

AS PROVIDED FOR UNDER SECTION 100B(4)(b) QF THE LOCAL GOVERNMENT ACT 1972, THE CHAIRMAN IS OF THE OPINION THAT THIS REPORT SHOULD BE CONSIDERED AT THE MEETING AS A MATTER OF URGENCY, BY REASON OF THE SPECIAL CIRCUMSTANCES WHICH ARE THAT THE REQUESTS FOR A DEPUTATION TO BE HEARD BY THE COMMITTEE WERE RECEIVED SUBSEQUENT TO THE DESPATCH OF THE AGENDA AND THAT THE VIEWS OF THE DEPUTATIONS RELATE TO REPORTS TO BE CONSIDERED AT THIS MEETING

PAPER NO. **20-171a**

WANDSWORTH BOROUGH COUNCIL

STRATEGIC PLANNING AND TRANSPORTATION OVERVIEW AND SCRUTINY
COMMITTEE – 9TH JUNE 2020

Report by the Director of Environment and Community on deputation requests received in relation to the report on the

SUMMARY

There is a right for people to request that a deputation be heard at a meeting of the Overview and Scrutiny Committee. Formal deputation requests have been received from:

- Residents of Elmley House and Chivelston
- Southfield Residents (The Garden)
- Gridwood Road Residents/St Michael’s School
- Oak Park Residents
- Sutherland Grove Conservation Area Residents Association
- Residents of Inner Park Road and Kingsmere Road

It is for the Committee to decide whether to agree to receive any deputation request.

RECOMMENDATION

1. The Committee are recommended to consider whether to hear the following deputation request:
 - a) Agenda item 6 - West Hill Traffic Management Trial – Findings and Next Steps (Paper No. 20.171)
 - Residents of Elmley House and Chivelston
 - Southfield Residents (The Garden)
 - Gridwood Road Residents/St Michael’s School
 - Oak Park Residents

- Sutherland Grove Conservation Area Residents Association
- Residents of Inner Park Road and Kingsmere Road

DEPUTATION REQUEST

2. Standing Order No. 13 (a) provides that a deputation wishing to be received shall, in the first instance, send to the Chief Executive a written request setting out the reasons why the deputation wish to address the Committee and the particular points to be raised. This requirement has been met by the deputation request.
3. Standing Order No. 13 (a) also provides that the request shall indicate the group, organisation or other body which the deputation represents and shall contain the names of six members/supporters of the group, organisation etc., in support of their request for it to be considered. This requirement has been met by the deputation request.
4. Standing Order No. 13 (f) provides that a deputation shall not exceed ten in number and that only one member shall be allowed to address the Committee except in reply to questions from Members of the Committee. Standing Order No. 13 (g) states that the spokesperson shall address the meeting for up to 5 minutes.
5. Following the conclusion of questions from Committee Members, the deputation shall withdraw to the public seating areas.

REQUESTS RECEIVED - West Hill Traffic Management Trial – Findings and Next Steps
(Paper No. 20.171)

DEPUTATION – Residents of Elmely House and Chivelston

6. Mr John Ewing, the spokesperson for the deputation, had indicated that the residents wish to address the Committee and have submitted a written deputation which is attached as Appendix 1 to this report.
7. It is for the Committee to determine whether they wish to consider the written deputation.

DEPUTATION – Southfield Residents (The Garden)

8. Mr Andy Hansen the spokesperson for the deputation, had indicated that the residents of Southfield (The Garden) wish to address the Committee and have submitted a written deputation which is attached as Appendix 2 to this report.
9. It is for the Committee to determine whether they wish to consider the written deputation.

DEPUTATION – Gridwood Road Residents and St Michael’s School

10. Mr Michael Uberoi and Mrs Ann Maria Grant the spokesperson for the deputation, had indicated that the residents of Girdwood Road and St Michael’s School wish to submitt a written deputation which is attached as Appendix 3 to this report.

11. It is for the Committee to determine whether they wish to consider the written deputation.

DEPUTATION – Oak Park Road Residents

12. Mrs Halpern, the spokesperson for the deputation, had indicated that the residents of Oak Park Road wish to submit a written deputation which is attached as Appendix 4 to this report.
13. It is for the Committee to determine whether they wish to consider the written deputation.

