

Doug Napier  
Greenspaces Manager  
Environment & Regeneration  
Merton Council

---

**From:** [redacted]  
**Sent:** 28 May 2013 16:36  
**To:** Leisure  
**Cc:** [redacted]  
**Subject:** Wimbledon Park

Hello,

I have previously been in consultation with the council people looking into the proposed new parking facility at Wimbledon Park, Revelstoke Road entrance.

It appears that whatever is being planned, or discussed has come to a halt. Kindly advise if I am wrong.

The situation that presently exists at the Revelstoke Road entrance to Wimbledon Park is such that any pedestrian entrance is compromised by the vehicle traffic entering and exiting the park.

As you are surely aware, there are now two vehicle parking areas after the entrance to the park. Because of this bi-directional movement of vehicles it presents a potentially dangerous situation for pedestrians entering the park.

The traffic shows no concern, as such, for people at these points and is not guided in any way. The traffic moves as it so wishes, depending upon whoever is in control of each vehicle. There is no adherence to a



safe speed, the vehicles move at a speed that the driver decides upon as it moves in, or out. There is nothing to indicate that a safe speed is mandatory in the area.

I have witnessed vehicles exiting the park at speeds far beyond what is necessary.

Vehicles enter at speeds well in excess of what would be indicated as safe & sensible.

What does it require for the council authorities to address this matter? The consultations have dragged on for a number of years. Do you require someone to help you?

If injury, or a fatality occur in this area, and lets hope and trust that it will not, how will the council regard their responsibility at that time?

You really must proceed to address this matter at your earliest.

Sincerely.

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## Doug Napier

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**From:** Redirector For Cllr Janice Howard  
**Sent:** 22 June 2016 09:18  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Member Enquiry; Ann Page  
**Subject:** Re: Cllr enquiry ER16M1321 Cllr Howard fr ... due 4 July 2016

Hi Doug

Thanks for your prompt response, I will pass on to my resident .

Best wishes

Councillor Janice Howard

Sent from my iPhone

On 22 Jun 2016, at 08:53, Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

Dear Janice,

I am responding to the email below - despite the fact that I am somewhat unclear about the points that are being made.

Yes, we are proposing to introduce Pay & Display parking in the park later this year at the Revelstoke Road entrance. This has been in the pipeline for more than two years now and an attempt to recover some vitally needed parking spaces from some local parking abuses. You will recall that plans to extend the park's car parking capacity were refused a little before that timeframe.

All of our parks open officially at 8am in the midweek period (9am at weekends). In reality, Wimbledon Park typically opens before this (and usually soon after 7am) as a member of the parks team lives in the park and opens up as he leaves the site for work. We have, by exception, permitted some exercise classes to enter the park earlier in order to accommodate pre-commute fitness demands in the area. This is a commercial arrangement and one that other users may indirectly be benefitting from in access terms, but to be clear, if these activities stopped, the opening times would revert too. It is a variation on the situation in a number of other Merton parks where, stakeholder groups, typically Friends groups, open the park. We could of course insist that the fitness classes lock the park gates behind them but that approach has not been especially popular amongst those looking in when it's been tried in the past. This could, of course, be reintroduced on the grounds of predictability if that is considered more important than enabling additional access to the park above the norm, albeit at random times.

Kind regards,

Doug Napier  
Greenspaces Manager  
Environment & Regeneration  
Merton Council

Intimate outdoor picnic concerts, Live at Wimbledon Park  
August 26-29, find out more at [merton.gov.uk/live](http://merton.gov.uk/live)

<image001.png>

**From:** Ann Page  
**Sent:** 20 June 2016 16:37  
**To:** Member Enquiry  
**Cc:** Councillor James Holmes  
**Subject:** FW: Wimbledon Park Opening Hours

Dear Christine

Please see below member enquiry.

Could officers kindly respond and cc me in

Thank you

Ann

**Sent:** 20 June 2016 16:05  
**To:** [janice.howard@merton.gov.uk](mailto:janice.howard@merton.gov.uk)  
**Subject:** Fwd: Wimbledon Park Opening Hours

Dear Janice,

Please see email I sent to council recently for which I haven't had a reply to.

I therefore thought I would contact you directly to take this matter up. I left a message with a colleague of yours this afternoon, but she mentioned it might be a good idea to forward this email directly to you.

---

To add to my email below, I have noticed that on certain mornings the pedestrian gates do open earlier as there are personal trainers that conduct classes, but that seems to be pretty arbitrary when it happens.

I have also noticed that parking meters have been installed in the carpark (previously free to park), which means there will be more income/funding at the parks disposal.

I look forward to your response and discussing the matter with you.

Regards

----- Forwarded message -----

From: "

Page 386

Date: 7 June 2016 at 11:50  
Subject: Wimbledon Park Opening Hours  
To: [leisure@merton.gov.uk](mailto:leisure@merton.gov.uk)

Dear Merton Council,

I am a resident of Merton council, and live close by Wimbledon Park. This is a park our family love and use a lot especially as we have kids and a dog.

**I would like for someone to explain the rationale behind why the park does not open until after 7am (8am I believe is the official time) and after 9am at weekends.**

**I have to say this seems like a very strange time as there are many people who would like to use the park early in the mornings especially in the summer. There are many people who walk there dogs early in the morning, that like to exercise and to be able to do this before work it means the park needs to open earlier. It's even crazier that we have to wait until later at the weekends.**

**What compounds the problem is the fact that the times the park doors are opened are very inconsistent. As a local resident I'd even be happy to go on a rota to be responsible for opening the gates in the morning if its a case of staffing the opening.**

**Would you mind explaining? I do look forward to your response.**

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ink

## Doug Napier

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**From:** Doug Napier  
**Sent:** 30 July 2014 11:57  
**To:**  
**Subject:** RE: Car park complaint

Yes, we've been having some issues with all disabled bays being occupied due to the park being busy and there being limited parking overall.

The park is not part of the highway and therefore normal enforcement means are not available to us.

Regards,

Doug

-----Original Message-----

**From:**  
**Sent:** 30 July 2014 09:41  
**To:** Doug Napier  
**Cc:** Councillor Ian Munn; I  
**Subject:** Re: Car park complaint

Doug

Thanks for this as it's useful to know about complaints. Parking matters are almost guaranteed to raise a discussion.

One member has a disabled badge but it appears all 3 disabled bays were in use. Are these bays advisory

-----Original Message-----

**From:** Doug Napier  
**Sent:** Thursday, July 24, 2014 2:45 PM  
**To:**  
**Cc:** Councillor Ian Munn  
**Subject:** FW:

This is just the latest in a series of complaints about the car parking at Wimbledon Park received this summer.

This event occurred on a Saturday when, of course, there would have been no commuters or tradesmen or teachers or such like to complicate matters. I expect to receive several more complaints before the summer is over.

Regards,

Doug

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PJK

## Doug Napier

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**From:** Doug Napier  
**Sent:** 12 September 2014 09:55  
**To:**  
**Subject:** RE: Parking

Thank you! Some observations and comments from me are below.

Regents,

Doug

**From:** N  
**Sent:** 11 September 2014 17:22  
**To:** Doug Napier  
**Cc:** I  
**Subject:** Re: Parking

Doug

1. We're not proposing that the car park be supervised other than a check on the disabled bays from time to time. I'm glad to hear it, but on busy days I suspect that the scope for checking individual cars will be limited.
2. Disabled bays should be controlled and this can be done by signs and warnings which should refer to the Bye Laws. We don't consider a painted sign on the ground is sufficient. Well it ought to be if people had any common sense and decency. I'm not sure, moreover, how the clutter of additional signs squares with the arguments about preserving view across the historical landscape upon arrival in the park that were prevalent about 1 year ago. Nevertheless, we will explore this but its akin to adding braces when you already have a belt on and you will have to forgive me if I'm cynical about the benefits of signs but its based on many years of experience.
3. With regard to your request for volunteers to help with supervision we could consider its feasibility. Do you have in mind the provision of some windscreen notices to put on cars that are abusing these disabled bay spaces? Yes, by all means, but it might also useful for all to understand why these people are doing this.
4. Charging should make a start on discouraging non park users from using the parking space. We look forward to discussing your proposals. I am still keen to do this but don't yet have approval.
5. We're not proposing that the car park be closed! You will recall that we explained our ideas for improvements to you when we walked round the park. Those proposals, which don't change the number of parking spaces, are with the leaders of the two councils. It was one of your members who suggested that (and I paraphrase): "If you can't manage it, then close it".
6. The removal of the unauthorised car park extension has been a huge benefit. It has restored a sense of relative calm and safety to the Revelstoke Road entrance, I don't agree. It's been chaotic at times this past summer. got rid of an ugly view and further pollution and opened up green space which is once again being used for recreation. Whether or not you consider that further parking spaces are needed in the park, the limited width of the Revelstoke Road entrance means it is entirely unsuitable to take the extra traffic the car park extension encouraged. I agree about the width but this has benefits in terms of slowing traffic down entering the park. But the chaos is mainly caused by the minimal parking capacity combined with the demand.
7. We've received many positive comments for the return of the grass. Yes, we like what we have achieved, but we have done so against our better instincts in terms of the needs of the park overall, and because, in effect, we were forced to. We've had our very first complaints this year about the lack of parking capacity, as you know, and so it would not be true to say that only positive complaints have been received.

Without getting into a long debate our view on parking is guided by:

1. London's road system is congested and our air seriously polluted in large part because of vehicle emissions (exceeding national and international guidelines for health by a fair margin). Travel by private vehicle also causes greenhouse gas emissions. There are recognised health benefits from walking and cycling. As a result, there are several policies adopted locally to discourage travel by private vehicle in favour of walking, cycling and public transport. Provision of free car parking acts

against such policies. Appreciated but the nature of Wimbledon Park and its customer base means that public transport options are not especially good and I don't believe that one single person who lives more than half a mile from the park has ever complained to us about our overflow parking. 35 spaces at RR is not reasonable for such a busy park and I can't name a park of this popularity and typology around outer London that has a smaller parking capacity.

2. **The argument that full car parks are evidence of an unfulfilled and reasonable need, which we should consider meeting, ignores precedent elsewhere (for example the absence of car parking provision in many prime open spaces, such as the central Royal Parks)** I'd suggest that central London Royal Parks are not a good comparator as we are an outer borough - but having said that Hyde Park has at least 2 car parks with capacity for around 150 cars in total I reckon and Regents Park has an enormous car park. Richmond Park is probably the best Royal Parks comparator; it has 8 car parks and parking capacity in excess of 1,500 cars **and the effects of charging and proper regulation (for example as at Battersea Park).** I'd like to do this too **It also ignores the fact that there is plenty of car parking available in nearby streets, most especially at popular times for visiting the park (for example in Home Park Road).** There are local street parking controls locally that adversely affect users, for example, families using the water play area who come for many hours during the summer and other holiday periods, Monday to Sunday. **Free car parking near to a popular place will always be preferred by those who are presented with the alternative of charged parking further from the place. Any unfulfilled general need can only be demonstrated once the existing car parks are both charged for and regulated; Battersea Park suggests that the "need" then disappears.** A key point that this overlooks is that Battersea Park has 3 car parks and almost 300 spaces, almost 10x what RR has for a park that has a similar range of facilities. I've certainly struggled to park there on occasions and so I'd suggest that the need has not necessarily gone away as you suggest.
3. **We all agree that there may be special cases, notably disabled park users, including some users of the water sports facilities. The abuse of provision for disabled parking is evidence, not of a reasonable need, but of selfish behaviour.** I agree with the selfish behaviour point but can't say for sure that these are not drivers with a car load of small kids exercising the "rights" that some supermarkets offer, for example. I still say this illicit parking is symptomatic of the lack of capacity overall and would not have occurred had parking capacity been reasonable compared to the demands.
4. regards
- 5.
- 6.

**From:** [Doug Napier](#)

**Sent:** Friday, August 29, 2014 1:26 PM

**To:** ...

**Subject:** RE: Parking

---

The point is that parking capacity overall at this location is not reasonable and so people are taking unilateral and selfish decisions and I am very disappointed by your suggestion below that I might think that this behaviour is acceptable.

The lack of parking capacity also applies to the number of disabled bays on offer in such a busy park I would suggest, irrespective of the abuses encountered recently.

We do not have the resources to be supervising this car park for hours on end throughout the year unless we sacrifice some other activity in the park - litter picking is just about the only option nowadays and I would be extremely loathe to do that.

The parking does not (yet) sustain an income and only when fees are introduced will there a practical opportunity to have this activity supervised and a degree of enforcement applied. Unless, of course, some volunteers would like to come forwards to help supervise matters given the level of local interest in the parking issues at Revelstoke Road?

We will investigate signs, but the bays are already clearly marked-up and, in any case, this will only deal with one symptom and not the fundamental problem and so you will have to forgive us if we don't propose to close the car park altogether as that will merely compound existing matters.

Regards,

Doug

**From:** [redacted]  
**Sent:** 10 August 2014 18:43  
**To:** Doug Napier  
**Cc:** [redacted]  
**Subject:** Re: Parking

Doug

*Are you really suggesting that if a driver gets frustrated it's alright to park in a disabled space? These spaces are provided for blue badge holders and steps should be taken to keep them free from opportunists.*

*Felix's mother is clearly asking for the bays to be kept free for blue badge holders. Your linking it to the decision to close the extension to the car park misses the point.*

*offered a solution, at least in the short term, and I'm at a loss to understand why you've rejected this!*

*At least make an attempt at controlling these bays. A notice is a start and warnings can be given. If this doesn't work then use the Bye Laws. Evidence is easily obtained and I anticipate this evidence being readily accepted in a Magistrates Court with costs being awarded.*

**From:** [Doug Napier](#)  
**Sent:** Friday, August 08, 2014 10:37 AM  
**Subject:** Parking

The problem is not nearly so simple as an additional sign. It's the very poor parking capacity overall that is the root cause of this. The disabled bays are clearly marked up as disabled bays already. It's the lack of space overall that's forcing/persuading people to take up these opportunities out of frustration I strongly suspect.

This is one symptom of a very much bigger problem that some extra signs will not remedy.

Our rejected parking extension proposals did, of course, have 8 dedicated disabled parking bays, as opposed to the current 3, and so we did anticipate this problem.

Regards,

Doug

**From:** ...  
**Sent:** 08 August 2014 00:12  
**To:** Doug Napier  
**Cc:** ...  
**Subject:**

Doug

The problem with this as well as the disabled bowler is the control of the disabled bays. Can I suggest a small but easily seen notice be placed at the head of each bay to emphasize the fact that they are for blue-badge holders only. Reference to section 7(ii) of the Bye Laws may be helpful.

regards

**From:** [Doug Napier](#)  
**Sent:** Thursday, August 07, 2014 8:01 AM  
**To:** [me](#)  
**Subject:**

Another regrettable consequence created by the lack of parking capacity in the park FYI.

Doug

**From:**  
**Sent:** 01 August 2014 08:47  
**To:** Doug Napier  
**Subject:**

Dear Mr Napier, I was given you email address by the lovely people at the sailing school in Wimbledon Park where both my children are enjoying a weeks sailing (good weather for it!)

My youngest son, Felix, who is 12 has Cerebral Palsy and cannot walk, it has been fabulous to find an activity that he can join in with but there is a major problem! Since the extra carpark has disappeared (since last year) the parking is unbelievably bad and there has not been a single day when the Disabled Bays are not full of cars without Blue Badges, I have taken a few photos - just a selection of the many(!) I am wondering if something can be done to stop this, it is proving incredibly difficult for me and I'm sure other people with special needs who cannot get anywhere near the park!

Please could you let me know your thoughts, I would be most grateful, many thanks.

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AK

## Doug Napier

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**From:** Doug Napier  
**Sent:** 15 November 2013 08:27  
**To:**  
**Subject:** RE: Wimbledon Park

As you may already know, the park's car park does not fall within the realms of the public highway and at present we are not able to apply the same parking regulations that apply in the streets nearby.

As you are also aware, I am keen to introduce parking charges to the park. This should drive out some of the issues that concern you - albeit that I do not agree that it is as significant a problem as you portray and certainly not so severe that it will resolve all of our summer parking headaches on its own. The matter has become something of a political football however, and its course has not been smooth, despite my sense that there is much immediately local support for it. Work continues nevertheless.

Regards,

Doug

---

**From:**  
**Sent:** 11 November 2013 17:58  
**To:** Leisure  
**Cc:**  
**Subject:** Wimbledon Park

Hi,

I write again to bring to your attention the every day occurrence of cars and commercial vehicles being left all day in the, Revelstoke Road entrance to Wimbledon Park car parking facility.

Since the rejection of the recent planning application and the subsequent barrier installed at the once proposed extension area car park facility, it is once again very obvious that the cars that park in the said car park are not all owned by park users.

On a daily basis between 08.00hrs & 10.00hrs, I have observed cars drive in to the park, park in the existing car parking spaces and the drivers/owners exit the park. There have been commercial vehicles use the facility for hours on end. It is an every day occurrence, as I said.

During very heavy rainfall on two days, a week or two ago, the car park was actually full. Nobody was using the park. It was not practical anyone could do so.

This situation has existed for many, many years. I live in Revelstoke Road and pay for a parking permit, plus visitors permits. I put it to you and ask, why should others be allowed to park free within this area?

I could save the costs of the permits, each year, by parking in the park during the permit hours. It would not be difficult for me to do so.

If I never had to pay for permits to park in the road, I would never be concerned with what happens in Wimbledon Park car parking facilities.

I do consider this car park situation requires attention. A solution has to be reached and acted upon to halt the misuse of this car parking facility.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. J. ...', is located below the word 'Sincerely,'.



NK

**Doug Napier**

---

**From:**  
**Sent:** 09 November 2016 21:19  
**To:** Doug Napier  
**Cc:**  
**Subject:** Re: BATTLES AREA RESIDENTS ASSOCIATION - Proposed Contract regarding Maintenance of Haydons Road Recreation Ground

Dear Mr Napier

I am writing in I absence as Vice-Chair of the above Residents Association to acknowledge receipt of your e-mail and confirm it will be discussed at our next committee meeting.

Yours sincerely

Vice-Chair Battles Area Residents Association

Sent from my iPad

On 4 Nov 2016, at 11:14, Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

Dear I

Further to your email below and over and above the more specific issue concerning the formal disposal notices for the operational yards and staff mess room facilities in relation to the pending out-sourcing of the parks grounds maintenance service, I write to you now in order to address some of the more general issues that relate to the current operations and policy at the Haydons Road Recreation Ground raised in your submission on behalf of BARA.

I will deal with each of your two key issues in turn under their appropriate headings below. To clarify, these matters relate specifically to this one site and, whereas the new service provider will generally be responsible for parks security and the management of ball courts in the future, the contract currently in development does not outline specific details on a site by site basis, but deals with service obligations more generally. Matters of policy and strategy, such as where significant investment occurs and which parks are secured, will remain with the Council:

#### 1. Park Gates

The car park vehicle access gates have indeed been closed for some time. We undertook a trial period when the park gates remained closed until mid-morning in order to prevent some on-site parking abuses by rail commuters, but this failed to satisfactorily resolve the parking issues on site in that the car park was still commonly full when the park was empty (or nearly so) of visitors.

We do not consider that the park's car park is provided for the convenience of local shoppers. The car park is provided to serve the sports facilities on site first and foremost and, since the majority of sports activities there occurs on the weekends, the current access arrangements for vehicle access have been designed around that

need specifically. With the exception of competitive league-based club sports, we consider that the park mainly caters of a local/neighbourhood audience who mainly live within walking or cycling distance of the park.

The current vehicle access arrangements will be reviewed and amended at the point at which our proposals for pay-and-display parking on site are formally adopted, however.

The pedestrian gates on Quicks Road are opened by local volunteers under a long-standing arrangement of several years now with the Friends group.

## 2. Ball court

The Council has no plans to renovate these courts at the present time. The cost of doing so to the specifications that you suggest would be very significant and with little prospect of a return on that investment that might justify such.

The use by the motorcycle training enterprise has occurred at this location over a period of about 10 years now and the Greenspaces service benefits considerably from the income that it receives from this regular hire. There is no lease with this organisation. Their current hire arrangements are Monday to Sunday from 8am until 2pm.

The training classes occurred in the first instance due to the under-use of this facility. By 2009 the formal sports bookings at this venue had declined to one booking per week at which point the facility had in effect become unsustainable as a pay-to-play ball court.

There is only one motorcycle training facility in the Wimbledon area to the best of our knowledge, but more than 60 tennis courts, 20 located nearby at Wimbledon Park and others at Colliers Wood Rec and Nursery Road Playing Fields too. With multi-use games courts at Garfield Rec, Colliers Wood Rec and Durnsford Rec too there is no shortage of opportunities for informal court-based ball play in that quarter of the borough, over and above those times when Advantage Wimbledon is not using the Haydons Road Rec court.

I trust that this note clarifies the Council's current position on these two issues.

Kind regards,

---

Doug Napier  
Greenspaces Manager  
Environment & Regeneration  
Merton Council

---

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**From:** Mrs H M  
**Sent:** 05 October 2016 11:44  
**To:** Paul Evans; Fabiola Hickson

**Subject:** Re: BATTLES AREA RESIDENTS ASSOCIATION - Proposed Contract regarding Maintenance of Haydons Road Recreation Ground

Dear I

Thank you for your prompt acknowledgements to my email on behalf of the Residents Association.

We look forward to receiving a Response to our email.

Please note I am travelling to Australia to visit family from 25th October until 22nd November. I would be grateful if you would ask Mr Mcginlay to reply to my email address and copy in the other Committee members as below. Our Vice-Chair F will reply to all emails in my absence.

Many thanks

-----Original Message-----

From: P

To: 'Mr M' <[redacted]>

From: [redacted]

Sent: Fri, 30 Sep 2016 12:02

Subject: RE: BATTLES AREA RESIDENTS ASSOCIATION - Proposed Contract regarding Maintenance of Haydons Road Recreation Ground

Dear M

Thank you for your e mail and the points you raise.

I have copied to my contracts team manager F and property lead T so they can advise on the current status of the contract preparation and ensure that the points are brought to the attention of the relevant instructing officers for their consideration.

They will ensure a full response is provided to you.

Paul Evans

Assistant Director of Corporate Governance and Head of Legal Service

South London Legal Partnership

Gifford House, 67c St Helier Avenue, Morden, SM4 6HY

DX 161030 Morden 3

Tel: 020 8545 3338

Mobile: 07539 891766

Fax: 020 8545 3244

**From:**  
**Sent:** 26 September 2016 16:43  
**To:** Paul Evans;  
**Cc:**

**Subject:** BATTLES AREA RESIDENTS ASSOCIATION - Proposed Contract regarding Maintenance of Haydons Road Recreation Ground

For Attention Paul Evans, Assistant Director of Corporate Governance

Dear Mr

My name is [redacted] opposite Haydons Road Recreation Ground. I am Secretary of the Battles Area Residents Association and I am writing on behalf of the Committee of the Residents Association.

We are writing regarding the proposed contract for Maintenance of Parks and Greenspaces in Merton and Sutton between Merton Council and Sutton Council and the appointed contractor(s). And in particular our concerns that the terms of contract will cover certain issues in respect of Haydons Road Recreation Ground.

[redacted] Vice-Chair of the Friends of Haydons Road Recreation Ground has copied me in to his email of Representations to you dated 16th September regarding a Notice re disposal of open space in the Haydons Road Recreation Ground by the creation of a 24 year lease with an option to break the lease after 8 years. (The Notice specifies a Lease of the mess room and yard comprising an area of 257.43 square metres and forming part of the open space land that forms the Recreation Ground). I have already emailed you on behalf of the Committee of the Residents Association regarding the proposed lease.

The detail of the proposed contract has not yet been published. We wish to be reassured that the contract will cover the following issues:

1. The vehicle gates to the car park from Haccombe Road have been closed and padlocked during the week for nearly a year, in spite of the installation of a height restriction barrier (to prevent unauthorised use by tradesmen vans and caravans). This is preventing park users, both local and from other parts of the borough, from easily accessing the park facilities by car. (There are limited pay and display meters in Quicks Road). In particular, it prevents parents with young children who live locally but not within easy walking distance from parking in the car park if their children wish to play in the playground or walk and play in the park. Locking the gates also prevents residents using the local shops from parking in the car park for a short time. This results in some congestion in Haccombe Road which can be dangerous to pedestrians and particularly mothers and their children. I myself nearly got hit by a 4WD car reversing unexpectedly as I was crossing the road. In addition, motor cycles attending training on the old asphalt tennis courts (which may take place in the afternoon as well as up to 1.30 pm in spite to the notice displayed on the entrance to the Courts) have to use the pedestrian gate for access. There can be a class of up to 10 or so large motorbikes.

Therefore firstly, please can you arrange for these vehicle gates to be opened daily. The issue over who should lock or unlock these gates (and also the two pedestrian gates on Quicks Road) should be resolved prior to granting the new contract and be a term of the contract. Mr Gunn has made some suggestions as to how you might manage the locking/unlocking of all the gates.

2. The Residents Association re-formed a year ago. Over the year at various times and meetings, we have been approached many times by members or residents who would like to see the tennis courts available as a sports/play area for children, young people and adults too. The courts are currently leased and used by Advantage Wimbledon for motorbike training. The Notice displayed there states Advantage Wimbledon have the use of the courts from 7.30 am to 1.30 pm. However, they are also seen using the courts in the afternoons and sometimes at the weekends. We would be pleased if you would advise us briefly regarding the terms of their lease particularly the duration and times of use and whether there is a break clause.

The Residents Association and local people who use the park would like to see the courts available for their intended purpose of recreation. At the very least, the court lines should be re-painted and basic equipment supplied. We have had requests for 5-a-side football (goal nets and a substitute bench with shelter), basketball and short-tennis/tennis. If short tennis was a possibility, then the short-tennis nets could perhaps be moveable to allow for football games. At present, the courts have very faded lines for a football pitch and two full-size tennis courts. There might have to be a booking system. However, the optimum solution would be for the courts to be upgraded and an astro type surface laid as has been done in Battersea Park.

Unfortunately this would mean Advantage Wimbledon could no longer have the the use of the courts. It is a health and safety issue as motorbikes leaking engine oil should in our opinion not be using an asphalt area also used for sports and recreation purposes.

We look forward to hearing from you regarding the matters raised. We have discussed our concerns detailed in this email with Councillor Neep. Please do not hesitate to contact us if you would like any further comments or we would be happy to meet with you.

Yours sincerely

Secretary, Battles Area Residents Association

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DNK

**Doug Napier**

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**From:** Doug Napier  
**Sent:** 09 December 2013 16:51  
**To:**  
**Subject:** RE: Wimbledon Park Car Park Extension

The precise details of the parking fee arrangements have not been determined, but we are mindful not to deter legitimate park users unreasonably. The fee structure may include free parking periods and rates that rise steeply over time. But at the present time we have not had the green light to implement the scheme at all as some members have raised concerns.

Regards,

Doug

---

**From:** [redacted]  
**Sent:** 09 December 2013 16:35  
**To:** Doug Napier  
**Subject:** RE: Wimbledon Park Car Park Extension

Doug,

Thanks for your response. I take cognisance of what you say.

My main point is, I buy parking permits to park in the road, why should others park locally for free??

I have been up to the park again today where I witnessed the usual people parking then exiting the park. 14 cars in total, before 0900hrs!!!!

I fully understand how this is a impossible situation to monitor/control. However, I do not believe that parking meters should be the complete and fair answer. This would penalise regular park users who have probably used the park for many years. Maybe a very low charge/hour would work?? This would initiate the necessity for car park users to display a ticket at all times!! If commuters wished to park there could be a time limit. This would not deter contractors, however!!

Best Regards.

[redacted]

---

**From:** Doug.Napier@merton.gov.uk  
**To:** r  
**CC:** Chris.Lee@merton.gov.uk  
**Subject:** RE: Wimbledon Park Car Park Extension  
**Date:** Mon, 9 Dec 2013 16:11:00 +0000

Dear

If cars are parking on the extension area then this is not being done with our approval or encouragement as the extension is closed for the winter. It appears that people may be helping themselves to this opportunity.

The orange plastic fencing is, of course, a temporary measure, but the more long term fix of new perimeter bollards is already in motion and simply awaiting a contractor's diary opportunity to complete. In the meantime I will ask that the temporary barriers are restored insofar as possible.

The other issues we have discussed via mail on several occasions and I have nothing more to add at this stage. As you know, we would like to install pay & display parking meters at this location. This would serve as a disincentive to any "commuter" or tradesmen parking.

Regards,

Doug

---

**From:** Chris Lee

**Sent:** 09 December 2013 13:55

**T:**

Doug Napier

**Subject:** RE: Wimbledon Park Car Park Extension

Dear Mark, thank you for your email.

I am asking Mr Napier to look into this matter and respond directly to you.

Regards

Chris Lee | Director of Environment & Regeneration  
London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey SM4 5DX

Direct: 020 8545 3050 | Switchboard: 020 8274 4901

chris.lee@merton.gov.uk

[www.merton.gov.uk](http://www.merton.gov.uk)



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---

**From:**

**Sent:** 08 December 2013 22:33

**To:** Chris Lee

**Subject:** RE: Wimbledon Park Car Park Extension

This mail is primarily to bring to the attention of **Chris Lee** the fact that the said 'extension' car park area is once again being used to park vehicles. It has not been very difficult for vehicles to drive over the very fragile orange coloured mesh netting and to park in that area.

Immediate action is required to deter people from parking their vehicles, illegally, upon the 'extension'



----- Forwarded Message -----

**From:** Chris Lee <[Chris.Lee@merton.gov.uk](mailto:Chris.Lee@merton.gov.uk)>

**To:** Sophie Jones-Lisa Barwell <[SophieJones-LisaBarwell@merton.gov.uk](mailto:SophieJones-LisaBarwell@merton.gov.uk)>; Chief Executive <[Chief.Executive@merton.gov.uk](mailto:Chief.Executive@merton.gov.uk)>

**Cc:** Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)>

**Sent:** Thursday, 24 October 2013, 10:56

**Subject:** RE: Wimbledon Park Car Park Extension

Dear Sophie, further to your recent enquiry on the above matter and the decision of the planning committee on 10<sup>th</sup> October then we can confirm that we will be removing the hard-core that has formed the basis of the temporary parking area and, furthermore, will restore this area to the best of our ability, recognising it has been subject to previous episodes of disturbance and use as a works compound and is not, therefore, pristine ground.

I can also confirm that we will soon be undertaking some improvements to the existing hard-standing car park at Revelstoke Road, including reinstating the perimeter barriers and remarking the parking bays.

Regards

Chris Lee | **Director of Environment & Regeneration**  
London Borough of Merton

Merton Civic Centre, London Road, Morden, Surrey | M4 5DX

Direct: 020 3545 3050 | Switchboard: 020 3374 4901

[chris.lee@merton.gov.uk](mailto:chris.lee@merton.gov.uk)

[www.merton.gov.uk](http://www.merton.gov.uk)



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**From:** Sophie Jones-Lisa Barwell

**Sent:** 23 October 2013 22:02

**To:** Sophie Jones-Lisa Barwell; Chris Lee; Chief Executive

**Subject:** Re: Wimbledon Park Car Park Extension

Please may I receive a reply to my email of 11 October.

**From:** Sophie Jones-Lisa Barwell

**To:**

**Cc:** Chris Lee <[Chris.Lee@merton.gov.uk](mailto:Chris.Lee@merton.gov.uk)>

**Sent:** Monday, 14 October 2013, 11:42

**Subject:** RE: Wimbledon Park Car Park Extension

Dear

Thank you for your email addressed to the Chief Executive.

Mr Curran has asked me to let you know that Chris Lee, Director of Environment and Regeneration will respond to the substantive points you have raised.

Kind regards

Lisa

Lisa Barwell  
Executive Assistant to Ged Curran, Chief Executive  
(Monday and Tuesday)  
Merton Council

area.

There were some wooden sleepers placed across the access to this extension preventing vehicles from driving onto the extension area, however, they have disappeared??

Surely there is somebody within the park, on a daily basis, who can look towards this problem and take the necessary actions to prevent the vehicles from crossing the entrance and parking on the said area.

Also, I have recorded over the last two weeks, the number of vehicles entering the park early in the morning, and then the vehicles being parked in the existing car park and the drivers exiting the park to go elsewhere. Most days this car park is half full of vehicles by 08.00hrs and is used by people who are very evidently not using the park.

There are, also, always a number of commercial vehicles being left in the park for a considerable amount of time.

Action is required by whosoever is responsible for this facility within the park.

Sincerely,

---

Date: Sun, 8 Dec 2013 17:11:13 +0000  
Subject: Re: Fw: Wimbledon Park Car Park Extension  
From: [redacted]  
CC: [redacted]

---

De: [redacted]  
Thanks for forwarding these e-mails.  
Yet another reason to warrant a park keeper to monitor parking ( especially to deter unauthorised parking by those who have no intention of visiting the amenities in the park). LBM seem to disregard any enforcement issues arising from the car park extension decision.

Martin

On 24 October 2013 13:08, Janet Mullane wrote:  
FYI. I note no timescale has been given for the removal of the hard core and reinstatement of the grass but let's hope it's a move in the right direction!

020 8545 3332

[lisa.barwell@merton.gov.uk](mailto:lisa.barwell@merton.gov.uk)

[www.merton.gov.uk](http://www.merton.gov.uk)



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**From:** .

**Sent:** 11 October 2013 16:24

**To:** Chief Executive

**Subject:** Wimbledon Park Car Park Extension

Dear Mr Curran

I was delighted with the decision at last night's planning committee meeting to reject the application to extend the Revelstoke Road car park in Wimbledon Park. After 18 months of campaigning against the application there are many people rejoicing today at the result. Can I please have your assurance that the hard core on the site will be removed as quickly as possible and the area returned to grass? The hard core is an eyesore and has been there too long and it has deprived the public of a large area of green open space. Furthermore, can you please confirm that the disabled parking bays which were removed from the existing car park some time ago will be reinstated.

Many thanks

S

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NK

**Doug Napier**

---

**From:** [redacted]  
**Sent:** 24 February 2014 16:42  
**To:** Doug Napier  
**Cc:** [redacted]  
**Subject:** RE: Wimbledon Park

Doug,

Thanks again for your response.

It is because I value WP that I do not wish it to be blighted with an array of motor vehicles all along it's periphery.

Up grade the car park at the Revelstoke entrance to increase capacity, do the same at the Wimbledon Park Road entrance car park, and you will achieve more car spaces!!!!

Shall make contact, as I suggested, later into the year.

Cheers.

---

**From:** Doug.Napier@merton.gov.uk  
**To:** [redacted]  
**Subject:** RE: Wimbledon Park  
**Date:** Mon, 24 Feb 2014 14:47:06 +0000

Received now, but I don't intend to reply in detail as we have spent more than enough time debating this matter already and I have a full inbox to attend to as you know. We can reserve further debate for our proposed site visit later in the year.

The scheme that we proposed last year outlined in broad terms what we aspired to and believed to be the optimum solution, balancing the various needs of the site.

Battersea Park, I concede, is a larger park but we have not and never would argue for 300 spaces at WP but, like that venue, WP supports a broad range of popular attractions.

My core point is that 30 odd spaces at the main park entry point to a popular park is not sufficient and not reasonable and the locations mentioned as comparators are simply a yardstick to gauge what others in the recreation business, including a nearby and comparatively small health centre, regard as reasonable for this area.

I do not believe, for example, that MHP attracts twice as many people, offers twice as many attractions and/or is two times more important as a recreational open space as Wimbledon Park, which is what its car parking capacity would suggest.

With the greatest respect, I think that you under-estimate the value and status of WP. It is this borough's premier park in virtually all key user criteria. It serves a good proportion of Wandsworth too and has services and facilities that attract users from further afield, some of whom cannot easily get there by public transport.

Regards,

Doug

---

**From:**  
**Sent:** 24 February 2014 13:37  
**To:** Doug Napier  
**Subject:** FW: Wimbledon Park

Trying to send ???? You have a full Inbox, yes??

---

**From:**  
**To:** doug.napier@merton.gov.uk  
**CC:** councillor.lindataylor@merton.gov.uk; oonagh.moulton@merton.gov.uk;  
janice.howard@merton.gov.uk;  
**Subject:** RE: Wimbledon Park  
**Date:** Wed, 19 Feb 2014 18:59:35 +0000  
Doug,

In answer to your last mail I wish to relate the following;

- How many car park spaces do you believe would be required for the number of 'visitors' you consider use the park?
- How much of the available park would be transformed into a car park?
- Where would car parking stop and the park remain?
- You have used the word 'comparators' in relation between WP, Battersea Park & Morden Hall Park. To make comparison with Battersea Park is not valid. The comparative park areas are vastly different. Battersea Park is at the least five times larger than WP, and has designated roadside & internal car parks c/w charges and do not offend the eye. Battersea Park is visited by a diverse public, to include for both national & international tourism. There is NO comparison with WP whatsoever.
- Morden Hall is at least three times larger than WP, it has always had dedicated car parking spaces and those car parks do not blight the landscape. They are inside a walled park and are hardly visible. There are more visitor amenities catered for at Morden Hall than WP, such as the National Trust Centre and the museum.
- Nuffield Leisure Centre is a purpose built facility which included for car parking. The parked cars do not infringe upon the other park facility. The park on either side are not affected, in any way, by the cars that are parked for the leisure centre users.
- You say the play area water feature is very popular and used by 100's, so, how many car park spaces would you like to see? Where would they be accommodated, so as not to infringe upon the park area?

- As I have previously stated, the existing car park areas need to be upgraded. This would/could increase the car park spaces then available. It would then provide a measured amount of spaces, say 100, which would be reasonable & adequate for the size and amenities available at WP.
- To continue to focus on car users is truly defeating the objective of park space.
- From how you have stated your view, it can only be a view that is focusing on providing never ending car park spaces in WP.
- Upgrade the existing car parks.

There will be plenty of available car park spaces in Wimbledon Park, when the timed charges are introduced, at both car parks, I trust??

Sincerely,

---

From: Doug.Napier@merton.gov.uk  
 To: ne  
 CC: Councillor.LindaTaylor@merton.gov.uk; Oonagh.Moulton@merton.gov.uk;  
 Janice.Howard@merton.gov.uk  
 Subject: RE: Wimbledon Park  
 Date: Wed, 12 Feb 2014 18:59:28 +0000

My reference to sports clubs was specifically to address your apparent scepticism about people travelling from afar to the park and my point was that these clubs are engaged in competitions in which their opponents may come from Surrey, North or West London, etc.

AFC Wimbledon's kids coaching sessions in the park attract participants from across a wide geographical area: Wandsworth, Kingston, Hammersmith and Sutton, as well as all parts of Merton.

Hercules WAC has made use of additional temporary parking space on the grass field for their competition days for more years than I have been here (5).

Over and above that we have a very popular water play facility that attracts young families from far and near and often measured in the 100s throughout the summer because it is a good and comparatively rare facility.

Comparators:

Whereas Wimbledon Park is our most popular and diverse park by far, it does not even have the largest car parking capacity in the Merton parks portfolio.

Others:

Morden Hall Park	159 parking spaces
Battersea Park	298 parking spaces; 3 car parks
Nuffield Leisure Centre, Wandsworth	82 parking spaces
Wimbledon Park	75 parking spaces

I'd suggest that we make a diary date for some weekend in the forthcoming spring or summer time to look at the parking situation in Wimbledon Park simultaneously and compare notes.