DEPUTATION – Sutherland Grove Conservation Area Residents Association

14. Mrs J Raeburn, the spokesperson for the deputation, had indicated that the residents of the Sutherland Grove Conservation Area Residents Association (SGCARA) wish to submit a written deputation which is attached at Appendix 5 to this report.
15. It is for the Committee to determine whether they wish to consider the written deputation.

DEPUTATION – Inner Park Road and Kingsmere Road

16. Mrs Eleanor Blagbrough, the spokesperson for the deputation, had indicated that the residents of Inner Park Road and Kingsmere Road wish to submit a written deputation which is attached at Appendix 6 to this report.
17. It is for the Committee to determine whether they wish to consider the written deputation.

The Town Hall,
Wandsworth,
SW18 2PU.
9 June 2020

PAUL MARTIN
Chief Executive

Background Papers

The following background papers were used in the preparation of this report: -

- Deputation request referred to in the report above.

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website (www.wandsworth.gov.uk/moderngov) unless the report was published before May 2001, in which case the Democratic Services Manager (June Haynes – 020 8871 7857; email june.haynes@richmondandwandsworth.gov.uk can supply it if required).

(Paper No 20.171a)

Appendix 1

Deputation from residents of Elmley House and Chivelston to the Strategic Planning and Transportation Overview and Scrutiny Committee (Wandsworth Council) for the meeting of 9th June 2020

First thanks to the Committee for hearing this request.

The NO LEFT TURN into Inner Park Road north should be revised.

The northern entrance to Inner Park Road should be subject to NO ENTRY from north or south for the period 07.00 – 10.00. This would be similar to the entrance to Dryburgh Road from the Upper Richmond Road

The West Hill Traffic test creates a hazard for Elmley House. Elmley has IN and OUT entrances. The IN gate is the first entrance after Inner Park Road north. Vehicles travelling from the north pass Inner Park Road - enter our drive by the IN gate. Then leave by the OUT gate, using our drive to make a U turn to reach Inner Park Road.

During 4 weeks of June 2019 164 cars (measured by our CCTV) used our drive as a turning circle. Annualised this would be the equivalent of 1800 vehicles using our drive over the year.

These vehicles travel as fast as possible through our drive and out onto the main road. They turn right across oncoming traffic and then turn again into Inner Park Road.

There is an accident risk to our residents using the IN gate to exit for public transport and to pedestrians and cyclists passing the OUT gate.

Cars have been seen making Uturns on Parkside during the rush hours to reach Inner Park Road. Examples of dangerous driving.

These are journeys into Inner Park Road that the scheme is intended to stop.

The proposed test of a NO LEFT TURN into Inner Park Road South will lead to additional drivers using the Elmley and Chivelston drives to make U turns to Inner Park Road north.

Stuart Macwhirter of Chivelston, 78 Wimbledon Parkside states the deputation is supported by 62 residents of Chivelston, all of whom are rate payers and voters. It is considered that the West Hill Traffic Test has turned the private driveways of Chivelston [which run through grounds where children play] into a public highway for which the owners are not insured.

Appendix 2

We are writing to submit a deputation, virtual or in writing, to the meeting of the Strategic Planning and Transportation Overview and Scrutiny Committee on 9th June 2020.

We are a group of 30+ residents who live in Southfields, in an area known as the "Gardens". This includes Gartmoor Gardens, Southdean Gardens, Kingscliffe Gardens and the section of Wimbledon Park Road that fronts them. Our 30+ expressions of support were gathered in under 24 hours via our local WhatsApp group.

We are broadly supportive of Wandsworth Council's plans to use the current lockdown as an opportunity to embed changes to traffic in the Borough.

However, we feel the changes could be more ambitious; focusing not just on social distancing, - which is hopefully only a temporary goal - but also air quality and the sheer volume of traffic that crowds out walking and cycling. This would be a positive legacy from this difficult time.

In broad terms, we would urge the Council to show more ambition in its planned traffic changes to focus more directly on air quality and neighbourhood cohesion. This translates into more space for walking and cycling and, post-Covid, good old-fashioned hanging about in public. We wish to open a conversation with the Council about how the Southfields Gardens area could be traffic calmed and made into a gentler, more liveable environment.

UNINTENDED CONSEQUENCES OF THE WEST HILL TRAFFIC CHANGES

Pre-lockdown, we noticed the changes implemented during the morning rush-hour at Wimbledon Park Side (no left turn into Withycombe Road and Inner Park Road) led to a substantial increase in traffic on Wimbledon Park Road as cars used Queensmere and Bathgate Roads to access Wimbledon Park Road to avoid queues on the A3.