Regards,

Doug

---

**From:** [redacted]  
**Sent:** 12 February 2014 16:33  
**To:** Doug Napier  
**Cc:** Councillor Oonagh Moulton; Councillor Janice Howard; Councillor Linda Taylor;  
**Subject:** RE: Wimbledon Park

Doug,

First thanks for your response.

Can you state what are the comparative recreational facilities in the area?

Who is denying anyone access to the park? Upgrade the car parks, control the parking and there will be spaces available for genuine park users.

The bowls club & the athletics club have performed their related activities in the park, for many, many years, long before the Tfl hard standing area appeared and cars from all and sundry suddenly started to park up on that working area. They managed without any additional car park spaces??

We could go on talking backwards & forwards for ever. As Oonagh has stated fast track the restating of the said area.

I suggest that the existing car parks are UPGRADED, introduce some form of parking regulation and we should sit back and review at a later time.

Best regards.

---

Oonagh.Moulton@merton.gov.uk; Janice.Howard@merton.gov.uk;

Councillor.LindaTaylor@merton.gov.uk

From: oonagh.moulton@me.com

Subject: Re: Wimbledon Park

Date: Wed, 12 Feb 2014 13:54:30 +0000

To: Doug.Napier@merton.gov.uk

Dear [redacted] & Doug

I think the arguments for & against the extension to the car park have been well stated but the concern of residents and councillors is for an improvement to the mess that this saga has resulted in.

Delays in resolving the dispute and to resolution of the planning application have resulted in the pile of rubble left on the site of the extension for far too long.

We appreciate that the weather has caused further delay in its removal but it is an eyesore and a shame to have at an entrance of such a wonderful park that we all love and enjoy.



I do believe that once the rubble is removed further improvements need to be made to this entrance and to the car park. Also what is missed by some of the correspondence are the improvements that were proposed to the extension and existing car park.

Furthermore reverting to using the original car park all year long will not be satisfactory for either users of the park or for residents. I hope that some contingency plans can be made before the busy Easter and Summer periods.

I hope the Council officers will monitor the affect not only in the park but on our local streets.

Best wishes

Oonagh

Cllr Oonagh Moulton  
Wimbledon Park Ward

Sent from my iPhone

On 12 Feb 2014, at 13:30, Doug Napier <[Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)> wrote:

:

I simply suggest that we agree to differ and I would simply say that the Council's view is that Wimbledon Park is a destination park with facilities, other than parking, that reflect that vision.

It is Merton's premier park and users and potential users from Mitcham and Morden, for example, who contribute to its upkeep, should not be unreasonably denied access to it and forced, in effect, to take 2-3 buses or walk to the park. That is not to say that we would expect nor cater for all users to be arriving by car, but the current capacity for cars is not reasonable and compares very poorly with comparative recreational facilities in the local area and beyond.

Neither the bowls club nor the athletics club, for example, would be very effective if they could not hold competitions with similar clubs in the south-east of England and I think that you and I, if ~~were~~ honest, would struggle to find many parents of young children or older people with access to a car who would walk for 30 minutes to get to the park, irrespective of how beneficial that might be. Nor was local opinion unanimously stacked up against the extension proposal of course.

Regards,

Doug

---

**From:** ...  
**Sent:** 12 February 2014 12:40  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; ...  
**Subject:** RE: Wimbledon Park

Doug,

Thanks for taking your time to respond. It is appreciated.

You either have a park, or a car park. How large do you wish the car park provision to be for the park? Where would you stop?

I would be very interested in evidence to support your points that there are so many visitors coming from as far away as Richmond parts of Surrey and Kingston -U -Thames to

utilise the park facilities???. Would these visitors use the Revelstoke Road park entrance or the Wimbledon Park Road entrance?? How many are there each day? Would car park spaces be made available for all?

The existing car park facilities need to be upgraded at both park entrances before any further park land is removed.

With the correct planning and design this upgrading would provide more spaces and also provide a more sustainable car parking facility.

Don't you agree that the more car park spaces that are made available the more they will be used by all and sundry. The park space will be lost forever. These car parks would be full each day with commuters vehicles, commercial vehicles, care workers vehicles, cleaners vehicles, school teachers vehicles, local residents who refuse to pay the residents parking fee, tradesmen's vehicles and more. I have the evidence of this over many months and years, for that matter

I visited the park yesterday early PM, at the Revelstoke Road entrance car park, five commercial vehicles were present, other drivers came, parked and left the park. The car park was full, as was the Wimbledon Park Road car park?? There were not enough people actually in the park to fill all the cars & vehicles that were parked.

I am beginning to consider that your understanding of what a park is for are becoming confused. Why do you believe that car park spaces should be provided for anyone and everyone? Where would you stop?

The park has provided for visitors over many years, before any of us were around. Visitors are not being denied the facilities, as you allude to.

There are parks all over Surrey, Richmond, Kingston-T-Thames Chessington, Morden, Mitcham Streatham & Tooting etc..... What tells you that the many people who reside in these areas need to drive to use Wimbledon Park facilities?

Your commentary states that by *not* having an unlimited amount of car park spaces in Wimbledon Park. visitors from outside a mile radius of the park. and elsewhere in SW London & Surrey are being denied the use of the park facilities.

By the way a 30 minute walk is good for us and children.

Upgrade the existing car parks, bring in parking restrictions for a certain amount of time on week days, and all will run smoothly and I shall stop annoying you.

One last point. The views of local residents, a stones throw, or two away from the park, expressed their views when the car park planning application was held, twice!!

Best regards.

---

**From:** [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)  
**To:** [\[redacted\]](#)  
**Subject:** RE: Wimbledon Park  
**Date:** Tue, 11 Feb 2014 17:59:54 +0000  
Neil:

I feel that an appropriate balance has to be struck between encouraging sustainable transport usage and the legitimate needs of park users. The provision of 33 parking spaces at the main park entrance is inadequate in my view and unreasonable given the nature of the park and the range and popularity of the facilities that it supports.

I would be very surprised to find any parking spaces at R.Road in the second half of *any* Saturday morning even at this time of year.

And whilst I would agree that some of the transport options are convenient for users based in the Wimbledon Town Centre, Putney and Fulham areas, these are not so very great for the residents of Mitcham and Morden, most especially those with young families. I lived in Wandsworth for many years and it's not even a great option from there - the drive was 4 minutes and the walk 30 minutes by comparison even without kids in tow.

Some of the facilities in the park are of regional significance and attract users from far-afield, including parts of Surrey, Richmond and Kingston. Relatively few recreational users who travel more than a stone's throw or two to the park have expressed similar views to your own about the parking capacity; indeed quite the reverse.

Regards,

Doug

---

**From:** [\[redacted\]](#)  
**Sent:** 11 February 2014 13:06  
**To:** Doug Napier  
**Cc:** Councillor Janice Howard; Councillor Linda Taylor; Councillor Oonagh Moulton;  
**Subject:** RE: Wimbledon Park

Doug,

Thanks again for a reply.

I find some of your points rather muddled.

The facts are that the car park is used every day by non park users, almost 90%.

I have monitored this situation over a much longer period of activity than I believe you can afford time wise. Each day as the park opens the vehicles enter the park and the drivers exit the park, come and see for yourself, any week day morning.

At week ends the car park is never full at this time of the year. The summer months will be different.

People using the park do so for recreation, they do not need to use a vehicle to reach the park. Public transport is adequately available and furthermore people should use it, or walk, exercise, exercise and more exercise!!

The park does not require any more car parking facilities. Where would a line be drawn. The Wimbledon Road entrance car park requires attention to provide a proper car parking facility.

If you pander to car users you are defeating all objectivity to stop people making unnecessary car journeys. If you provide free car parking people will run in like ducks to water.

If we followed your reasoning all the park would provide is car parking. One massive car park to rival that provided by the major supermarkets.

Sincerely,

---

From: [Doug.Napier@merton.gov.uk](mailto:Doug.Napier@merton.gov.uk)

To: ...

CC: [Janice.Howard@merton.gov.uk](mailto:Janice.Howard@merton.gov.uk); [Councillor.LindaTaylor@merton.gov.uk](mailto:Councillor.LindaTaylor@merton.gov.uk);

[Oonagh.Moulton@merton.gov.uk](mailto:Oonagh.Moulton@merton.gov.uk)

Subject: RE: Wimbledon Park

Date: Tue, 11 Feb 2014 11:01:02 +0000

This mail has come to me, as you might expect, and so I'll refrain from replying in great detail as I would simply be covering old ground.

I have been in the park a couple of time recently myself, including last week. The Revelstoke Road car park was indeed busy then, but then so was the park and I'd be very surprised if most of the cars present were long-stay commuters or off-site workers as cars were coming and going throughout the morning.

On my last two visits to the park I made a particular point of noting that there were no commercial or trades vehicles in the Revelstoke Road car park and only one van (both unmarked and different vehicles on the two occasions) in the Wimbledon Park Road car park.

Of course, all of this is irrelevant at weekends when the on-site parking demands in the park are at their most acute. The current parking provisions are simply inadequate for a park of this size and popularity and will remain so irrespective of whether there are some residents, or others, taking advantage of the free parking in the midweek period. As you know, the aspiration is to introduce parking fees in the park.

There are some very large notices at the park gates which specifically state that the car park is for park users only.

Regards,

Doug

---

**From:** .....  
**Sent:** 10 February 2014 16:49  
**To:** Leisure  
**Cc:** | Councillor Janice Howard; Councillor Oonagh Moulton; Councillor Linda Taylor;  
| : Doug Napier; HAMMOND, Stephen  
**Subject:** Wimbledon Park

To Whom It Concerns.

Whilst the reinstating of the grass to the 'old hard lay down area' at the park Revelstoke Road entrance is still to be completed, the existing car park is still being fully utilised by non park users.

Why is it that the work required for the grass to be reinstated appears to be causing 'concern' for our local councillors, I cannot remember certain councillors voicing their support for the efforts that were carried out by the WPRC and others to *oppose* the council planning application to have the area established as a permanent car park!

Also, on enquiry, our local MP advised me that he was in favour of the planning application to have a permanent car park established. Now, we have certain conservative councillors publicising leaflets to inform us of their wishes for the area to be 'quickly' returned to a grass area?? Is there a local election imminent? One might ask

However, such is life and to continue with the main reason for this mail.

I have monitored the type and number of vehicles that are present on a daily basis in this car park over many, many months. The car park is always, if not full, 90% full on any given week day. This will be the status no matter what the season, or weather.

Most vehicles arrive between park opening and 10.00hrs, with the drivers exiting the park. Then as time proceeds, through each day, various commercial vehicles park up for certain lengths of time. On one particular day, when it had been raining heavily since day break and continued for most of the day light, the car park was actually 'overflowing', with vehicles, I might add. There was nobody actually in the park, apart from myself.

Some of the people that I have spoken with, who use the car park and leave the park are; local cleaners, home helps, school teachers??, health workers, commuters, visitors to local residents and tradesmen. In most cases they tell me that they have been advised, by whoever, that the car park exists and therefore they can use it.

This scenario has continued for years, unabated. It is time for positive action

I have spoken with *two* local residents who have quite openly informed me, that they use the car park between the hours of 11.00 & 15.00, so as to avoid paying the residents parking permit charge. This is only two that I am positively aware of. All us residents should do the same. I have stated this to you in many previous mails.

If regulatory control of this car park is not implemented, genuine car park users, during the fairer months, will never have a car park space available. I fully appreciate and understand the problems involved with car park control in the park and that is not easy to implement. However, non park users should be deterred from abusing the car park spaces.

It is also worth relating, that the other car park at Wimbledon Park Road is also full each day.

Free parking for all and sundry.

I, like most other residents, pay for a parking permit each year!!

Kindly revert as required.

Sincerely

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**ANALYSIS OF GROWTH 2015-19 - £000s**

Environment and Regeneration	Scrutiny Panel *	Updated Budget 15/16	Updated Budget 16/17	Updated Budget 17/18	Updated Budget 18/19
<b>Greenspaces</b>					
Parks Investment	SC	0	(60)	0	0
Play and Display Machines	SC	60	0	0	0
<b>Total Greenspaces</b>		<b>60</b>	<b>(60)</b>	<b>0</b>	<b>0</b>
<b>Highways Planned Road Works</b>					
Borough Roads Maintenance	SC	0	0	0	(100)
<b>Total Highways Planned Road Works</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>(100)</b>
<b>Leisure Centres</b>					
Wimbledon Park Lake De-Silting	SC	0	0	0	1,500
<b>Total Leisure Centres</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>1,500</b>
<b>Other E&amp;R</b>					
Priests House	SC	300	0	0	0
<b>Total Other E&amp;R</b>		<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Regeneration Partnerships</b>					
Mitcham Major schemes	SC	0	(1)	0	0
Wimbledon - TfL	SC	200	3,000	0	0
Morden - TfL	SC	0	300	3,000	0
<b>Total Regeneration Partnerships</b>		<b>200</b>	<b>3,299</b>	<b>3,000</b>	<b>0</b>
<b>Street Scene</b>					
Street Tree Programme	SC	0	0	0	40
<b>Total Street Scene</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
<b>Transport for London</b>					
Unallocated	SC	625	555	1,826	0
<b>Total Transport for London</b>		<b>625</b>	<b>555</b>	<b>1,826</b>	<b>0</b>
<b>Traffic and Parking Management</b>					
Traffic Schemes	SC	0	0	0	(131)
<b>Total Traffic and Parking Management</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>(131)</b>
<b>TOTAL</b>		<b>1,185</b>	<b>3,794</b>	<b>4,826</b>	<b>1,309</b>

\* OSC= Overview and Scrutiny Commission, CYP = Children and Young People, HCOP = Healthier Communities and Older People SC = Sustainable Communities,

\*\* Negative growth in the capital programme is as a result of reduction when compared to the approved (15/18) and indicative (18/19) programme.

## Please Note

- 1) At present the programme contains no provision for the transport implementation costs of the South London Partnership.
- 2) Excludes expenditure budgets relating to Disabled Facilities Grant from 16/17 as grant funding has not been announced.
- 3) Excludes expenditure budgets relating to Transport for London Grant from 17/18 as grant funding has not been announced.
- 4) Excludes expenditure budgets relating to Devolved Formula Capital for schools from 2016/17 as grant funding has not been announced.



A1701  
K

Joseph Hood Pavilion/Hub		4,000  (2,000 with partner co-funding)		LBM capital/ external grants	New	Physical Location
Client team skills development	2016/17	-	10	Corporate staff training budget	New	People/Organisation

### Financial savings

The Greenspaces service has been the subject of significant on-going savings pressures since 2010. Additional savings are anticipated in the short to medium term as outlined below:

	2016/17	2017/18	2018/19	2019/20	2020/21
2014/15 Business Plan	13k				
2015/16 Business Plan	304k	160k			
Proposed (new) Business Cases		380k	100k		

Details as follows:

- EN45 - Further commercialisation & development of sports & allied parks services (e.g. increase in fees and charges (3.75%); cost recovery plus; service bundling; sponsorship of bedding plants, etc), aligned to the emerging strategy for sports = £13k (2016/17)
- E&R24 - Reduction in current levels of staffing in the Greenspaces grounds maintenance & horticulture & sports teams = £130k (2016/17)
- E&R25 - Joint procurement of green space services as part 2 of the Phase C SLWP procurement contract with LB Sutton = £160k (2017/18)
- E&R26 - Introduction of P&D within certain parks responding to demand for the management of parking & controlling excess demand for spaces/ commuter parking . This will require re-profiling of capital investment of c.£60k = £60k (2016/17)



B3

**Parking Sites**

These capacity numbers are close approximations, as many car parks don't have pre-defined/marked spaces.

Sites highlighted in yellow are those considered to be highest priority for charging measures. Key considerations in this respect are the size of the car park and the degree to which the sites concerned are used both overall and by commuters. The anticipated costs of monitoring and/or servicing sites and meters renders a number of small or underutilised sites uneconomical for charging purposes.

Appendix L

Site Name	Site Capacity	Midweek Use			Weekend Use			Non Park Users				
		High	Med	Low	High	Med	Low	Yes	No	Residents	Commuters	Local Businesses
Abbey Rec	16	Medium			High			Yes		Residents		
Colliers Wood Rec	6	High			Low			Yes		Local Businesses		
Commons Ext	Approx 25 for the main car park	Low			High			No				
	Approx 60 for the over flow car park											
Dundonald Rec	4	High			Low			No				
Haydons Road Rec	19	High			High			Yes		Residents, Commuters & Local Businesses		
Hillcross Avenue, Morden Park	60	Low			Low			Yes		Residents		
John Innes	18	High			Med			Yes		Local Residents & Commuters		

Park						
Joseph Hood Rec	80	Low	High	No		
King George's Rec	20	High	Low	Yes		Residents
Lavender Park	30	High	Med	Yes		Local Business
Lower Morden Lane, Morden	40	Med	Low	No		
Nursery Road	60+	Low	High	No		
Ravensbury Park	10	N/A	N/A	N/A		Not yet open
Raynes Park Sports Ground	65	Low	High	Yes		TBC
Sir Joseph Hood MPF	48	High	High	Yes		Residents, Commuters & Local Businesses
Tamworth Farm Rec	25	High	High	Yes		Residents & Local Businesses
The Canons	50+	Medium	Low	No		(N/3: Leisure Centre users counted as park users )
Wandle Park	10	High	High	Yes		Residents
Wimbledon Park (Revelstoke Road Entrance, not including	35	High	High	Yes		Commuters & Local Businesses

overflow)					
Wimbledon Park (Wimbledon Park Road Entrance)	45	High	High	Yes	Commuters & Local Businesses





## Representations and Officer's Comments

### Representation - Support

#### 002 Abbey Rec

I received a flyer through the door from the Tories highlighting this consultation, with the implied suggestion that I should object to the introduction of parking charges.

But I think it's a good idea, and support it. Merton is blighted by traffic congestion and one of the ways the Council can tackle this is through parking controls.

I see no reason for anyone other than the mobility impaired to drive to the Rec, and I see from the plans that they would be able to use their Blue Badge to park there for free, with disabled bays provided. Those coming some distance to play sports can come by public transport, local young families can walk or cycle, etc.

As for the impact on local residents and businesses - parking on the streets around Nursery Road and Wilmore End is, in my experience, always jammed full already, so this wouldn't create a new problem. And just how much trade do local businesses really get from people parking at the Rec?

Please – take a step towards encouraging better ways to travel than by car. Introduce charging, and spend the income on improving conditions for those walking and cycling.

I think the above comments are equally relevant to the four other sites in the consultation (in some cases, there are also resident's parking permit schemes in place to protect the interests of residents).

#### Officers comment

See section 5 of this report.

#### 001 Revelstoke CP

Whilst I have no objection to the minimal charging proposed in Wimbledon Park Revelstoke Road car park, I would suggest that the enforcement of parking for residents in Zone P1 is amended to cover the equivalent hours and to include Saturdays. The weekend parking has become more congested and dangerous around the Home Park Road entrance particularly when the paddling pool attracts vehicles fighting for space outside the entrance.

#### 004 Revelstoke CP

I'm responding to the consultation. It sounds an overdue and sensible move, for two main reasons:

- to stop long term parking by commuters
- mean out-of-borough drivers and park users pay for the upkeep of the park

#### 010 Revelstoke CP

Please take this as our formal representation on this proposal. We comment only on the proposal for the above car park, as we have little knowledge of the others. We make our representation in the paragraph in bold, below. This is followed by the reasons for this representation.