From 06.45 onwards, traffic began backing up from the lights in Southfields toward Southdean Gardens and sometimes even as far as the entrance to Wimbledon Park.

The main effects:

- A build-up of air pollution from idling engines, which especially affects the health of people living on Wimbledon Park Road
- Rat-running and occasional aggressive driving on Southdean and Gartmoor Gardens as drivers sought to jump the queue.
- Delays to buses taking commuters to work and children to school.
- Children walking or cycling alongside heavy traffic to the following schools: Saint Cecilia's; Albermarle; Sheringdale; Saint Michaels.

During lockdown, the decrease in rat-running and pollution has been an unexpected godsend and a reminder of what supernaturally (shall we say) well-implemented traffic management can achieve.

As lockdown eases, we fear car commuters trying to beat the A3 queues by driving down Wimbledon Parkside to Queensmere Road or Bathgate Road and then doubling back via Wimbledon Park Road will return and in increased volume as social distancing encourages people back into cars.

It would be a terrible shame if the legacy of this difficult time is not less car traffic and cleaner air – but more of both.

We would be grateful if the Strategic Planning and Transportation Overview and Scrutiny Committee on 9th June could take this letter on board and accept a deputation from our members.

SUGGESTIONS TO ADDRESS THE UNINTENDED CONSEQUENCES

In terms of our concrete suggestions to the West Hill Traffic Changes, we have not yet had sufficient time to research many details. We wish to discuss ideas more fully among our neighbours and with Councillor Malcolm Grimston. Two simple ideas initial ideas might include:

- Implementing a “no turn” during morning rush hour at the junctions of Wimbledon Parkside with both Queensmere and Bathgate Roads, other than residents.
- Implementing a “no turn” into Southdean and Kingscliffe Gardens during the morning rush hour, apart from residents.

CONCLUSION

We thank you for considering our request. We wish to work constructively with Wandsworth Council to ensure that we put in place a positive legacy of calmer streets and cleaner air.

Sent on behalf of, and signed by, the residents of Girdwood Rd

Dear Committee

On behalf of the residents of Girdwood Road, we wished to write collectively to you to express our strong support for the current experimental traffic scheme (i.e. banning left turns into Withycombe Road, and Inner Park Rd) being made permanent.

Specifically, we would wish to make the following points:

1) The most recent data available (March 2020) points to the success of the scheme. A 22% reduction in traffic on the multiple roads involved suggests that more cars are staying on the A3, and demonstrates a reduction in rat-running;

2) This reduction is good news in terms of: environmental benefits, quality of life benefits for local residents, and health and safety (when rat-running, cars seem to behave as if they are still on the A3 and drive too fast - Girdwood Road is wide and comes down a hill, aggravating the problem. There are safety concerns inherent to the fact that parents are walking their children to nearby schools at the same peak time as the rat-runners use the route);

3) We also wish to add that we have been concerned to recently note an online petition seeking to oppose the scheme. As to this, we would respectfully make the following brief points to the Committee:

a. The petition is curious in that it sought to entirely ignore the Council's own online survey. That online survey provided necessary checks and balances because it explained what the measures were seeking to achieve (and why);

b. The online petition ignores those aims entirely (or is not aware of them), and instead provides information which is either incorrect, or focuses upon irrelevant short term considerations. Specifically:

i. It begins, *"It doesn't prevent people using this route, it just diverts traffic further down Wimbledon Park Side and into the roads where gas servicing road works are taking place. This is creating gridlocked traffic in residential roads, which were previously quiet, as the roads are mostly single lane due to the resident's parked cars."*

1. As to this - the gas works were temporary, and it is therefore muddled thinking to suggest that a scheme with long term aims should be criticised as a result of a parallel short term state of affairs. This is no reason to not make the changes permanent.

ii. It continues, *"The knock-on effect of this is causing much heavier traffic along the A3..."*

1. As to this – with respect, keeping traffic on the A3 is part of the point. The point of the A3 is to have cars and traffic on it. The point of residential roads is (primarily) for residents;

2 iii. It concludes: *"Due to this, people are now trying to access Wimbledon via earlier A3 exits and this has created gridlocked traffic at Coombe Lane and surrounding residential roads also. Scrap this terrible idea."*