**We strongly support the introduction of charges at this car park, as this should promote sustainable travel. However, we consider that the current proposals would be insufficient to solve the problems with vehicular access to, and car parking in, Wimbledon Park. The proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply would not solve the greatest problems: those that occur on sunny weekends. As other car parking spaces in Wimbledon Park are not to have charges introduced, people would be allowed to subvert the reasons for the charge. The proposals also fail to cater adequately for those with special need to travel by vehicle. The proposals should be changed, so as to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: including weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.**

#### The problem:

At present, Wimbledon Park, although recognised for its heritage value, is compromised by having too much provision of ugly and intrusive, free car parking space. Travel to the park by private vehicle is encouraged by the free parking. As a

result, many of the existing spaces are occupied by those working in nearby suburbia or in the park itself, rather than by park users. Use by vehicles kept off the road for longer periods is only occasional and is not the main cause of over-use. Use for a recreational visit to the park is greatest on sunny weekends and school holiday times, when congestion continues into early evening hours, and it is then that there have been significant problems with shortage of space and congestion, with elective users in competition with those having special needs.

**The proposed times and costs:**

To deter use for other than a recreational visit to the park, the charge differential with nearby suburbia should be reversed. On weekdays (Mon-Fri): car parking is generally free in nearby LB Wandsworth (zone S3), but restricted to residents for one hour (13:30-14:30) each day. So, any charge might deter those visiting the park either side of that hour, but retain the strong incentive to use Wimbledon Park for times spanning the hour. The nearby parts of LB Merton (zone P2) have a car parking charge for the hours 11:00 to 15:00 which is four times that proposed in Wimbledon Park (£1.20 per hour, compared with the proposed 30p an hour), so there would remain a strong incentive to use Wimbledon Park for any visit overlapping those times. Only for those few visits wholly outside those times would the proposed charge deter such non-recreational parking. On weekends there are no residents' only restrictions in Wandsworth, nor charges in Merton. Despite this, it's proposed to charge the same as for weekdays on Saturdays, but not to charge at all on Sundays. The proposed charge on Saturdays is low, and so probably not a sufficient disincentive to over-use, but there remains no rationale for allowing a free-for-all on Sundays. In summary, the proposed rate of charge is so low that it is unlikely to deter those parking for other than recreational visits to the park. Also, the days and hours that the charge would apply to would not solve the greatest problems: those that occur on sunny weekends or school holidays and continue into the early evening.

**Location of the proposals and consultation:**

Wimbledon Park straddles two London Boroughs and attracts users predominantly from those two. The car park concerned lies largely within LB Wandsworth, but it appears that neither LB Wandsworth Council, nor residents there, have been consulted on the proposals. The sole notice advertising the proposals is displayed beside the tiny part of the car park that lies within LB Merton.

**Sustainable travel and special needs:**

The adopted policies of LB Merton's Local Plan identify the need to promote sustainable travel, including the discouragement of travel by private vehicle. Wimbledon Park is well provided with public transport, with two nearby Underground Stations and bus stops in Wimbledon Park Road and Durnsford Road. Most park users arrive by one or more sustainable mode: public transport, cycling or walking. Some groups arrive in a mini-bus. We welcome the proposals as they further these policies. However, the other side of the coin is that the proposals should give priority to those who are unable to use these more sustainable modes. Yet, there are only three disabled bays proposed and no reference to any other arrangement for those with special need to park close to their destination in Wimbledon Park. Also, although pedal cycles are named in the schedule as a class of vehicle permitted in the parking spaces, no special provision for pedal cycles is indicated on the plan. Cycles need such special provision.

**Present provision at Wimbledon Park:**

There are two main car parks in Wimbledon Park: only one of which is subject to this proposal. The other, off Wimbledon Park Road, is not proposed to be changed. Other parking occurs every day at the Watersports Base, Bowls Pavilion, and Cafe, and occasionally at the Stadium. We consider that action at Revelstoke Road alone is likely to exacerbate the existing problems in those other areas; to the extent that the proposals work, parking will be pushed out of the Revelstoke Road car park into other formal and informal provision elsewhere in Wimbledon Park.

**The alternative:**

The proposals should be amended to regulate all parking at Wimbledon Park, not just that at the Revelstoke Road car park. This provision should have ample facilities reserved to encourage disabled use and cycles. The charge for any remaining spaces should apply to the hours and days when a disincentive is most needed: weekends and early evening hours and be significantly higher than the rate applying in nearby suburbia.

We trust that this submission will be taken fully into account as these proposals are taken forward.

**Officers comment**

See section 5 of this report.

**COMMENTS**

**003 Abbey Rec**

I'm writing with regards to the consultation of the above park. You state that it's 10p for every 20 minutes which is great. £2.40 a day for 8 hours. So will you be able to park for 8 hours straight as if this is the case people will never get a parking space for walking your dog or taking the children to the park for a couple of hour as commuters will park there at 8 pay £2.40 then they are fine because the charges stop at 4pm. I hope this is not the case it should be for 2 /3

hours max stay

Also when will the gate be fixed I haven't been able to park for ages.

**Officers comment**

See section 5 of this report.

**002 Haydons**

I am writing as Vice Chair of Friends of Haydons Road Recreation Ground (FOHRRG) to comment on these proposals.

The proposed hours of operation of the car park located in Haydons Road Recreation Ground and indeed other parks is until 11 pm at night. This car park is not isolated from the rest of the park and once access has been gained individuals can roam the whole park after it has been closed. The published hours for operation of this and other parks is until dusk. At that time (which will vary considerably during the year depending upon season) someone needs to lock the park gates. Both pedestrian and the car park gates to avoid breaching park security. At a minimum the 11 pm time should be replaced by dusk. Ideally the actual closing times for each month should be published to avoid car owners having vehicles trapped overnight in the park. Bromley website publishes monthly closure times varying from 4.30 pm in December to rather later in the Summer and this chart could be displayed at each car park. FOHRRG have other concerns over who will operate and police this scheme. Since responses are required to Traffic and Highways it would seem that they may be the main operators of this scheme. As it is idverde who are the park maintenance contractors (who are required under their contract to secure pedestrian gates at dusk each day) we are concerned that there will be confusion/inefficiency as to who will be responsible for locking the car park gates at close of business each day. Clearly there are cost implications and it is our view that they may exceed the revenue generated at Haydons Road Recreation Ground. It is our view that this proposal is not supported by adequate background information over how the scheme will operate.

It is our view that most local residents who use this park are local and so can and do walk to the park and so the proposed hours of charge and level of charge from 8 am until 4 pm are not a problem. Again it should be noted that the published hours for Haydons Road Recreation Ground opening is on some days after 8 am. FOHRRG have identified volunteers that are prepared to open pedestrian access to this park on a rota basis earlier than this time to allow access for dog walkers and others that like to exercise early in the day. They are awaiting keys to allow them to carry out this task.

FOHRRG are concerned that there is no provision for disabled blue badge holders in these proposals. It is our view that this car park is large enough to justify at least one parking spot for this category of park user. Concern has been expressed by some residents that allowing parking all day will encourage commuter car parking. suggest that a limit of 4 hours should be imposed to prevent this. Park users and shoppers are unlikely to use this car park for more than this length of time and it is better to prevent this possibility now than to have to run this process again at a later date.

Of course there has also been very limited time for consultation as many of our members have only just become aware of this consultation. At a minimum these proposals should have been displayed at the Haccombe Road entrance to the park. Has there been any direct consultation with other key park users such as the Colliers Wood Bowls Club or the football and cricket clubs that hire pitches? Certainly this consultation seems to have been hurried and flawed.

**010 Haydons**

I refer to your consultation on the above matter.

I welcome that parking is to be allowed Mondays to Fridays when it is now not available.

However it seems that the hours proposed are too late in the evening.

The problem is that allowing access to the car park also allows pedestrian access to the park when the gates are otherwise locked, allowing antisocial behaviour.

Hopefully you can find some reasonable compromise that is enforced in a fair and reasonable manner (no-one wants cars to be locked in the car park and fined when they miss the deadline by a few minutes).

**Officers comment**

See section 5 of this report.

**005 Revelstoke CP**

Re controlling parking in Wimbledon Park:

There should not be charges on park users - use of the park needs to be encouraged, not restricted.

To deter commuters, simply have signs stating 'four hours maximum stay'.

In 20 years, I have never seen a caravan or abandoned car in the car park so in practice I do not think these are real issues of concern.

**007 Revelstoke**

I am writing in response to the consultation on the proposal to raise car parking charges at the Revelstoke Road car park in Wimbledon Park. I am informed the deadline has been extended to 14 July.

Firstly, I should say that I fully support the Council's intent to develop policies and plans which prevent commuters and camper vans from clogging up our local area. The objective should be to do that in a way that does not unnecessarily disadvantage the residents. On that basis, I am totally against this proposal.

The park, like the common, is a resource to be enjoyed by people and the council has a duty to facilitate access. The jogger, the young sports devotee, the elderly seeking to keep their limbs moving and the dog walker should be encouraged to continue their healthy pursuits. The common has now become a pay-to-exercise area at the 'Village end' of the common, forcing local people to queue up at the windmill for free access to parking so as to use the amenity. [Filming days excepted, when waiting there is a waste of time and fuel whilst the engine is ticking over.]

There are easy ways to bar continued access to commuters and van parkers. Let me offer two obvious ones :

1) A partial pay scheme eg as per any residential roads which aim to exclude casual parking between 11am and 3pm. (Note that the common now operates a restriction from 0830hrs - WHY?) 0800-1600hrs Monday to Saturday is just punitive.

2) Only vehicles displaying a London Borough of Merton resident parking permit (and probably a Wandsworth permit) to be allowed to use the Revelstoke Road and Wimbledon Park Road car parks between say 11am and 3pm. No meters, no fees, no exceptions. Just periodic traffic warden inspections.

Both of these achieve the stated objective, option 2 does so without the capital cost of provision and installation of parking Machines and the ongoing cost of maintenance and coin collections. To glibly state that the costs will be covered by collections (which you will) completely misses the point.

There is a developing school of thought that the council is becoming ideologically fixated on bashing its council tax payers who own cars. Evidence as follows :

(a) Allowing planning applications for new housing, but only if the provision for parking spaces is limited to the point of being woefully inadequate.

(b) With virtually no warning, penalising drivers foolish enough to have been taken in by the exhortations to buy diesel because it is better for the environment.

(c) And now, introducing parking taxes at every opportunity for basic amenity access.

Or are Wimbledon Park users just pawns / collateral damage in the race to raise extra money for the council without the bad PR of raising council tax? If so, please cease this charade of claiming it has anything to do with commuters, camper vans etc.

Please, let us stick to sensible and proportionate answers to the problems we face.

#### 011 Revelstoke CP

Representation against proposed control in Car Parks.

The intention to charge for parking in Merton's parks is unreasonable and should not be implemented:

1. The Council tax we pay includes the use and maintenance of the parks.
2. Having parking charges will discourage attendance by those who pay to play games (e.g tennis) and so will reduce income to the Council overall.
3. In Wimbledon Park, at least, other than at weekends, the car park is most usually sparsely used. It is questionable whether the income returns will outweigh the cost of controls equipment and policing.
4. Introducing payment for parking discriminates against those who :
  - don't live within easy walking distance and have to drive.
  - have children or equipment relating to time in the parks that can't be carried.
  - Organize events (such as team games) for the benefit of others and have to bring equipment. Many give their time freely for the benefit of the community.

I therefore urge the Council to reconsider its intention.

#### Officers comment

See section 5 of this report.

#### Representation against

001 Abbey Rec

I wish to object to the proposed parking controls in relation to Abbey recreation ground. Two reasons were put forward by means of justification yet neither appears valid:

- introducing charging cannot deter people from abandoning vehicles
- Abbey recreation ground car park has not been available for use by the public for several weeks due to the gates being locked – this does not demonstrate a desire to 'cater for the parking needs of the local community'

I therefore conclude that the motivation for introducing parking controls is driven by the desire to raise revenue.

I would add that I am disappointed that, having spent £3,500 installing a P&D machine in the car park of Abbey recreation ground several months ago, Merton Council appears once again to have made the decision to proceed prior to any consultation.

#### 001 Haydons

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2 The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play area will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park.

#### 002 Haydons

I am writing to strongly object to the change for the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The gates should be opened and closed as per the rest of the borough, sunrise to sunset. This then ensures that whichever park you use there is consistency as to the opening and closing times. The proposed times will lead to more people congregating or hanging around out of the current hours with misuse of the open area and playground which will attract yet more litter and abuse of this lovely park - and subsequently more cost to the council for dealing with the rubbish or damage that needs to be cleared or repaired. There is no need for the park to be opened in these extended hours and serves no purpose to the local community. The car park is currently not over used and this would imply that most people either walk or come by public transport. The busiest time is when there is some sports event taking place such as Cricket which is totally reasonable. As we are living in what has been described as one of the most polluted hotspots in the borough we should not be encouraging yet more vehicles to the area. We are located between 2 major stations - South Wimbledon & Wimbledon - the suggested charge of £4.80 for 8 hours parking will attract commuters seeing a cheap option to park their car all day and thus denying those that will genuinely be using the park. With regards to the HGV vehicles parking on Haccombe Road unless there is a dedicated space for say the large Sainsburys lorry for example to off load how can it be guaranteed that they will get a space. If this is allowed to proceed then it should at least be on the side nearest the store but this is a small road and entering and leaving will not be desirable or safe for either the driver or pedestrians.

#### 004 Haydons

I am writing to object to your proposal to amend Schedule 2 of the Merton (Off Street Parking Places) (No. \*) Order 201 - parking restrictions at Haydons Road Recreation Ground - as laid out in the 15-002 NOP site notice v3. i) I object to the provision to allow HGVs to use the car park at Haydons Road Recreation Ground as a loading area. It is an area constantly used by young and older children and would make it much less safe. iii) I object to the proposed hours of operation of the car park - 6am to 11pm. This will mean the gates of the park area left unlocked well outside their current hours. Almost all public parks around the country are in operation from sunrise to sunset. Currently, Haydons Road Rec is locked at all other times. As a resident whose garden backs on to the Rec, I am deeply concerned that Merton is proposing to allow anyone to access the park in the hours of darkness. It will provide an opportunity for people who wish to burgle the homes that border the park and could also increase the amount of any social behaviour in the park. As someone who has lived in a property that backs on to the Rec for five years (first at 19a Wycliffe and now at 7 Wycliffe), I can state that occasionally, in the summer, the fence is breached by people during the hours of darkness who use the Rec as somewhere to have a party late into the night, thereby disturbing the residents nearby. It is only by making sure the park is locked at sunset that this can be limited. iv) I object to the chargeable hours being from Monday to Saturday. Currently, the park is well used by sports people equally on both Saturdays and Sundays. Charging on one of those days and not the other will mean that one day remains popular for sports teams and not the other. Not only will this discourage teams to use the park - something unacceptable in the climate when we should be encouraging people to participate in exercise in Merton - it will also make the day when there are no charges even busier. This will make it harder for people who want to use the park for other purposes than team sports - the play area or general use for example - to do so. It is essential that parks like Haydons Road Recreation Ground are used as widely as possible, if they are to remain viable. While the park is already heavily used by those in the immediate area, others from further afield should be encouraged to use it as well. While this needs to be balanced with the increasing requirement for the council to gain revenue from its assets, it should not be achieved at the cost of the viability of such amenities. It should also not be achieved at the cost of making the living conditions for those in the surrounding area worse - something that allowing the gates to be open into the hours of darkness would be expected to do.

### 005 Haydons

I am resident of Quicks Road and I am writing to object to the following points as laid out in the Schedule 2 of ES/OFFSTREET Order 201, for the Haydons Road Recreation Ground. Notice as follow: ( c ) ( iii ) I object to the hours of operation stated to keep the park open up to 11pm Mondays to Sundays as the security of the park is of the utmost importance. The gates should be closed at sunset and in keeping with every other park in the Borough. Keeping the park open to this time attract anti-social behaviour. I have seen this happening on more than one occasion eg drunks, alcohol, noise, litter and potential drug abuse etc. ( V ) I object to the charge for parking of 20 pence. There should be no difference in our park compared to the other parks in Schedule 1. Charges should be consistent to other parks. 8 ours parking attract commuters and would defy the object to have this facility for park users. 4 hours maximum parking should be sufficient for most people.

### 006 Haydons

I am writing as Secretary of the Battles Area Residents Association on behalf of the Committee and our members to comment on the attached Notice regarding the Merton (Off-Street Parking Places) Order 201\*. Particularly with regard to Schedule 2 which refers to Haydons Road Recreation Ground which is our local park.

Firstly, I would like to point out we only received a copy of this Notice on the morning of Tuesday, 4th July kindly forwarded to us by Councillor Neep. It was immediately circulated to all our members with a request to lodge Comments by 7th July or contact me with a note. I checked - no Notices were displayed on any of the Park gates or in the SWCA Noticeboard within the Park or on nearby lampposts. We consider the lack of proper notice of this important Order to local residents very upsetting. In the circumstances, please confirm you are happy to extend the period of notice for Comments for another week until 14th July.

In this connection, on your behalf, we are about to display copies of the Notice on all the Park gates and in the SWCA Noticeboard, extending the date to 14th July.

Our Comments are as follows:

1. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. (As was the custom until earlier this year and then the park gates were only locked spasmodically and the car park gates were closed during the week.) Extending these hours to 11 pm in a park which is not intended for use in the dark, ie not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug use, sexual activity and loitering with or without intent, and associated litter. Possible drug use and discarded syringes anywhere in the park, but particularly in the children's play area, must be avoided at all cost. At this very moment, there are broken bottles in the play area which we will have to clear up.
2. If the park is open, the children's play area will also be open. Again this could lead to inappropriate use of the area and injuries from use of the equipment in the dark, and even harm to unaccompanied children from abusive adults.
3. In the last few weeks there has been a considerable increase in the amount of graffiti in the park. One of our Committee has re-painted some walls at her own expense, but the park gates should be locked at sunset to stop this very unsocial behaviour.
3. A considerable number of gardens back onto the Park all along three sides of the park and 30 houses along Quicks Road can be viewed from the park. Any prospective burglar can simply hide away in the park after dark to watch out for unoccupied houses or sheds that could be broken into, particularly when residents are on holiday.
4. It has also been said to me that walking along Quicks Road in the dark passing unlocked gates, and the possibility of people loitering in the park near to the gates, leaves women or young people feeling unsafe and vulnerable.
5. The car park chargeable operating hours from 8 am to 4 pm are acceptable for weekdays. We appreciate this would provide some revenue for the Council. However, the maximum period for parking should be limited to 4 hours. This would discourage commuter parking, also parking by the new owners and tenants of 1-3 Quicks Road/92-94 Haydons Road (who under their s106 agreement are not allowed resident parking permits and therefore could take advantage of the relatively cheap parking charges for the park to park their cars there on a daily basis). 4 hours maximum parking should be a sufficient maximum for most park users. The car park should be for the use of park users and not for shopping at Sainsburys or drinking at the pub or customers of the new businesses at 1-3 Quicks Road/92-94 Haydons Road. This is not to be unreasonable, but to make the car park entrance area as safe as possible for parents/carers and children using the play area and park.
6. However, we would suggest that there is free parking on Saturdays, as a large number of sporting activities take place in the park on a Saturday and this should be encouraged.
7. We have had a few comments that the car park should be free.
8. I have spoken to the Assistant Manager at Sainsbury's (the Manager was off today) regarding the so-called "loading area to the rear of the Sainsbury's store". There is no loading area to the rear of the store within the park. Also there is a height restriction at the entrance to the park. He showed me their small rear exit door which opens onto the pavement of Haccombe Road to the side of the store. (There is another side emergency exit only which opens into the carpark area of the block of flats above Sainsburys - this is for emergencies only, they have no right to use it for unloading). There are 5 parking bays in Haccombe Road for 3F permit holders or pay and display. There is no "loading bay" or signage regarding

loading. The Assistant Manager advised me they have only one HGV delivery a day at 7 am and they try always to unload at the front of the store. It is only very rarely that they unload in Haccombe Road. Rather they wait until the front of the store is clear and then unload there. The reason for this is obvious it would not be at all safe for pedestrians for a HGV to be reversing into Haccombe Road. And in particular it would not be safe for parents/carers and children using the park at other times of the day, for Sainsburys to have the right to use any loading bay (if there was one) at ANY time of the day. (Many years ago I witnessed a fatal accident when a pedestrian went under the wheels of a HGV and the memory will stay with me for ever). The Order relates to Off-Street Parking Places within the park, it is not relevant to parking in Haccombe road. Therefore for all these reasons, Schedule 2 should be revised to delete the reference to HGVs.