1. As to this, with respect this does not sound wholly correct. The 'no left turn' into Withycombe Road does not fundamentally alter the direct route into Wimbledon from the A3 – a major road route (along Parkside) remains available, just as it has always been.

c. The petition therefore (i) ignores the analytical explanations offered on the Council's survey page, and (ii) is in reality a petri dish for people's personal irritations – please see comments such as *"increases my time for work commute massively"*, and *"I got a ticket for a left turn."* It appears to be populated by comments from those who feel their particular

journey has been made more inconvenient by the changes, but those concerns are nothing when set against the higher objectives of the scheme;

d. We do recognise that some people on the petition object on the basis that the changes have led to there being more traffic on their road. As to this:

i. It is natural that road configuration changes will create more traffic on some roads;

ii. However, the subjective opinions of people who complain that they have no wish for there to be more traffic on their road is not the same thing as the problem which the scheme seeks to address. In short, simple subjective grumbles of there being “more traffic” is not the same thing as the (proven) hugely problematic volumes of traffic which were on the roads directly affected by the rat run (e.g. Withycombe, Keevil, Skeena Hill, Girdwood, Granville), which volumes the scheme seeks to address.

4) Girdwood Road is in a Wandsworth Council Conservation Area. Whilst we appreciate the primary purpose of this is to protect architecture and to inform planning decisions, in our respectful opinion it is nonetheless of some relevance here. Conservation Areas are *“areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance”*. Failing to make the measures permanent and allowing a return to the old system (and ceding the initiative back to the rat-runners) would in its own way fail to serve the goal of preserving the character of the road, and would be a retrograde step.

5) In conclusion, we would respectfully urge the Committee to act upon the good work that has already been done, and to make the scheme permanent. It seems to us that the scheme has been proven to:

a. Keep more cars on the A3;

b. Reduce traffic overall in the ward;

c. Have consequential environmental benefits;

d. Have consequential quality of life (and health and safety) benefits for residents of affected roads (such as Girdwood Road);

e. We would respectfully suggest that these are higher considerations than any which have been expressed by those who object for reasons of personal inconvenience only, particularly where there is little evidence of their engagement with the scheme’s actual aims and objectives.

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ePetition details

Granville Road Traffic and Safety around St Michael's School

[Browse all current ePetitions](#)

We the undersigned petition the council to implement measures to abate the increasing traffic levels and consequent risk to the safety of our children caused by commuters diverting to and from the A3 and cutting through Granville Road to access Merton Road. We are a group of concerned parents and residents and appreciate the reality that traffic is an inevitable fact of life in our city. As such, our petition is narrowly focused on addressing the recent surge in traffic stemming from A3 commuters using our neighbourhood streets as an alternate path to and from work. Our concern is heightened by the fact over 400 children attend St Michaels School on Granville Road. One of the great benefits of our neighbourhood and a key reason why many of us choose to live here is that our children are able to walk to and from school. With harried commuters taking short cuts through our neighbourhood this basic benefit and the safety of our children is now very much at risk and it's only a matter of time before there's an accident.

Granville Road and the surrounding neighbourhood would have been monitored carefully over the last 2 months whilst work on the gas works was completed and the council's experts would have seen how little traffic was diverted to the surrounding areas. And this successfully reduced the volume of traffic substantially in the area and specifically on Granville Road. Accordingly, we request that the Council take all necessary steps to protect the interests of our neighbourhood and most importantly, our children.

This ePetition ran from 29/12/2016 to 14/02/2017 and has now finished.

153 people signed this ePetition.

Committees and Councillors

Appendix 4

Oak Park Road

I have been asked to write a short paper in order that the voices of residents most affected by your plans relating to traffic management in West Hill can be heard. This scheme will have the inevitable consequence of further decreasing direct access to our homes from Withycombe Road and Inner Park Rd – both north and south entrances - during the morning rush hours. These plans have significant consequences for us. We ask that you:

Cease to penalise affected residents for turning from Parkside into Withycombe Rd and / or Inner Park Rd by using the most direct route to their homes either by:

- a. **Using APNR to recognise cars registered to addresses in the immediate area and hence avoid issuing penalty notices to those residents; or**
- b. **Providing residents in the immediate area with an absolute defence to any penalty notice issued to them for non-compliance with that restriction.**

Why are we asking for this concession?