9. There should be at least one disabled parking space in the car park. Not to have one I imagine is discriminatory.

10. With regard to the opening and locking of all the gates, we would refer you to the Comments lodged by the Vice Chair of the Friends of Haydons Recreation Ground.

I would be most grateful if you could find the time to reply personally to these Comments at the very least to reassure local residents that the park gates will be locked at dusk with the opening times agreed with the FHRRG. In addition, please could you advise me if there will be an opportunity to listen to Councillors debating Comments regarding this Order at any public meeting before it is approved by the Council and the possible date of any such public meeting that I and other residents could attend.

### 008 Haydons

I would like to make the following objections to the PROPOSED CONTROLS TO OFF-STREET PARKING PLACES IN PARKS - SCHEDULE 2. The park gates should open at sunrise and close at sunset as is normal for parks in the borough. Extending these hours in a park which is not intended for use in the dark, ie is not floodlit, will provide an unpoliced area for inappropriate use such as alcohol consumption, drug usage, sexual activity and loitering with or without intent, and the litter associated. Walking along the street passed park gates in the dark, where people are within the park near to the gates, leaves one feeling unsafe and vulnerable. If the park is open, the children's play area will also be open. Again, this could lead to inappropriate use of the area and injuries from use in the dark. The car park operating hours of 8am to 4pm are acceptable. However, I wish to object to the maximum stay being 8 hours. This would encourage commuters to park for the day. 4 hours parking should be a sufficient maximum for most park users. The car park should be for the use of park users. I wish to object to HGV's using the park. This is a hazard for park users especially being so close to the children's play area. In addition, it will add to the pollution in the park

### 009 Haydons

We are writing as nearby residents, committee members of Friends of Haydons Road Recreation park (FOHRRG) and committee members of our local Battles Area Residents Association (BARA) to object to the following points as outlined in Schedule 2 of ES/OFFSTREET as follows:

3. © (i) With reference to HGVs I refer you to the Comments lodged by our Secretary Mrs Hilary Morris of "The Battles Area Residents Association" which she has researched and found that there is no "loading area to the rear of the Sainsbury' store" asking that Schedule 2 should be revised to delete the reference to HGVs.

(iii) The park gates should be opened at sunrise and closed at sunset and in-keeping with every other park in the Borough thus ensuring stability and consistency throughout the Borough. The security of the park is of the utmost importance and keeping the park open until 11pm is totally unacceptable and dangerous to the law abiding public as it attracts the inevitable anti-social behaviour which is happening on a continual basis i.e abuse of alcohol, drug abuse, sexual activity, rough sleepers, late night parties with shouting and screaming and the associated litter, and the total disregard for the children's playground with broken bottles, etc. and in a park which is not floodlit after dark, leaving people very vulnerable.

(iv) The chargeable car park hours of 8am to 4pm are acceptable but reservations with regard to charging on Saturdays as we would like to continue to see the park used and make it attractive for sporting activities as it is presently.

(v) Charges should be consistent with other parks in Schedule 1. 8 hours parking would attract commuters and other non-users of the park and would defeat the whole object of having this facility for park users, and would suggest 4 hours would be sufficient for most park users.

### Officers comment

See section 5 of this report.

### 002 Revelstoke CP

I write with dismay at the new proposals to charge for parking in Wimbledon Park.

I live about 7 doors down from Revelstoke Road and will be very negatively affected if this should go ahead.

- I am a senior citizen and pay £65 pounds a year for the privilege of parking somewhere near my home. I also pay for visitors parking permits. Rarely do I get to park very close to my house even now. If this proposal

comes into being visitors to the park are going to take up any available spaces in Melrose Avenue and the situation for residents will become far worse. Congestion in the road will also increase which could lead to accidents and anger among drivers. How far will I need to carry my weekly shop??? Too far!!!! Will I then receive a reduction in my Parking Permit?? I guess the answer is 'NO'. Saturdays will become a total nightmare.

- I cannot see how these charges at £2.40 for 8 hours will deter anyone who commutes.
- I visit the park every day and can honestly say I have never seen caravans or abandoned vehicles. Anyone wishing to dispose of a vehicle would not be worried about whether they had purchased a ticket!!!
- As to the rule of no parking between 11pm and 6am I would ask does this indicate that parks would not be closed in the late evening any more. This would only lead to high jinks and noise.
- Surely the point of customers to local businesses parking for long periods just does not happen. I would point out that your proposal will only serve to harm our local shop – McCluskey's – and I really think that this point is a non-start.
- I do not think that this has been thought through and no primary consideration has been given to local residents. right to live in a quiet street and to park our vehicles nearby would disappear despite the amount of revenue raised by the price of our permits. It all smacks of yet another hit on motorists and simply another money making scheme.

### **003 Revelstoke CP**

Would just like to say that most car parks allow the disabled dispensation to park for up to 4 hours. Why not allocate a dedicated bay [s] for this purpose?

Also I understand meters will be in operation on Saturdays. Surely this will cause a problem for residents near the Park. Do you intend to extend residents' parking to the six days?

While I am on the subject of roads and cars: Alexander Road is a rat run. Would it not be better to install down that road, a large and small arrow system for right of advantage?

### **006 Revelstoke CP**

In the first instance let me express my disappointment at the fact that, as resident of Revelstoke Road, I have received NO notification of the consultation process from any of you. Had it not been for the WPRA (a volunteer group), I would not have known about the consultation process.

Secondly, I strongly object to the proposed plans to charge people to park at the Revelstoke Road car park at Wimbledon Park. The park is a facility that is accessed and enjoyed by a range of people from across the borough, many of whom would find it difficult to access the park without a car. As a local user of the park I do not believe there is a significant issue with "abandoned cars or long stays" in this car park. Additionally, as a resident of Revelstoke Road, I am very concerned about the knock on impact on the demand for car parking spaces on Revelstoke Road and surrounding roads in the grid as the proposed hours for charging at the park are much longer (and add Saturdays) than those in force in the surrounding roads (11-3 Monday to Friday pay for periods).

### **Officers comment**

See section 5 of this report.



AJ

Appendix N

## Jonathan Turner

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**From:** Jonathan Turner  
**Sent:** 03 June 2009 15:00  
**To:** Pauline Cowper  
**Cc:** David Byles; f...  
**Subject:** RE: Haydons Road Friends Group

Hi

Further to my previous email I have compiled a list of responses to the points raised at the meeting:

- Contact Details - There is a welcome board sign in place at the entrance of Haccombe road, with all the contact numbers on. Any grounds maintenance issues such as broken glass, bins not been emptied etc should be phoned through to 020 8540 1606 (Hillcross Depot - Grounds Maintenance).
- Play Area - In 2010/2011 there are plans for the re-development of the play area. As part of the play pathfinder money that has been secured, Haydons Road has been put forward as one of the 28 sites for refurbishment. We have bid for £50k to extend the play area away from the road. The plan being to put some planting along the Haccombe Road side and Haydons Road side to soften things up. Before all this takes place a consultation will be carried out with the Friends being at the forefront of this. Amanda Doherty, Design & Delivery Manager (my line manager) will be in contact with you to lead this forward. As this funding cant be used for fencing or footpaths (play only) we will be using our own budgets for these works (£10k). A Hawthorne hedge would not be suitable for the rear of the playground due to the sharp thorns.

We ask that the Friends in conjunction with Ground Work Merton, progress works to start the Wildlife Area with the intention of starting this financial year.

- Green Bin - In reference to the industrial bin near to the entrance of the park - David Byles will arrange with the appropriate internal department for this to be removed.
- Chesnut fencing around bowling green - The Bowls club have left this in place to prevent people climbing through the hedge to get on the green either to retrieve a ball or to do intentional damage.
- Parking by the bowls pavilion - Myself, David Byles & Doug Napier have had a chat to discuss this issue and the following points have been raised:

The main car park is being abused by various different car garages, local businesses & commuters in the area. This then effects legitimate parks users (this can be substantiated by several members of staff). This lack of parking is therefore causing a knock on effect for sports bookings including the bowls club, who are then forced to park on the hard standing area next to the bowls pavilion. Whilst we do not want to encourage users to park next to the pavilion, an exception will be made for genuine blue badge holders, all other traffic is not allowed. David Byles will remind the bowls club of this.

A suggested solution would be to introduce a barrier gate into the car park that can only be opened by a key. This key would be patented to prevent un-authorized copies, these would only be issued upon a legitimate request. The key

would be issued to all relevant parties (bowlers, friends etc) ensuring that the car park would remain available to legitimate users. The park would still be accessible for pedestrians.

- Revenue brought in by the motorcycle training - The money brought in by the motorcycle training company goes into our revenue fund and is divided amongst all the other sites, it is the same for all our parks, Wimbledon park, Sir Joseph Hood etc. This also offsets staff costs in the parks.
- Section 106 money - The money is usually available for a period of up to 3 years and is meant for landscaping improvements and unfortunately cant be used for general maintenance of the site. The total amount is £24,500.
- Cricket Pavilion - We have £5k allocated for the refurbishment of the cricket pavilion, we are having a meeting with our contractors to advise us on the best approach for this.
- Toilet opening times - I need to look into this further (I will report back).

I hope this goes some way to answering the points raised, if however anything should need clarifying please let me know.

Kind Regards

Jonathan Turner  
Parks Liaison Officer, Greenspaces  
**Environment & Regeneration**

☎ 020 8545 3930


☎ 020 8545 3237

✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)

🌐 <http://www.merton.gov.uk/parks>

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London Borough of Merton  
12<sup>th</sup> Floor Civic Centre  
London Road  
Morden  
SM4 5DX

 Save a tree...please don't print this e-mail *unless you really need to*

-----Original Message-----

**From:** Jonathan Turner

**Sent:** 26 May 2009 12:12

**To:**

**Cc:**

**Subject:** Haydens Road Friends Group

Hi ..

After your meeting a few points were raised that the friends asked me to look into. Unfortunately a few of the issues raised I need to discuss with David Byles but he is currently on leave, once he returns I will have a chat with him and get back to you.





AJ.

**Doug Napier**

---

**From:** Jonathan Turner  
**Sent:** 18 August 2014 10:22  
**To:** David Byles  
**Cc:** [redacted] ds  
**Subject:** Haydons Road

Dave/L .,

The parking situation at Haydons Road Rec is now becoming dangerous. The whole site (including the keep clear area) is being gridlocked with parked vehicles, I saw one altercation with a parent/child going to the playground and a Sainsbury's shopper and on another date a lady who reversed into someone else car as she attempted to jam her car into a non existent gap.

Doug has suggested that we either close the car park entirely or randomly lock the gates (apart from weekends). I can get signs made up if that helps, just let me know what option your happy to do.

Kind Regards

Jonathan Turner  
Greenspaces  
Environment & Regeneration

☎ 020 8545 3930

✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)

🌐 <http://www.merton.gov.uk/parks>

London Borough of Merton  
13th Floor Civic Centre  
London Road  
Morden  
SM4 5DX



AS

## Doug Napier

---

**From:** Doug Napier  
**Sent:** 18 December 2014 16:53  
**To:** Councillor Andrew Judge  
**Cc:** Alan Trumper; Danny Perrin; David Byles  
**Subject:** FW: Refuse and Quicks Road park

Andrew:

We closed the car park at Haydon's Road Rec on an experimental basis and on the back of the fact that a) we'd had complaints from some users and b) the car park always seemed to be full or near full when the park was near or actually empty from our own observations.

It is perhaps the most abused of the parks car parks, used by rail commuters, the local garage and visitors to the local Sainsbury's mini-market, as well as some local residents to the extent that legitimate users and parks staff would often struggle to find parking there.

We closed it in the midweek from a couple of months back in an effort to break the routines after a period when it was opened later in the morning but without much success in what we were trying to achieve.

We continue to open the car park at the weekends however, coinciding with peak demand for sport activities and other legitimate users there and lesser demands by those who would misuse the opportunity. The park is, moreover, and in our opinion, not the sort of venue that people would commonly need drive to, unless they were engaged in some organised sporting activity and there is almost none of that in the midweek period. Whilst conceivably some legitimate users cannot benefit, there was no guarantee of parking capacity for them irrespective and in effect this is a little short-term pain for, hopefully, a lot of gain.

This is only the second enquiry/complaint that we've received about this since this regime was implemented which rather supports our assumptions that the impacts are limited and claims that "everyone" is suffering is a misrepresentation of the numbers situation and the balance of the problem.

I don't also don't believe that parks car parks should be used as convenient surrogates for residents' parking (and/or the avoidance of CPZs) and this occurred here for sure. This venue was the one where we received most out-of-hours calls about cars locked in parks, principally because their owners were not actually using the park at all. This phenomenon has now almost disappeared, of course.

We do not have a planned date for re-opening the facility as yet, but may do so on the back of local intelligence - I gather that the garage has recently relocated (?). But irrespective, this will be #1 on the list of parks for P&D parking at which point the gates will be reopened for sure as we will then have a solid means to dissuade (or punish) misuse.

Hope this helps.

Regards,

Doug

-----Original Message-----

**From:** Francis Spear  
**Sent:** Thursday, December 18, 2014 07:20 AM GMT Standard Time  
**To:** Danny Perrin  
**Subject:** FW: Refuse and Quicks Road park

Hi Danny.  
This one for you.  
Have a good Christmas.

Regards.

Francis.

---

**From:** Francis McParland  
**Sent:** 15 December 2014 08:45  
**To:** Francis Spear  
**Subject:** FW: Refuse and Quicks Road park

Francis  
I think this is yours, sorry I didn't send sooner I've been out of the office

Francis

---

**From:** Councillor Andrew Judge  
**Sent:** 10 December 2014 21:48  
**To:** Francis McParland  
**Subject:** FW: Refuse and Quicks Road park

Francis,

I should be grateful if you could consider [redacted] complaint.

'2. Why does the car park for Quicks Rd park have to remain locked during the week? The notice says misuse however it seems unfair that everyone must suffer.'

May I ask what the policy is for Havdons Rd Rec Car Park?

---

Regards,

Andrew

**From:** Andrew Judge [wimbledonandrew@gmail.com]  
**Sent:** Wednesday, December 10, 2014 9:37 PM  
**To:** [redacted] Councillor Andrew Judge  
**Subject:** Fwd: Refuse and Quicks Road park

Dear

Many thank for these points.

I will take them forward with the various Council teams concerned.

On point 3, the local traffic orders are based on maps showing the areas of yellow lines at the time of decision.



Because of the need to stop obstructive parking e.g in the area of corners, there is usually a reduction in parking spaces through a CPZ. This tends to be compensated for by the reduction in parking by non-residents.

I will ask Highways officers to record your concerns so that they contribute to any future review and possible amendment of the CPZ.

Regards,

Andrew Judge

----- Forwarded message -----

From:

Date: Sun, Nov 30, 2014 at 6:14 PM

Subject: Refuse and Quicks Road park

To: "

>

Hello

Couple of items I want to bring to your attention:

1. The rubbish by the flats at the top of my road next to Grove rd don't have sufficient space to contain all of their rubbish so the big wheelie bins are permanently open as are full. I am concerned that this will attract vermin to the area.
2. Why does the car park for Quicks Rd park have to remain locked during the week? The notice says misuse however it seems unfair that everyone must suffer.
3. When parking permits were introduced in Grove road the yellow lines have been painted on to an excessively large area resulting in the loss of a space. I raised it to one of your colleagues but didn't hear back.

I look forward to hearing from you

Sent from my iPhone



HTJ

## Doug Napier

---

**From:** Jonathan Turner  
**Sent:** 19 September 2016 09:45  
**To:** Doug Napier  
**Cc:**  
**Subject:** RE: DISPOSAL OF OPEN SPACE

Doug

The car park has been continually abused by three main groups: commuters, local businesses and local shop users. I have lost count of the number of times I have been in Haydons with a full car park and not a single soul is in the park.

Issues relevant to the closure were; continued traveller incursions and local garages storing cars (most of the time un-taxed and un-insured). I also had three different parents ringing me up to complain that their child was almost run over because of cars speeding in and out of the site (playground entrance next to car park).

This isn't a destination park, people wont drive here to visit it. It's a local park with facilities that are mainly utilised by local people who live on the doorstep.

There is stringently enforced CPZ's on all the surrounding roads and so obviously people are going to follow the course of least resistance, in this case the free parking in the park.

The introduction of P&D parking will help regulate the car park usage and will remedy the previous abuse.

Kind regards

Jonathan Turner  
Parks Development & Technical Manager  
Greenspaces  
Environment & Regeneration

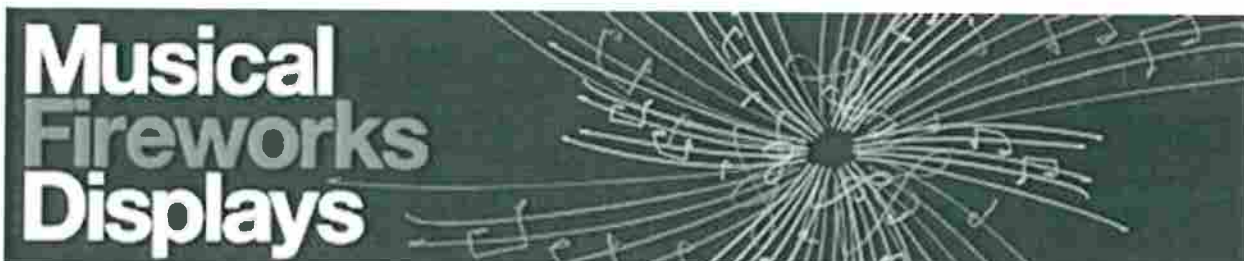
☎ 020 8545 3930

✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)

🌐 <http://www.merton.gov.uk/parks>

London Borough of Merton

8th Floor Civic Centre  
London Road  
Morden  
SM4 5DX



Thurs 3 Nov Wimbledon Park, Sat 5 Nov Morden Park

Tickets now on sale, big savings if you buy in advance online at [merton.gov.uk/fireworks](http://merton.gov.uk/fireworks)

-----Original Message-----

From: Doug Napier  
Sent: 19 September 2016 08:57  
To: Jonathan Turner  
Subject: FW: DISPOSAL OF OPEN SPACE

Comments on the car parking matter? Not sure that he's right in his assumptions?: "no excuse for closing this valuable car park while you sort out your contracts" is certainly not true.

Doug

-----Original Message-----

From: Paul Schafer  
Sent: 18 September 2016 15:41  
To: Howard Joy; Doug Napier  
Subject: RE: DISPOSAL OF OPEN SPACE

Always nice to be told how we should do our jobs.

---

From:  
Sent: 16 September 2016 17:30  
To: Howard Joy; Paul Schafer; Doug Napier  
Subject: FW: DISPOSAL OF OPEN SPACE

Please see below.

Kind regards

Lawyer

-----Original Message-----

From: J  
Sent: 16 September 2016 17:03  
To: M  
Cc:  
Subject: DISPOSAL OF OPEN SPACE

Dear

I am writing regarding the notice to dispose of land in the Haydons Road Recreation Ground by the creation of a 24 Lease with an option to break the lease after 8 years. You will see that the land is not as described as being 'open space'. Indeed the Mess Room is a small building that was fairly recently refurbished and the yard is an enclosed area.

My name is [redacted] and I live at [redacted], I [redacted] I am Vice Chair of Friends of Haydons Road Recreation Ground and I am writing in this capacity. I can understand that the contractors will need to make use of these facilities to carry out their responsibilities under a new contract for Maintenance of Parks and Greenspaces in Merton and Sutton. Whilst I can see why you have opted for a break clause at 8 years (as you wish to build a relationship with the incoming contractor) I am concerned that their services will not be reviewed for 8 years. Indeed with no break clause for the following 16 years these leases could mean that any review of the contract would be less effective. As administrations in London Boroughs are only elected for 4 years it is our view that there should be break clauses inserted in the lease every 4 years with perhaps 12 months notice. That would allow any future administration to review this contract to ensure that the contractors are delivering what is agreed in the contract. Indeed many other council leases contain even shorter break clauses. An example is Community Centres with just a 6 month break clause. What is proposed seems rather imprudent. If no problems with the contract then no need to exercise the break clauses so this should not be a problem for the contractor.

As mentioned the detail of the contract has not yet been published and there are issues at Haydons Road Recreation Ground that need resolving quickly. The road access to the car park from Haccombe Road is currently closed off by padlocked gates. This is preventing park users from utilising this car park and is not acceptable. I am aware that Merton Council previously closed off access to this car park to prevent occupation by travellers but some time ago height barriers were installed to prevent this from re-occurring. This means that park users and motor cycles attending their training on the All Weather Pitches are using the pedestrian gate for access. This is not safe or sustainable.

There is an issue over who should lock and unlock the gates and this could be included in the contract that has not been published. Another alternative we have suggested to Park Staff is that an agreement could be reached with a local business such as Sainsburys Local for them to unlock the car park gates in the morning and to lock them again at dusk when their store is still open. That way park users and shoppers for the local parade could make use of these facilities. I understand that Merton Council are considering installation of pay and display parking at this site. If this is the case this may make such an agreement more difficult and would mean that responsibility for park security should rest with the new contractors. In any case there should be no excuse for closing this valuable car park while you sort out your contracts. Please advise me how you intend to resolve this issue.

Finally I wish to enquire if there are any restrictive covenants on the land covered by the lease. When this land came into the hands of Merton Council or their predecessors was there any restriction preventing the disposal of this space including the creation of leases? Is this land Metropolitan Land? If it is there are legal restrictions on what the land can be used for. If there are then this is information that should have been disclosed in the legal notices and that applies to the other parks as well.

I am copying this submission to the Battles Area Residents' Association as many of their members are park users and also have an interest in the outcome of the issues that I have raised and look forward to receiving your response.

[redacted]  
Vice Chair



AT,

Append x 0

**Doug Napier**

---

**From:** Alan Trumper  
**Sent:** 21 September 2017 15:46  
**To:** Doug Napier  
**Subject:** FW: Haydon's road park car park  
**Attachments:** Haydons Road

---

**From:** Jonathan Turner  
**Sent:** 29 August 2014 09:10  
**To:** Alan Trumper  
**Subject:** RE: Haydon's road park car park

Line marking only works if we have someone to enforce it. Parking meters are the only long term option, short term, I have asked for the gates to be locked (see attached).

---

**From:** Alan Trumper  
**Sent:** 27 August 2014 15:22  
**To:** Doug Napier; Jonathan Turner  
**Subject:** FW: Haydon's road park car park

Which code for the yellow lines

---

**From:** ...  
**Sent:** 27 August 2014 15:15  
**To:** Alan Trumper  
**Subject:** Re: Haydon's road park car park

Dear Alan,

Yet again I have come to the park today & the car park is full ...

When there is only a handful of people in the park.

It's crazy. I have a suggestion for you though, as reference to the photos that I've attached , I think the yellow lines where people can't park should be re-painted.

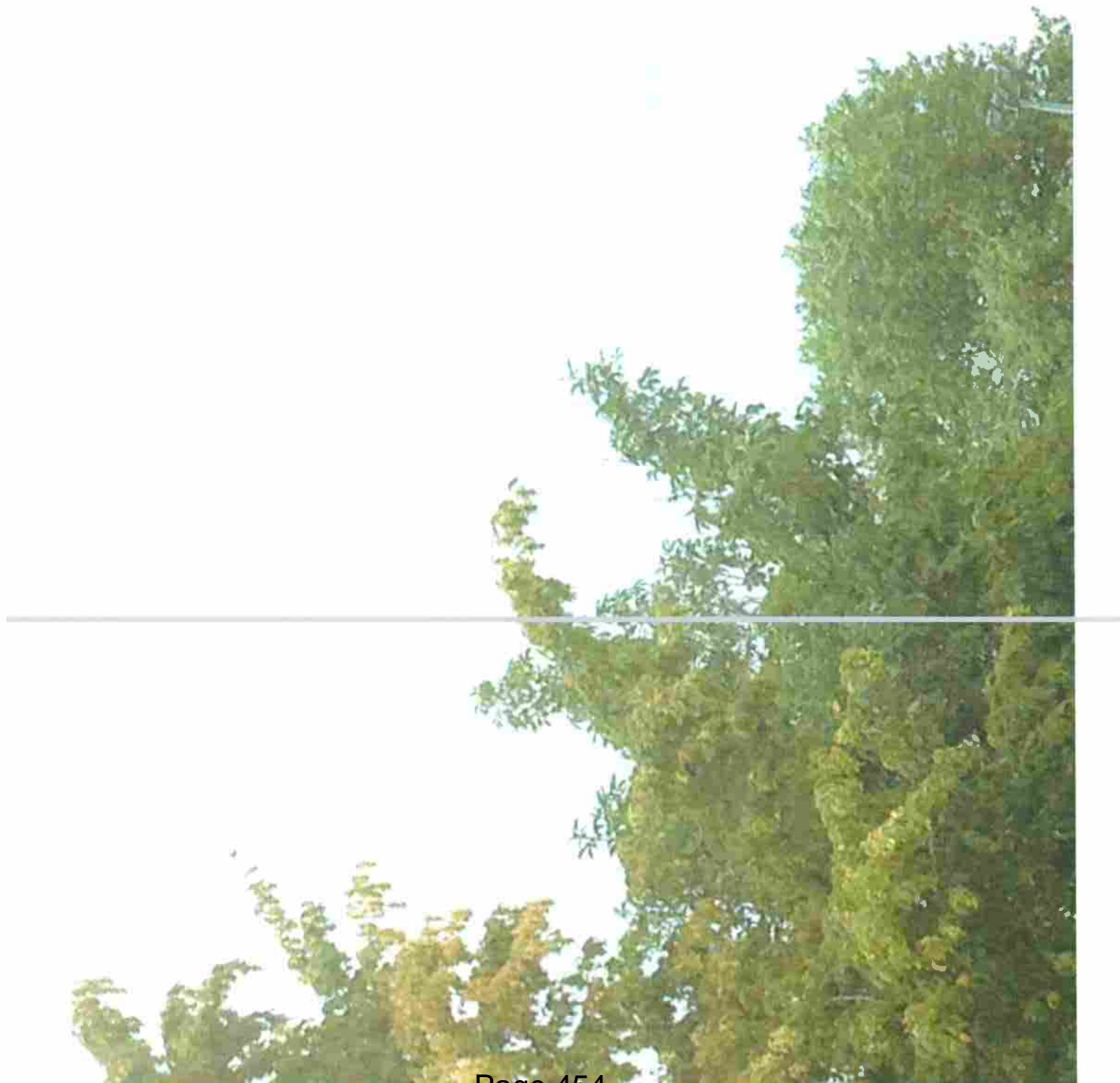
As you can see the black car is parked directly outside of the childrens playground ... Un-acceptable !!!

The fact the car park is so close to the play ground is dangerous to be full up with the cars. If a child was to run out if the gate and a car be moving it could be fatal.

Please help me with this , I'm thinking if starting a petition ...

I look forward to your reply

Regards,





Sent from my iPhone

On 24 Jun 2014, at 09:08, Alan Trumper <[Alan.Trumper@merton.gov.uk](mailto:Alan.Trumper@merton.gov.uk)> wrote:

Morning

I have been down there also, but we have no powers to prevent them filling the entire car park, and I have spoken to them and they really do not care about anything but them self's,

I have asked to be granted extra powers to remove non park users, but with no success.

We have other site where the car parks are full of residents parking un willing to pay for a permits.

The only way forward is to contact your councillor to push for pay and display. It is unfair that a few spoil it for so many.

Kind regards

Alan

---

**From:** Alan Trumper  
**Sent:** 23 June 2014 19:58  
**To:** Alan Trumper  
**Subject:** Re: Haydons road park car park

Thank you for your reply.

I have been into the park today & again the car park is full.

I personally witnessed the garage drive 3 cars out of there in the space of an hour.

After speaking to a dog walker that also agrees with the fact that something needs to be done about it.

My suggestion would be to make it permit parking for limited hours of the day eg:

Permit holders only between 12:30 - 1:30 and then 4:30-5:30 maybe this could be a solution.

I'm just asking that you take into consideration to do something about it as genuine people who wish to take their children to the park are unable to do so because of the inconsiderate staff in the garage

Kind regards,

Sent from my iPhone

On 20 Jun 2014, at 10:57, Alan Trumper <[Alan.Trumper@merton.gov.uk](mailto:Alan.Trumper@merton.gov.uk)> wrote:

Dear i

It appears that my original email of 6<sup>th</sup> June did not reach you and I apologise for that.

Please find the email below.

Kind regards,

Alan

-----Original Message-----

**From:** Alan Trumper

**Sent:** Friday, June 06, 2014 09:38 AM GMT Standard Time

**Subject:** RE: Haydons road park car park

Dear

Thank you for your email below.

Firstly, I can reassure you that we will not disclose your details to anybody outside our small team in Green spaces dealing with this problem, and respect that you want to tell us of your concerns in confidence.

We are aware of the on going abuse of our parking by Electrum & Sovereign Motors, I have spoken to them personally a number of times regarding the parking, and told them it is for park users only.

We also have a problem with resident parking, commuter parking, and customer parking for the local shops and dentist, along with members of the public parking up untaxed cars in Haydon's Road car park.

The problem we have is that the car park is not covered by normal council car park rules and regulations as it not part of the highway. As such we have no powers to enforce or remove users that abuse it at the expense of genuine park visitors.

We had already delayed opening times in the mornings to 10 am as we used to have commuters queuing at the park gates to fill up the car park and go to work.

This is a problem in several of our park car parks and we feel the only way to address this problem will be the introduction of pay and display parking meters that will then allow us to remove untaxed cars and drive out some of the other parking abuses.

However, we currently do not have members' approval for doing so and we require that as this will be a significant policy shift for the authority.

We are open to ideas if you can suggest any other ways of addressing the matter in the meantime.

Please do not hesitate to contact us if you require more information.

Kind regards

Alan

Alan Trumper  
Parks Liaison Officer, Greenspaces  
Environment & Regeneration

( 020 8545 3655  
6 020 8545 3237  
\* [alan.trumper@merton.gov.uk](mailto:alan.trumper@merton.gov.uk)  
: <<http://www.merton.gov.uk/parks>>

London Borough of Merton  
13th Floor Civic Centre  
London Road  
Morden  
SM4 5DX

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ATT -

## Doug Napier

---

**From:** Doug Napier  
**Sent:** 14 April 2009 16:11  
**To:** Jonathan Turner  
**Cc:** David Byles  
**Subject:** RE: Wimbledon Park

Jonathan:

Noted. However:

All are familiar and been mentioned before by others.

The costs of installing and managing a parking control system are prohibitive on a cost versus income basis given the size of the site and cannot be justified unless we are prepared to subsidise the cost a sum that would not be easy to swallow. Parking control team are not much interested as it's not the public highway. All that we can do is leave the main vehicle gates closed until 9am which upsets some legitimate users.

The access barrier being left open is the only one that should be relatively easy to resolve. But I am not sure what one is meant to be the problem?

Doug

-----Original Message-----

**From:** Jonathan Turner  
**Sent:** 14 April 2009 15:56  
**To:** Doug Napier; David Byles; -  
**Cc:** Alan Tapping  
**Subject:** Wimbledon Park

Dear Doug/Dave

I have had a complaint from a local to resident to Wimbledon Park in relation to the matters listed below, he would like the following comments to be passed onto the relevant manager to be put forward for any future improvements to the park:

- Parking being abused - People are parking in the disabled bays who do not hold any blue badges
  - Commuters/Builders are parking in the spaces provided leaving no room for parks users
  - Can pay and display machines be introduced or some sort of enforcement?
  - Cars are speeding into the car park, can speed control measures be introduced (along the lines of a speed bump)?
- Access barrier next to car park is being left open - Can this be kept shut to prevent children and bikes speeding into the car park?
- The shared access path running from the top of the park to Revelstoke Road is dangerous, as cyclists are speeding down there, can something be done about this?

Kind Regards

Jonathan Turner  
Parks Liaison Officer, Greenspaces  
**Environment & Regeneration**

☎ 020 8545 3930

☎ 020 8545 3237

✉ [jonathan.turner@merton.gov.uk](mailto:jonathan.turner@merton.gov.uk)

🌐 <http://www.merton.gov.uk/parks>

London Borough of Merton  
12<sup>th</sup> Floor Civic Centre  
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SM4 5DX



Save a tree...please don't print this e-mail *unless you really need to*

EIA

19/5

Approx.

Level 3 (High/Severe service impact)	Description	Savings £000s		
		12/13	13/14	14/15
	Service Impact			
	Reputational Impact			
	Equality issues arising from Equality Impact Assessments			
	<b>Total Level 1, 2 and 3</b>			
		50	100	100

# **Appendix A (iii)**

## **Service Review Environment and Regeneration**

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Service	Parks, Greenspaces and Cemeteries	2009/2010	2010/2011	2011/2012	
		£000s	£000s	£000s	
		Direct Expenditure Budget	6,797	3,926	3,576
		Direct Income Budget	(1,543)	(1,442)	(1,592)
		Net Direct Budget	5,253	2,483	1,984
		Outturn	5,218	3,262	1,984
		Outturn v Budget	(36)	779	0
<b>Service Description/ Context</b>	<p>The service manages, maintains and develops parks and open space; maintains, upkeeps and provides sports pitches, the cemetery service, the allotment service, tree work, pavilions including hiring, outdoor events and nature conservation.</p> <p>The majority of services are non statutory but popular and valued highly by residents. Provision of allotments is statutory and once a cemetery is provided they must be maintained and records kept. There are also certain legal obligations and duties with regard to trees.</p> <p>The team manage a varied programme of events from a great many community events to large commercial ones. The two annual firework displays are part of the team's work.</p> <p>When compared against benchmarking data, Merton provides a fair to good service and is fair to good value for money. The service always scores highly in the Annual Resident Survey.</p>				

Level 1 (Efficiency and/or low service impact)	Description	Savings £000s		
		12/13	13/14	14/15
	<p>These savings are a combination of staffing reductions, including a cemetery supervisor (which would leave 1 supervisor covering both LBM and Merton &amp; Sutton cemetery teams) and the Wimbledon Park Development Manager which is a fixed term contract that will not be renewed.</p> <p>Increases in fees and charges will be in the form of a 5% increase in sport booking fees and an 11.5% increase in cemetery fees. This increase will maintain parity with neighbouring boroughs. Income generation will be in the form of cemetery projects and increases in commercial events.</p> <p>Other savings will be made by reducing supplies, services and utilities costs and procuring more effectively. Increased tenancy income will be made by letting 5 parks properties on the open market.</p> <p>By encouraging self management of some allotment sites or increasing charges by 80%, there will be a saving of 17.5k and the allotment service will run at cost neutral. Allotment users are currently split in their opinions as to whether self management or full charges are preferred.</p> <p>In addition, a reduction in grant to Mitcham Common Conservators of 10k pa [ out of £60k ] is included.</p>	459	89	0
	<p><b>Service Impact</b></p> <p>Changes to service can be made with minimal external disruption.</p> <p>The reduction in grant to Mitcham Common Conservators may have a multiplier effect as the service is funded in conjunction with Sutton and Croydon boroughs. Assuming that these two authorities reduce their grant to echo the Merton position, then the total reduction to MCC will be £15k.</p> <p>The savings mostly comprise either an increase in income (e.g. through increased fees and new services), some minor staff establishment reductions, and reductions in expenditure, especially utilities.</p> <p>Amendments to the manner in which the Borough's allotments service is administered and charged for are included. In some cases this will involve local groups self-managing their sites.</p>		Risk L/M/H	
	<p><b>Reputational Impact</b></p> <p>Changes can be managed without significant adverse impact to reputation.</p> <p>A move toward more commercial events may result in lobbying from existing community groups about likely loss of opportunity and support for community events. Large increase in cemetery fees may result in bad press, but other authorities are increasing charges by similar amounts and Merton's fees are already lower than some neighbouring boroughs</p>		Risk L/M/H	

**Equality issues arising from Equality Impact Assessments**

Outcome 2 - Increases in fees and charges may have a negative impact on older people and those from more disadvantaged social-economic groups but actions have been identified to mitigate this negative effect with concessionary rates in place.

Level 2 (Medium/High service impact)	Description	Savings £000s		
		12/13	13/14	14/15
	Closure of five out of nine paddling pool sites to bring Merton in line with neighbouring local authorities.(Closures will be geographically spread).	86	35	0
	Introduction of seasonal park locking only during the summer time. Introduction of parking fees at three key parking sites a charge of 60p per hour is in line with existing parking charges in the borough.			
	Closure of 7 bowling greens or transfer to self management model.			
	<b>Service Impact</b>			
	Loss of 55% of Borough's current paddling pool/water play facilities			
	Loss of 1.5 FTEs equivalent to the staff required to prepare and maintain the Borough's bowling greens			
	Parking charges in parks could lead to reduction in usage.			
	The 16 sites out of Merton's 40 or so main parks that are currently locked each night would no longer be so throughout the year. The service would reduce to a spring/summer service only.			
	<b>Reputational Impact</b>			
	Closure of paddling pools likely to create negative PR, as is closure of bowls sites with clear equalities impacts in both cases.			
	Introduction of parking charges at parks will be perceived negatively by some users but not with others who complain that the parks are used for car parking by commuters.			
	Seasonal gate locking is likely to be unpopular with local residents neighbouring the parks affected. Could lead to anti-social behaviour and an increase in graffiti and litter. Members will almost certainly experience significant lobbying on all these issues as they have done in the past.			
	<b>Equality issues arising from Equality Impact Assessments</b>			
	Outcome 2 - Closure of paddling pools and increases in parking fees will have a potential negative impact on those from more disadvantaged socio-economic groups who are less able to travel to alternative sites. Closure of bowling greens will potentially impact negatively on older people. Unlocking of parks will not have a negative equalities impact on any specific group.			
	<b>Total Level 1 and 2</b>	<b>545</b>	<b>124</b>	<b>0</b>

Risk L/M/H

L

Risk L/M/H

M

	Description	Savings £000s		
		12/13	13/14	14/15
Level 3 (High/Severe service impact)	Closure of three more paddling pools. No parks will be locked at night. Transfer of 10 of Merton's low income earning parks to management by a third party such as a 'friends' group or closure if this is not successful. Ceasing of all grant allocation to Mitcham Common Conservators.	62	0	289
	<b>Service Impact</b> Only one children's water play feature would remain open in the borough out of the current total of 9 such features. Loss of 10 FTE posts from parks operational and support teams - 21% of the remaining workforce. Closure of 10 significant parks/open space sites or their management transferred to another management agency or community group. Possible closure of the management, conservation and educational services at Mitcham Common and Millhouse Ecology Centre by Conservators due to lack of resources. Rise in ASB and increased threats from arson, motorcycle scrambling and traveller incursions, amongst others. No management inputs at this large site, most of which is in Merton borough	Risk L/M/H H		
	<b>Reputational Impact</b> As previously highlighted, but issues magnified. Could be seen as a failing public resource. Park closures or transfer of management could lead to lack of control on usage and a reduction in maintenance standards and loss of democratic management accountability. Ceasing grant to Mitcham Common Conservators would disproportionately affect the Mitcham area as Mitcham Common is the largest open space in that area of the Borough. This proposal would damage Merton's reputation in terms of its long-standing support of environmental education and biodiversity initiatives.	Risk L/M/H H		
	<b>Equality issues arising from Equality Impact Assessments</b> Outcome 3 - The closure of parks and paddling pools and reduction in grant to Mitcham Common Conservators could have a potential negative impact on more disadvantaged socio-economic groups, particularly older people, the disabled and young families living in the East of the Borough who could lose a disproportionately high amount of provision and are potentially less able to access provision elsewhere in the borough.			
	<b>Total Level 1, 2 and 3</b>	607	124	289

Service	Leisure and Culture	2009/2010	2010/2011	2011/2012	
		£000s	£000s	£000s	
		<b>Direct Expenditure Budget</b>	1,855	2,032	2,136
		<b>Direct Income Budget</b>	(630)	(545)	(996)
		<b>Net Direct Budget</b>	1,225	1,487	1,139
		<b>Outturn</b>	1,211	1,448	1,142
		<b>Outturn v Budget</b>	(14)	(39)	3

**Service Description/Context**

Comprises of strategic lead for culture & sport, arts and sports development, contract management of Leisure Centres & New Wimbledon Theatre, management of watersports centre and three halls, management of the leisure services support team which supports the work of this team and the Greenspaces Team, strategic lead for the London 2012 Olympic & Paralympic Games, strategic lead for the Queen's Diamond Jubilee. Raises significant external funding and inward investment delivering strategic capital and revenue programmes. Year on year budget savings have averaged 15.6% over the last three years, however this has been offset by planned growth on the Leisure Centre Contract and inflationary increases and budget adjustments, resulting in a net percentage reduction of 9.2%.