You will be aware that residents most affected by the scheme – ie those of us prevented from returning to our homes by car during the hours of 7.00am to 9.00.am without a 1 mile detour using the southern entrance to Inner Park Rd to get back to Victoria Drive, were very much against the scheme. According to your own research (detailed in the **Report** you are considering tonight) we account for over 61% of those responding negatively to the scheme. (see Figure 13).

The main reason for this negative response is that we have been penalised through the issuance of penalty notices and fined for returning to our homes by the most direct route, ie turning off Wimbledon Parkside. In consequence, many locals have had to pay these significant financial penalties, for some, more than once.

Why haven't residents obeyed the road signs?

I can give an example from my own experience. When you have lived for 30 years in the same house and have entered onto Victoria Drive in the same way for those 30 years, and can continue to do so at all other times of the day, you automatically turn off Parkside onto Withycombe when returning, in my case, from taking my husband to Queen Mary's hospital. As I started the manoeuvre, I realised my mistake but found that once you are beginning to turn you cannot avoid completing the manoeuvre as there is no room to turn back safely onto Parkside.

So, for many of us, penalties have been imposed when our breach has been accidental and not in any way about rat-running through the area; the mischief which the scheme is intended to avoid.

We are also conscious that we are increasing pollution by having to travel greater distances to reach our homes and causing others in our area on the way to our homes to suffer that pollution. With the closure of the southern entrance to Inner Park Rd, the distance required to return to our homes will be of the order of 3 unnecessary extra miles.

Deputation Requests

In consequence we decided to test opinion via a **petition on change.org** to see whether residents in the area most directly affected would be broadly in favour of the scheme were they allowed to continue to access their homes by the most direct route (ie turning left from Wimbledon Parkside into Withycombe Rd. and/or Inner Park Rd. (both south and north) during the rush hours without fear of penalty. The petition was put up late last week and has, at the time of writing (7th June), garnered over 420 signatures (ie more than your consultation achieved from those living in the whole area). See <http://chnq.it/csXmjbDz9d> to view the petition and its support. You will recognise that this is a significant response to the issues we face and trust that this will encourage you to respond positively to our request.

Deputation Request**Appendix 5**

(updated 09.06.20 9.00am)

Sutherland Grove Conservation Area Residents Association (SGCARA)
Statement for Strategic Planning and Transportation OSC meeting

Residents living within the SGCARA area suffered greatly from excessive traffic, as commuters used the left-turn at Withycombe Rd (& also Inner Pk Rd Northern entrance) to facilitate a morning rush-hour 'rat-run' especially down Girdwood Rd & Skeena Hill, continuing into Granville Rd. The danger posed by the continual stream of traffic to children arriving at St Michaels C of E Primary School in Granville Rd has been very clear to local residents.

The perception from SGCARA residents has been of a significant reduction in commuter-traffic since the 7.00–10.00am left-turn ban at these two roads was instituted. It has made our roads safer & quieter in the mornings. It has also demonstrably eased pressure on the roundabout joining Girdwood Rd, Granville Rd & Sutherland Grove.

SGCARA Committee therefore strongly supports the current trial morning rush-hour left-turn ban becoming permanent. However our residents do not want to see the problem merely moved further South along Parkside, severely inconveniencing other residents. We therefore also strongly support the proposed trial instituting a rush-hour 'No Left-Turn' at Inner Pk Rd (Southern entrance) & other such measures appropriate from Parkside. This would address the concerns of the 544 signatories of the petition mentioned in the Committee Report with whom we have great sympathy.

SGCARA Committee is deeply concerned that local residents are being penalised if they need to return to their homes via the restricted roads in the morning rush-hour, (eg returning from night-shifts or from the 'school-run'). The whole point of the scheme is of course to deter commuters 'rat-running' through our area, not to penalise any local residents. We understand that a suggestion has been made for the ban to be reduced from 7.00-10.00am to 7.00-9.00am, as 'school-run' parents are likely to be returning after that time. There are concerns about this suggestion, fearing that some commuters might simply choose to delay their journey into London to elude the ban. It does not solve the issue of night-shift workers etc returning before 9.00am either.