Merton has the second lowest spend per head in London in this area but generates a high proportion of income as a percentage of spend. Merton also has an above average engagement in the arts and has demonstrated increases in both adult participation in sport and physical activity as well as satisfaction with sports and recreational activities.

Return on Investment:-  
09/10 – 35%  
10/11 – 37%  
11/12 – 39%

**Level 1 Efficiency and/or moderate service impact**

Description	Savings £000s		
	12/13	13/14	14/15
Efficiency savings through reductions in supplies & services budgets & 0.2 fte of staff. Increased income at Morden Assembly Hall and the Watersports Centre. Service reduction of approx 15% less grant per annum in each of the next three years to Polka and Attic Theatres and removal of small Olympics budget after 2012 games. Transfer of Merton Hall to South Wimbledon Community Association linked to schools expansion programme and transfer of a 0.5 fte officer to support the Allotment Service to Greenspaces to be self-financing.	35	55	29

**Service Impact**

Key risk is to theatres who have survived to date partly through the financial support shown by the Council. Transfer of Merton Hall dependent upon the schools expansion programme. Morden Assembly Hall's usage will be changed to become more commercial, thus increasing the income generation potential but displacing 5 regular existing community users.

Risk L/M/H

Medium  
for  
Theatres  
Low - All  
others

**Reputational Impact**

Polka Theatre is an internationally renowned children's theatre that receives significant funding from Arts Council England, part of the reason for this award is based on the financial contribution Merton makes. Similarly the Attic Theatre, although it receives less funding from the borough, also uses this to attract significant external funding and inward investment to the borough. Reduction in grant to the theatres is likely to produce some negative press and cause issues with key partners.

Risk L/M/H

Medium  
for  
Theatres  
& Income  
Generation  
Low - All  
others

Moving to Morden Assembly Hall to a more commercial arrangement will mean displacing regular low fee paying users – this may cause negative press

**Equality issues arising from Equality Impact Assessments**

Outcome 2 - there will be a negative impact on some groups from these proposals but mitigating action has been identified to minimise this. The exception is the proposal to reduce grants to Attic and Polka theatres which are outcome 3, further work will take place over the coming months to fully understand this and work with the theatres to mitigate any impact but these are likely to be an outcome 3.

Savings £000s

Level 2 (Medium/High service impact)

**Description**

12/13      13/14      14/15

Delete 3 fte Leisure & Arts Development Officers leaving one Development Officer only to do commercial work self-funding the post. Use £100k to commission some reduced arts and leisure development function. Identify alternative funding for or do not take part in London Youth Games. Delete post of Leisure & Business Projects Officer (0.7 fte). Increase income through installation of multi use games area to rear of Canons Leisure Centre to provide additional provision for sport/youth activity and generate income.

	12/13	13/14	14/15
	10	103	15

Level 3 (High/Severe service impact)	<b>Service Impact</b>				<b>Risk L/M/H</b>	
	The loss of the arts & leisure development service will result in loss of London Youth Games and other competitive events; loss of small arts grants and inward investment; loss of ability to generate external funding for arts and sports provision, etc. There will be a loss of a cross-cutting Culture, Arts & Sports service that serves the community through health benefits, business, volunteering opportunities, work with all community whatever age, creed or colour, etc. Reduction in capacity of business development & improvement.				Medium	
	<b>Reputational Impact</b>				<b>Risk L/M/H</b>	
	Reduced direct service provision will mean less opportunity for positive PR activities and events. The borough's reputation with cultural and sports organisations will suffer both locally and regionally.				Medium	
	<b>Equality issues arising from Equality Impact Assessments</b>					
	Outcome 2 - Changes to the provision of leisure and arts and the Merton Active Plus programme could potentially impact on users with protected characteristics, the EIA will be updated with information from the current year for a full assessment to be made.					
	<b>Total Level 1 and 2</b>		45	158	44	
			<b>Savings £000s</b>			
	<b>Description</b>		12/13	13/14	14/15	
	Closure of Morden Park pools – This could be done in any of the three years but the value of the savings will vary slightly. Research has shown that there is adequate provision of swimming pool capacity in this part of S.W. London which helps mitigate the potential impact	240		0	0	
<b>Service Impact</b>					<b>Risk L/M/H</b>	
Loss of large competitive swimming pool, a teaching pool and two diving clubs. Research shows that there is alternative provision in the vicinity.					High	
<b>Reputational impact</b>					<b>Risk L/M/H</b>	
There would likely be significant negative PR and public debate on the loss of this public facility. The replacement of Morden Park Pool has been on all political parties agendas.					High	
<b>Equality issues arising from Equality Impact Assessments</b>						
Outcome 3 The proposal will have negative impacts on users, clubs, schools and people who walk to the pool. Although the strategic report on Swimming Pools identifies that there is sufficient water space in the borough and surrounds without MPP in place it is not possible to further mitigate the impact of the loss of the pool						
<b>Total Level 1, 2 and 3</b>		285	158	44		



Service	Development Control and Building Control	2009/2010	2010/2011	2011/2012	
		£000s	£000s	£000s	
		Direct Expenditure Budget	2,066	1,900	1,860
		Direct Income Budget	(2,314)	(1,998)	(1,743)
		Net Direct Budget	(248)	(98)	118
		Outturn	301	333	118
		Outturn v Budget	549	431	0

**Service Description/Context**

Development Control and Building Control have a key role to play in the way in which the built environment is managed in order to provide an attractive, efficient and sustainable environment. The service assesses and determines planning applications against the adopted policies for the built environment contained within the Unitary development Plan and Local Development Framework, ensures that structures within the borough meet building regulations and ensures the safety of people attending sports grounds in Merton.

The two services were brought together last year in order to create savings. There are currently 36.6 FTEs working within the service. In 2010/11 the combined service managed 3,295 planning applications, 1,357 building control applications and 65 Dangerous structures notices. On average the service deals with 58,000 phone enquiries a year and serves 38 legal notices leading to 25 prosecutions. Set out below is basic comparison data which demonstrates the fact that the service is low cost and high performance when compared to neighbouring authorities.

Authority - 2010/11	No of FTE's	Majors (% within time)	Minors (% within time)	Others (% within time)	Enforcement cases (no. of)	Tree apps (No of FTE)	Cases per FTE
Merton	25.5	40(65)	229(67)	1569(83)	604(4)	536(1.5)	124
Sutton	24	28(66)	219(67)	1012(85)	356(2.5)	138(1)	73
Kingston	23	27(78)	255(63)	1417(82)	266(3)	394(2)	74
Richmond	36	26(38)	728(67)	2669(82)	645(3)	839(2)	136
Croydon	48	64(50)	977(69)	1628(87)	854(6)	354(4)	81
Hounslow	29.75	38(42)	354(71)	1909(82)	618(4)	323 (0)	109
Newham	27	28(78)	439(68)	771(71)	674(6)	23(0)	72

Merton's building control service is rated as the most efficient in London and the development control service as one of the most efficient in London. The BC service currently maintains 64% of the market share compared to approved inspectors with an income figure of 666K last year, whilst DC had an income of 630K from planning applications last year.

Level 1 (Efficiency and/or low service impact)	Description	Savings £000s		
		12/13	13/14	14/15
	The Government are proposing changes to the current charging model for DC. This would mean that the council will be able to set its own fees (levels are currently prescribed) in order to recover the full cost of delivering a number of services in this area, although it will not be able to make a profit.	300	0	0
	<b>Service Impact</b>			
	At this stage the exact mechanism for and level of increase to fees is not known. However, it is anticipated that there is likely to be an increase in or change to the mechanism for charging for planning applications which will have the potential to raise an additional £300 k in income. This will not be a situation unique to LBM, but one that will be applied on a national basis.			
	<b>Reputational Impact</b>			
	The public will see an increase in fees from a new charging model or an increase in the current scale of charges. It is important that we communicate the reasons for the change well, can demonstrate we are providing a good service for the cost of the fees and that fees are not substantially higher than neighbouring boroughs			
	<b>Equality issues arising from Equality Impact Assessments</b>			
	Outcome 2 - This proposal could have a negative impact on some groups, in particular more economically disadvantaged sections of the community who could not afford higher charges			

Risk L/M/H  
L  
Risk L/M/H  
L



LME

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**Doug Napier**

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**From:** Doug Napier  
**Sent:** 30 December 2014 13:56  
**To:** douglasnapier@yahoo.co.uk  
**Subject:** FW: Equality Assessments  
**Attachments:** 2015\_18 SAVINGS PROPOSALS v9.xlsx

**Importance:** High

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**From:** James McGinlay  
**Sent:** 02 December 2014 15:08  
**To:** Christine Parsloe; Doug Napier; Howard Joy; Mario Lecordier; Neil Milligan; Paul McGarry  
**Subject:** FW: Equality Assessments  
**Importance:** High

Hi Folks.

If you have completed the EIAs many thanks – if not can you get them to Andrew Wood as requested below.

Regards.

James

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**From:** Tom Bidwell  
**Sent:** 02 December 2014 13:29  
**To:** James McGinlay; Cormac Stokes; John Hill; Janet Pinkney  
**Cc:** Chris Lee; Eamon Maher  
**Subject:** Equality Assessments  
**Importance:** High

Hi,  
Please find attached the up to date savings proposals. If you haven't already done so, please could you complete and return your signed EIA's to Andrew Wood (cc me in) by the end of tomorrow.

Thanks,

**Tom Bidwell**  
Service Financial Adviser – E&R  
Corporate Services  
Merton Council  
Tel: 020 8545 3871  
[www.merton.gov.uk](http://www.merton.gov.uk)



## DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

anel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
5C	E&R1	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan Implications</b>  <b>Impact on other departments Equalities Implications</b></p> <p><b>Leisure &amp; Culture Development Team</b>  Arts Development - further reduce Polka Theatre core grant This continues the year-on-year reductions that we have been requiring Polka Theatre to take and would require this to continue in a planned way for a further 3yrs requiring them to generate this shortfall through alternative funding sources and income generation. This core grant ensures that Polka are able to lever in a significant Arts Council Grant as a Regionally Funded Body of £570k per annum for 2015-18  None  This is in line with the Leisure &amp; Culture Development Team's TOM.  None  None</p>	74	5	5	4	Low	Low	SNS2
5C	E&R2	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan Implications</b>  <b>Impact on other departments Equalities Implications</b></p> <p><b>Leisure &amp; Culture Development Team</b>  Water sports Centre - Additional income from new business - Marine College &amp; educational activities.  This is a new business development as part of the teams transformation work. There will be less capacity in the team and within the facilities available for community type activities, rather more emphasis will be towards commercial products.  Increased staff will be required should the business fully develop, but these costs would be covered within the business plan, still returning the surpluses included in this savings plan.  This is in line with the Leisure &amp; Culture Development Team's TOM.  None  None</p>	(367)	10	10	5	Medium	Low	S12

DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

Panel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R3	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan implications</b>  <b>Impact on other departments</b>  <b>Equalities Implications</b></p> <p><b>Leisure &amp; Culture Development Team</b>                      Various Budgets - Reduction in supplies &amp; services &amp;/or increased expenditure                      Savings from implementation of the team's TOM making continuous improvement via such activities as movement to online bookings &amp; payments, use of social media, changing the channels by which we deliver services thus seeing reductions in letters, postage, printing, etc.                      Staff will be retrained and deployed to deliver services in the changed way throughout the implementation of the TOM                      This is in line with the Leisure &amp; Culture Development Team's TOM                      Efficiencies made in this team will assist in some savings in the corporate centre e.g. income collection, cheque handling, invoicing etc. Also as the team changes the way it works there will be less capacity to support other team's projects unless it is also part of our business plans.                      The team recognise that not all our customers will be able to change; at the same rate and therefore we will need to put in place arrangements to assist some customers through a transition period</p>	175		16		Low	Low	SNS1
SC	E&R4	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan implications</b>  <b>Impact on other departments</b>  <b>Equalities Implications</b></p> <p><b>Leisure &amp; Culture</b>                      Morden Leisure Centre                      The new Morden Leisure Centre (MLC) is due to be completed in the Spring of 2018 and this will result in a Deed of Variation with the contractors Green which Leisure Limited (GLL) to discontinue operation of the existing Morden Park pools (MPP) and None                      This is in line with the Council's Strategic Plans and is included within the team's Service and Transformation Plans                      None                      None                      None</p>	233			100	Low	Low	SP1
SC	E&R5	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan implications</b>  <b>Impact on other departments</b>  <b>Equalities Implications</b></p> <p><b>Property Management</b>                      Team transformation and asset review                      Leaner team structure                      potential reduction of one estates surveyor but compensated by graduates                      Some increased income from non operational portfolio.                      Reduced service as resource directed to increased income                      None</p>	270		82		Medium	Low	SS2 & S11

## DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

anel	Ref	Service/Section Description	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	EAR6	<p><b>Property Management</b> Description Reduced costs incurred as a result of sub-leasing Stouthall until 2024, in summary the Council is saving £38k p.a. for three years, and thereafter £57k p.a. as the rent repayment begins.</p> <p>Service Implication None</p> <p>Staffing Implications None</p> <p>Business Plan implications None</p> <p>Impact on other departments Equalities Implications None</p>	<p><b>Property Management</b> Reduced costs incurred as a result of sub-leasing Stouthall until 2024, in summary the Council is saving £38k p.a. for three years, and thereafter £57k p.a. as the rent repayment begins.</p>	139	39		18	Low	Low	SPROP
SC	EAR7	<p><b>Property Management</b> Description Asset Review. Increased income through acquisition of leases and investment. Will require capital funding of c£250k.</p> <p>Service Implication Reduced service elsewhere without increased resource</p> <p>Staffing Implications Require capital funds to support specific projects</p> <p>Business Plan implications Minimal</p> <p>Impact on other departments Equalities Implications Minimal</p>	<p><b>Property Management</b> Asset Review. Increased income through acquisition of leases and investment. Will require capital funding of c£250k. Reduced service elsewhere without increased resource</p>	(4,022)		135		High	Medium	S11
SC	EAR8	<p><b>Parking Services</b> Description The budget will be adjusted to reflect the expansion of Controlled Parking Zone coverage in the borough and corresponding increase in PCN and permit income. There is greater certainty in earlier years where we know of CPZs that are being requested and consulted upon.</p> <p>Service Implication None</p> <p>Staffing Implications None</p> <p>Business Plan implications None</p> <p>Impact on other departments Equalities Implications None</p>	<p><b>Parking Services</b> The budget will be adjusted to reflect the expansion of Controlled Parking Zone coverage in the borough and corresponding increase in PCN and permit income. There is greater certainty in earlier years where we know of CPZs that are being requested and consulted upon.</p>	(7,176)	260	163	163	Medium	Low	S12/SNS1

DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

Panel	Ref	Service/Section Description	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R9	<p><b>Parking Services</b> Enforcement of moving traffic contraventions, following the implementation of ANPR.</p> <p><b>Service Implication</b> Improvement of traffic enforcement efficiency and compliance by motorists</p> <p><b>Staffing Implications</b> Expansion of FTEs in PCN processing and Debt Registration team by up to 100%</p> <p><b>Business Plan Implications</b> Increase in revenue and expenditure and a need for more accommodation</p> <p><b>Impact on other departments Equalities Implications</b> Corporate Services: Increasing accommodation will require Facilities input along with support from Business Improvement and IT Infrastructure None</p>	<p><b>Parking Services</b> Change in on-street bay suspension pricing structure. £42 per week; change to £25 per day with one off admin fee of £25. This is consistent with the approach of other boroughs.</p> <p><b>Service Implication</b> Implement a daily charge for suspensions rather than a weekly one to benefit residents by ensuring suspensions are not in place for longer than necessary</p> <p><b>Staffing Implications</b> none</p> <p><b>Business Plan Implications</b> none</p> <p><b>Impact on other departments Equalities Implications</b> change to charges for skip approval applications will impact on Traffic &amp; Highways administration none</p>	(5,446)	1,700	-1,540	-500	Medium	High	S12
SC	E&R10	<p><b>Parking Services</b> Change in on-street bay suspension pricing structure. £42 per week; change to £25 per day with one off admin fee of £25. This is consistent with the approach of other boroughs.</p> <p><b>Service Implication</b> Implement a daily charge for suspensions rather than a weekly one to benefit residents by ensuring suspensions are not in place for longer than necessary</p> <p><b>Staffing Implications</b> none</p> <p><b>Business Plan Implications</b> none</p> <p><b>Impact on other departments Equalities Implications</b> change to charges for skip approval applications will impact on Traffic &amp; Highways administration none</p>	<p><b>Parking Services</b> Change in on-street bay suspension pricing structure. £42 per week; change to £25 per day with one off admin fee of £25. This is consistent with the approach of other boroughs.</p> <p><b>Service Implication</b> Implement a daily charge for suspensions rather than a weekly one to benefit residents by ensuring suspensions are not in place for longer than necessary</p> <p><b>Staffing Implications</b> none</p> <p><b>Business Plan Implications</b> none</p> <p><b>Impact on other departments Equalities Implications</b> change to charges for skip approval applications will impact on Traffic &amp; Highways administration none</p>	(215)	500			Low	High	S11
SC	E&R11	<p><b>Parking Services</b> Back office reorganisation</p> <p><b>Service Implication</b> Review the current back office structure</p> <p><b>Staffing Implications</b> Reduction in staff</p> <p><b>Business Plan Implications</b> Improve efficiencies by reducing revenue expenditure</p> <p><b>Impact on other departments Equalities Implications</b> None None</p>	<p><b>Parking Services</b> Back office reorganisation</p> <p><b>Service Implication</b> Review the current back office structure</p> <p><b>Staffing Implications</b> Reduction in staff</p> <p><b>Business Plan Implications</b> Improve efficiencies by reducing revenue expenditure</p> <p><b>Impact on other departments Equalities Implications</b> None None</p>	1,177	80			Low	Low	SS1
SC	E&R12	<p><b>Parking Services</b> Enforcement of pavement parking</p> <p><b>Service Implication</b> This saving is as a result of regular complaints from the public. We are currently assessing all roads where this problem exists and adjusting our enforcement policy so that we enforce in roads where vehicles could safely park on the highway but instead choose to park on the pavement.</p> <p><b>Staffing Implications</b> None</p> <p><b>Business Plan Implications</b> There will be an increase in revenue but that will change as compliance by the motorist improves</p> <p><b>Impact on other departments Equalities Implications</b> None</p> <p><b>Service Implication</b> This will improve as it is often the public with disabilities and children in buggies that are adversely affected by pavement parking</p>	<p><b>Parking Services</b> Enforcement of pavement parking</p> <p><b>Service Implication</b> This saving is as a result of regular complaints from the public. We are currently assessing all roads where this problem exists and adjusting our enforcement policy so that we enforce in roads where vehicles could safely park on the highway but instead choose to park on the pavement.</p> <p><b>Staffing Implications</b> None</p> <p><b>Business Plan Implications</b> There will be an increase in revenue but that will change as compliance by the motorist improves</p> <p><b>Impact on other departments Equalities Implications</b> None</p> <p><b>Service Implication</b> This will improve as it is often the public with disabilities and children in buggies that are adversely affected by pavement parking</p>	(5,446)	60			Medium	High	S12
SC	E&R13	<p><b>Parking Services</b> End lease of Wycliffe Road</p> <p><b>Service Implication</b> This location was an additional base for the Civil Enforcement Officers during their main base at Civic Centre</p>	<p><b>Parking Services</b> End lease of Wycliffe Road</p> <p><b>Service Implication</b> This location was an additional base for the Civil Enforcement Officers during their main base at Civic Centre</p>	14	14			Low	Low	SPROP



DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

inel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
		Staffing Implications None							
		Business Plan Implications reduction in expenditure							
		Impact on other departments Reduction in the corporate maintenance and IT needs							
		Equalities Implications None							
iC	E&R14	Regulatory Services Increase income from discretionary fees & charges. Charge for business advice including pre-application planning advice. Slight increase in time taken for provision of officer advice.	(344)	50			Medium	Medium	S11
		Staffing Implications None							
		Business Plan Implications In line with Reg Services TOM							
		Impact on other departments None							
		Equalities Implications None							
iC	E&R15	Regulatory Services Further expansion of the shared service. This is new business development associated with potential new partners joining the existing shared regulatory services partnership. The estimate is based on two new boroughs joining the partnership.	1,278	100			Medium	Low	SS1/ SNS1
		Staffing Implications None							
		Business Plan Implications In line with Reg Services TOM							
		Impact on other departments None							
		Equalities Implications None							
iC	E&R16	Regulatory Services Cease out of hours noise service This is an existing discretionary service operated through the year on Saturday evenings (11pm to 4am) and also Friday evenings during the summer months (1st June to 31st August). The removal of this service will lead to a significant increase in the number of noise associated complaints that will need to be followed up and investigated during normal working hours.	25	25			Low	High	SNS2
		Staffing Implications None							
		Business Plan Implications Reduced enforcement of noise nuisance service.							

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DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

anel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
		Impact on other departments							
		Equalities Implications							
SC	E&R17	<p><b>Regulatory Services</b> Alter funding of post dedicated to investigating potential recovery of funds under the POCA, to be funded from costs recovered.</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p> <p>None</p>	50	50			Medium	Medium	SS1
SC	E&R18	<p><b>Waste Services - Joint procurement</b> joint procurement of waste, street cleansing, winter maintenance and fleet maintenance services (Phase C)</p> <p>Potential harmonising of services across the Partnership</p> <p>TUPE arrangement to be in place to transfer staff to new contractor</p> <p>To be confirmed</p> <p>Impact on Parks and Waste services.</p> <p>to be confirmed prior to award of contract</p>	8,037		1,500		Medium	Medium	SP1
SC	E&R19	<p><b>Street Cleansing</b> To reduce the costs of the service and maintain current standards of cleaning within Merton it is proposed to alter how we deploy our resources by reducing residential solo sweepers and alter the use of mechanical sweepers by investing in electric sweepers (Glutons). Still concentrating on the issues that are important to residents such as Litter and Fly tipping. Deirtus will continue to be managed in a programmed way.</p> <p>proposal alters how we deploy our resources allowing the mobile teams to be reactive, moving away from a routine schedule</p> <p>7 staff reduction</p> <p>This is consistent with the Transformation plan options</p> <p>Possible impact on enforcement</p> <p>None identified</p>	2,764	157			Low	Medium	SS2

## DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
E&R20	<p><b>Waste Services - Caddy Liners Option 1</b> Cease the distribution of food caddy liners. Caddy liners will be procured by the service and available for collection by the residents.</p> <p><b>Staffing Implications</b> Staff will be retained and deployed to deliver services in the changed way throughout the implementation of the TOM impact on recycling target.</p> <p><b>Business Plan implications</b> Librarians may be able to provide a central collection point for liners. This may be a internal recharge. Residual waste may increase resulting in higher landfill cost. Impacts on the 52% of residents that partake in the service</p>	137	70			Low	Medium	SNS2
E&R21	<p><b>Waste Services - Caddy Liners Option 2</b> Cease the provision and distribution of caddy liners. <b>N.B. This is not in addition to the above saving.</b> Additional landfill tonnage resulting in increased disposal cost.</p> <p><b>Staffing Implications</b> N/A the delivery was undertaken by an external company Impact on recycling target</p> <p><b>Business Plan implications</b> None</p> <p><b>Impact on other departments Equalities Implications</b> Impacts on the 52% of residents that partake in the service</p>	137	137			Low	Medium	SNS2
E&R22	<p><b>Waste Services</b> Align income budget to levels of income being generated from the sale of Textiles. None as collected by contractor DM Recycling</p> <p><b>Staffing Implications</b> None</p> <p><b>Business Plan implications</b> None</p> <p><b>Impact on other departments Equalities Implications</b> None</p>	N/A	50			Low	Low	S12
E&R23	<p><b>Waste Services</b> Income from enforcing litter dropping Fluctuating resource availability for education and encouragement activities</p> <p><b>Staffing Implications</b> Training and support to existing internal staff</p> <p><b>Business Plan implications</b> Cleaner borough</p> <p><b>Impact on other departments Equalities Implications</b> Legal services - cost of prosecution for non payment Full Qualities Impact assessment needs to be undertaken and approved</p>	(242)	20			Low	Low	S12

Department: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

Panel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	EAR24	<p><b>Waste Services</b>                      HFRRC Site operations procured to external provider                      None - Continuation of externalised service - current procurement in progress                      TUPE and impact on transfer station.</p> <p>None</p> <p>Business Plan implications                      Impact on other departments                      Equalities</p> <p>Implications</p>	629	30			Low	Low	SP1
SC	EAR25	<p><b>Waste Services - Dog Waste Option 1</b>                      Removal of borough wide dog bins including Parks                      High - dog fouling is identified as one of the main concerns for risk ants. This waste would be disposed of in general litter bins currently provided.                      Reduction of 1 driver</p> <p>Impact on Cleaner borough</p> <p>Parks</p> <p>None</p> <p>Implications</p>	42	42			High	Medium	SNS2
SC	EAR26	<p><b>Waste Services - Dog Waste Option 2</b>                      Removal of dog bins from the highway whilst retaining within parks                      High - dog fouling is identified as one of the main concerns for risk ants. This waste would be disposed of in general litter bins currently provided.                      None</p> <p>Impact on Cleaner borough</p> <p>Parks - How would this waste be collected</p> <p>None</p> <p>Implications</p>	42	12			Low	Medium	SNS2
SC	EAR27	<p><b>Greenspaces</b>                      Reduction in current levels of staffing in the Greenspaces grounds maintenance and horticulture and sports teams.                      Reduction in maintenance standards in some parks                      Reduction in staff by 4 FTEs                      Staff establishment is projected to decline over the period of the plan                      None directly                      All sections of the community affected</p> <p>Implications</p>	1,723	130			Medium	High	SS2

## DEPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

inel	Ref	Description of Saving		Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
IC	E&R28	<p><b>Greenspaces</b>            Joint procurement of greenspace services as part 2 of the Phase C SLWP procurement contract with LB Sutton            Potential harmonising of services</p> <p><b>Service Implication</b>            TUPE arrangement to be in place to transfer to new contractor.</p> <p><b>Staffing Implications</b>            To be confirmed</p> <p><b>Business Plan implications departments Equalities Implications</b>            Impact on Parks and allied services            To be confirmed prior to award of contract</p>	3,689		160		Medium	Medium	SP1	
IC	E&R29	<p><b>Greenspaces</b>            Introduction of P&amp;D within certain parks. This will require capital investment of c£100k.            Visitors will be required to pay to park in parks' car parks for some periods            None</p> <p><b>Service Implication</b>            Integral to commercialisation agenda</p> <p><b>Staffing Implications</b>            Impacts for Parking Services who will manage the controls/FPNs            Yes - possible adverse implications for park users on low incomes</p>	N/A	60			Medium	Medium	SI2	
IC	E&R30	<p><b>Greenspaces</b>            Additional property rental income            Re-letting of vacant parks properties within commercial property market. Rent review and increase for existing service tenancy properties.            No direct impact upon staff establishment</p> <p><b>Service Implication</b>            Integral to commercialisation agenda</p> <p><b>Staffing Implications</b>            Possible impact upon Housing: local rehousing need for some existing tenants</p> <p><b>Business Plan implications departments Equalities Implications</b>            Not in respect of front-lines services. Tenants affected are predominantly current or former LBM staff who have retired or are near retirement</p>	(341)	44			Medium	Low	SI1	

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Panel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	EAR31	<p><b>Building and Development Control</b> Proposed shared services with Wandsworth incorporating: 1) Shared enforcement and admin teams and investigation of other shared service options 2) Increased income generation from planning performance agreements and revised pre application charging 3) Joint re-procurement of M3 Northgate systems 4) Improved efficiency and resilience with larger teams. 5) Eliminate postal consultations 6) Efficiencies delivered through mobile and flexible working arrangements rollout and other TOM improvements 7) Potential outsourcing of admin scanning functions At this stage it would be premature to predict exactly how the savings will be delivered. However, a consultant has been appointed and is starting the assessment. Still to be determined as the scope of the review is still to be finalised. Shared services joint review commissioned with Wandsworth and due to be finalised early 2015. Saving spread over 2 years in same way as Shared regulatory service to allow for management restructure followed by frontline and process savings.</p> <p><b>Service Implication</b> None</p> <p><b>Staffing Implications</b> Still to be determined through the shared services report. Likely impact on management levels, enforcement and admin functions and working arrangements unknown at present unknown at present unknown at present</p>	1575 (884)	157			Medium	High	SS2, SNS1, SNS2, SP1
SC	EAR33	<p><b>Building &amp; Development Control</b> Enhanced pre-application process. This is in addition to previous savings proposals. Generating more additional income from Planning Performance Agreements as opposed to the normal pre-application process The additional work pressure may impact on performance and delivery of regeneration projects as the PPA income is meant to be reinvested in the service to deliver such projects and this will not be the case. No changes although there will be additional pressure on existing staff to deliver. Potential impact on performance figures especially in relation to more schemes. Reduced ability to deliver regeneration projects in the borough. none none</p> <p><b>Building &amp; Development Control - Planning Enforcement</b> Reduce staffing levels within the enforcement team by 2 FTE's resulting in insufficient resources available to undertake the current work load. A significant backlog will quickly develop. Reduce the staff dealing with enforcement investigations in the team by 1 team leader and 1 officer.</p> <p>It will not be possible to investigate the current level of enforcement cases and a backlog will quickly develop resulting in more complaints and possible ombudsman awards against the Council Joint enforcement investigations will be severely hindered. none</p>	(56)	40			Low	High	SI2
SC	EAR33	<p><b>Business Plan Implications</b> Impact on other departments Equalities Implications</p> <p><b>Business Plan Implications</b> Impact on other departments Equalities Implications</p>	190	80			Low	High	SS2

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Panel	Ref	Description of Saving		Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R34	Service/Section Description Service Implication Staffing Implications Business Plan implications Impact on other departments Equalities Implications	<b>Senior Management &amp; Support</b> Deletion of the 2 management support posts and absorption into existing resources. Less resource available to support service managers. None None None None	755	70			Low	Low	SS1
SC	E&R35	Service/Section Description Service Implication Staffing Implications Business Plan implications Impact on other departments Equalities Implications	<b>Wifi Concessionary Contract</b> Income from wifi concessionary contract to be let from 2015/16 Pan London contract into which Merton have joined will deliver income from public wifi service operated by private contractor utilising LBM street assets (principally lamp columns in town centres). Some guaranteed and some non-guaranteed income. None Consistent with transformation Plan Traffic and highways will be required to assess structural integrity and this is factored in. The non-guaranteed income element would sit with Corporate Services (Communications).	N/A	20	5		Medium	Low	SI2
SC	E&R36	Service/Section Description Service Implication Staffing Implications Business Plan implications Impact on other departments Equalities Implications	<b>Various Budgets - Increase in income from commercialisation of services</b> Increase in commercial income across a range of budgets following recruitment of commercial sales manager from 15/16. This includes events in parks / commercial waste / leisure/building control and other income streams to be developed Will work closely with Business managers in EandR and across Council 2 year Fixed term contract due to commence early 2015 funded from Transformation budgets alongside Marketing Manager. Consistent with transformation Plan Will work with other income generating staff across the council None anticipated	N/A	250			High	Low	SI1/SI2
SC	E&R37	Service/Section Description Service Implication Staffing Implications Business Plan implications Impact on other departments Equalities Implications	<b>Traffic &amp; Highways</b> Alternative delivery model of highway safety inspection service Further review of Highway Safety Inspection Service Review of JDs, working practices and working hours. Increased level of complaints and work load may result in an increase in insurance claims. Potential reduction of 1fte. Reduction in Service Delivery with a focus on maintaining Statutory Duties. Increase in Third Party insurance claims May have an impact on vulnerable road users such as the elderly and the disabled.	99		30		Medium	Medium	SS2

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Panel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R38	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>                      Traffic &amp; Highways                      Reduce street lighting contract costs                      Development of Specification and preparation of Tender and Contract Documents.                      Reduced specification                      No in-house resource to develop specifications and tender documents.</p> <p><b>Business Plan Implications</b>                      The new Contract will need to include all Council owned lighting (lighting in car parks, parks etc.) to stimulate a better response from the market.                      We will require input from Procurement Team.</p> <p><b>Impact on other departments Equalities Implications</b>                      None</p>	335	25	25		Medium	Medium	SP1
SC	E&R39	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan Implications</b>                      Traffic &amp; Highways                      Reduction in reactive work budget                      Some non urgent repairs such as replacement of damaged posts and bollards will no longer take place and other repairs will take longer. The Council has a statutory duty under the Highways Act to ensure the public highway is maintained to a safe condition and a reduction in the budget identified for essential repairs could lead to an increase in trips and falls and vehicle damage with a knock on effect of an increase in claims against the Council.</p> <p><b>Impact on other departments Equalities Implications</b>                      Increase in complaints against the Council</p> <p><b>Business Plan Implications</b>                      Increase in whole Life costing of Highway asset. Increase with dissatisfaction with the Council</p> <p><b>Impact on other departments Equalities Implications</b>                      Increase in Third Party insurance claims                      None</p>	650	60			High	High	SNS2
SC	E&R40	<p><b>Service/Section Description</b>  <b>Service Implication</b>  <b>Staffing Implications</b>  <b>Business Plan Implications</b>                      Traffic &amp; Highways                      Lane rental                      Development of Lane Rental Scheme in Merton to manage street work activities and reduce impact of street work on congestion.                      Will require external support and advice to develop and implement the scheme</p> <p><b>Impact on other departments Equalities Implications</b>                      Lane Rental would involve charging those working in the street for the time they occupy the Highway. Lane Rental has only operated as Pilot Scheme in London at present (except on TFL Road Network)                      Legal Services</p>	N/A		50		Medium	Medium	S12



## EPARTMENT: ENVIRONMENT AND REGENERATION SAVINGS - BUDGET PROCESS 2015/18

anel	Ref	Description of Saving		Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R41	Service/Section Description Service Implication	<b>Traffic &amp; Highways</b> Income from 278/Developers work currently not charged for	N/A	50			Medium	Medium	SI2
		Staffing Implications	None - delivered within existing resources							
		Business Plan implications Impact on other departments Equalities Implications	Increased income Will require close liaison with DC/BC team None							
SC	E&R42	Service/Section Description	<b>Traffic &amp; Highways</b> Pre-application income. This is in addition to any previous pre-app savings proposal.	N/A	50			Medium	Medium	SI2
		Service Implication	Charging for pre-application services inputted from the T&H service as part of the pre application service.							
		Staffing Implications	Delivered within existing resources							
		Business Plan implications Impact on other departments Equalities Implications	Increased income Will require close liaison with DC/BC team None							
SC	E&R43	Service/Section Description Service Implication	<b>Future Merton</b> Consultancy income. This is in addition to any previous savings proposal. Limited capacity for staff to attract work to the team and b. to complete new work against pressures of an existing challenging work programme Capacity implications on other priorities	N/A	60			Medium	Medium	SI2
		Staffing Implications	Impact on ability to deliver regeneration programme							
		Business Plan implications Impact on other departments Equalities Implications	Housing supply and Planning support impacts							
SC	E&R44	Service/Section Description Service Implication	<b>Future Merton</b> Staff restructure Restructure with T&H already underway - only deliverable with a cut in the work programme 2 FTEs	1,023		80		Medium	Medium	SS2
		Staffing Implications	Reduced capacity to deliver regeneration and growth							
		Business Plan implications Impact on other departments Equalities Implications	Planning, Facilities, Highways, Building Control and Partnership groups							

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Panel	Ref	Description of Saving	Baseline Budget 14/15 £000	2016/17 £000	2017/18 £000	2018/19 £000	Risk Analysis Deliverability	Risk Analysis Reputational Impact	Type of Saving (see key)
SC	E&R45	<p><b>Service/Section Description</b>  <b>Service Implication</b>                      Future Merton                      Align Vestry Hall income budget with current levels of income being achieved.</p> <p><b>Staffing Implications</b>                      None</p> <p><b>Business Plan Implications</b>                      None</p> <p><b>Impact on other departments</b>                      None</p> <p><b>Equalities Implications</b>                      None</p>	(211)	20			Low	Low	SI2
O&S	E&R46	<p><b>Service/Section Description</b>  <b>Service Implication</b>                      Safer Merton                      Reductions in staffing across Safer Merton                      Reduction to our Community Safety offer to a statutory minimum plus limited CCTV coverage.                      This would be found from a combination of staff reductions in CCT and Safer Merton (c5-6 posts).                      Withdrawal from 24/7 CCTV live monitoring operation as well as potential reductions in work on offenders and victims, neighbourhood watch and crime analysis.</p> <p><b>Staffing Implications</b>                      Council wide</p> <p><b>Business Plan Implications</b>                      Impact on other departments</p> <p><b>Equalities Implications</b>                      None</p>	840		200		High	High	SS2
<b>Total Environment and Regeneration Savings</b>			<b>4,300</b>	<b>1,078</b>	<b>-210</b>				

<b>Total Environment and Regeneration Savings Target</b>	<b>4,333</b>	<b>4,876</b>	<b>2,302</b>
<b>(SURPLUS) SHORTFALL</b>	<b>33</b>	<b>3,798</b>	<b>2,512</b>

Savings Type

- I1 Income - increase in current level of charges
- I2 Income - increase arising from expansion of existing service/new service
- S1 Staffing: reduction in costs due to efficiency
- S2 Staffing: reduction in costs due to deletion/reduction in service
- NS1 Non - Staffing: reduction in costs due to efficiency
- NS2 Non - Staffing: reduction in costs due to deletion/reduction in service
- P1 Procurement / Third Party arrangements - efficiency
- P2 Procurement / Third Party arrangements - deletion/reduction in service
- G1 Grants: Existing service funded by new grant
- G2 Grants: Improved Efficiency of existing service currently funded by unringfenced grant

Panel

- O&S Overview & Scrutiny
- C&YP Children & Young People
- HC&OP Healthier Communities & Older People
- SC Sustainable Communities