SGCARA strongly supports a way to be found to end penalisation of residents local to this scheme (& other schemes to be put in place to suppress 'rat-running'.) Means must be found & implemented, eg through technology, to enable the filtering out of locally-registered cars from PCNs. Without this, many good schemes to suppress 'rat-running' will not have total local support. Solving this would render unnecessary the time-reduction described above. If it really is a problem that cannot be solved technologically, such PCNs received by local residents should be automatically cancelled on proof of local registration for the vehicle, and for that number plate to be automatically excluded on any future occasions.

Deputation Requests

SGCARRA assumes that signage will be upgraded when our current 'trial' left-turn at Withycombe Rd is made permanent. Suggestion has come from within our committee that it might be signed 'Local Access Only' (for the restricted times). This would of course also only be effective if non locally-registered cars can be identified & penalised.

The measures which we hope will be agreed by the Strategic Planning and Transportation Overview and Scrutiny Committee on the 9th June won't unfortunately address the reverse 'rat-running' in the evening rush-hour. However, addressing the morning rush-hour 'rat-running' effectively is an important first step. We hope these measures may of themselves dissuade commuters from driving to work/through our area at all, & thereby automatically reduce the 'afternoon' problem. However, if an 'afternoon' problem persists, that measures will subsequently be considered & trialled to address this.

Work-patterns may change after CV19, since some firms have found that having their work-force 'working from home' during lock-down has actually been a positive. A greater proportion of people may continue to do this on at least some days of the week. The best-case scenario would be if a reduction in car-use reduces the morning & evening traffic jams on West Hill, so that commuters passing through SW London will be less-inclined to avoid it and seek yet further 'rat-runs' through our residential streets.

Appendix 6

Inner Park Road and Kingsmere Road

This note is in lieu of an in-person deputation at the Council meeting on June 9th given current Covid restrictions. We would welcome follow up questions from members of the Committee.

The strongly-held view of the residents we represent is that:

1. The scheme should be abandoned as it has led to a significant increase in the number of miles being driven through residential streets by rat runners. Traffic has been displaced not removed. The purpose of the trial was to try to reduce the problem of rat runners coming off the A3 at Tibbetts Corner. The data we have seen shows that the scheme has led to a (modest) 20% reduction in the *number* of vehicles using the rat run. However, the *miles driven* through residential streets, and therefore the impact on local residents, is much increased. The route the traffic now takes is much longer (Parkside to the southern end of Inner Park Road, to Beaumont Road and then Skeena Hill) and with only a 20% reduction in traffic, this means a **TRIPLING** of miles driven through residential streets, as the illustrative table below shows:

RouteDistance (miles) from Tibbetts Corner to the top of Skeena Hill*# cars**Miles driven
Princes Drive - 'old route'0.410040Parkside/IPR - 'new route'1.580120*
Distance calculated on Google maps** # cars illustrative, based on 20% reduction in cars under new scheme

Deputation Request

There is therefore very much greater disruption to local residents from the rat-running under the new scheme, and greater risk as many of the roads on the new route have higher pedestrian footfall and worse visibility (due to sharp bends in the road, junctions, on-street parking) and no pedestrian crossings or traffic calming measures.

There will also be substantially greater air pollution given the increase in miles driven. With the borough declared an AQMA, it is disappointing that this is not being taken into consideration in this planning decision.

2. If the scheme is not abandoned, the experimental traffic order for the southern end of Inner Park Road (7am-9am) should be trialled. There has been a dramatic increase in vehicle traffic along the southern portion of Inner Park Road and Kingsmere, as the old rat run has almost entirely been re-routed along these roads. These roads are particularly unsuited for significant volumes of (fast) vehicles because there is high pedestrian footfall, including a parade of shops and a children's nursery, and very poor visibility due to sharp bends in the road and much on-street parking. There are no pedestrian crossings on these roads and we believe it is only a matter of time until there is a serious accident.

We understand that it may be possible to introduce fine exemptions for local residents and we would strongly support any measure that allows residents of Inner Park Road and Kingsmere Road unimpeded access to their homes during the prohibited periods.

3. No orders should be made permanent at this stage given the lockdown.

Traffic monitoring, requested at the last review of the order, has not been possible (and may not be for many months). Moreover, local residents have simply not had the emotional or physical bandwidth to respond given the constraints of the lockdown (with all the health, financial, and family pressures it has created), nor have they been able to liaise properly with their neighbours. This feels the wrong time to be making any permanent decisions that will significantly impact local residents for years to come.

We hope this clearly sets out the view of residents of our section of Inner Park Road and Kingsmere Road.