

Cabinet Member for Regeneration, Environment and Housing:

Date: 20th September 2017

Agenda item:

Ward: Various

Subject: Proposed waiting restrictions borough wide 2017 Batch 2 (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues details in this report and:

- 1) Notes the result of the statutory consultation carried out between 6th July and 28th July 2017 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading restrictions 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-653-01 – Z27-653-15.
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting and loading restrictions across the borough operating 'at any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting and loading restrictions at various locations across the borough operational 'at any time' as shown in Drawing Nos. Z27-653-01 – Z27-653-15.

2 BACKGROUND

- 2.1 Officers regularly receive complaints and concerns regarding obstructive and dangerous parking from emergency services, local ward members and the local residents. Due to the large number of requests that are received throughout the year, it has been necessary to group these requests with the intention of undertaking a borough wide statutory consultation. Each request is added to a rolling programme for investigation and the appropriate recommendations and the proposals are formulated in one report.

3 STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions at various locations across the borough commenced on 6th July 2017 and ended on 28th 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. Details and drawing plans of the proposals, see appendix A, were also available on the Council's website and a link to this website was included on all street notices.

3.2 Locations of proposals are as follows (drawing plans can be found at appendix A),

1. Abbots Road, CR4
2. Edmund Road, CR4
3. Heatherdene Close, CR4
4. Morland Close, CR4
5. Sussex Road, CR4
6. Cardinal Close, SM4
7. Central Road, SM4
8. Dudley Drive, SM4
9. Montacute Road, SM4
10. Farquhar Road, SW19
11. Wandle Bank, SW19
12. Lake Road, SW19
13. Fairway and Linkway, SW20
14. Hidcote Gardens, SW20
15. Vernon Avenue, SW20

3.3 The statutory consultation resulted in the Council receiving a total of 15 representations, which consisted of 1 representation from Central Road, 6 for Linkway, 4 regarding Morland Close and lastly 4 representations for Vernon Avenue. The representations are further explained in section 4 and the content of the representations can be found in appendix B.

3.4 It is important to note that the council must strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the community.

Ward Councillor Comment

3.5 Ward Members of the wards affected by the proposals have been engaged during the statutory consultation process with the proposals.

3.6 Councillor Ian Munn submitted an objection to the proposed waiting restrictions in Morland Close. Details are in appendix B - ES/WR2017B2/Morland Close/003.

3.7 No objections received from any other Ward Councillors.

4 REPRESENTATIONS RECEIVED

4.1 **Central Road, CR4.** The Council originally received a petition from residents in this cul de sac requesting double yellow lines at the junction and along one side of the entrance road to address obstructive parking and improve sightlines to approaching traffic. 1 representation was received in support.

4.2 **Linkway, SW20.** Ward Councillor made request on behalf of residents due to obstructive parking on the bend at this location. The Councils received 5 representations in support with requests for further restrictions to be introduced.

4.3 **Morland Close, CR4.** The local MP made a request on behalf of local residents for double yellow lines to be introduced into the close due to residents' concerns regarding inability to manoeuvre through the close and access private parking areas due to obstructive parking. 2 representations in support and 2 representations objecting to the proposals were received.

- 4.4 The 2 objections were from residents of a neighbouring road who raised concern of insufficient parking in the area and of reliance to park in Morland Close in the event that their own road reaches full parking capacity. Full details of the representations can be found in appendix B.
- 4.5 Giving consideration to the representations received and additional investigation officers have revised the proposal for Morland Close to relocate the double yellow lines to the opposite side of the carriageway adjacent to No.33 and 34 and provide 2 additional parking spaces adjacent to No.26 Church Road, to provide 8 spaces in total. It is important to note that waiting restrictions are proposed where parking cannot be accommodated without causing obstruction. The revised proposal can be found in appendix C.
- 4.6 **Vernon Avenue, SW20.** Request from the Ward Councillor on behalf of residents requesting increased waiting restrictions due to safety concerns for vehicles exiting Vernon Avenue because of parked vehicles on Kingston Road hindering sightlines to approaching traffic at this junction. 4 representations in support were received.

5 TIMETABLE

- 5.1 If a decision is made to proceed with implementation of the proposed waiting restrictions, Traffic Management Orders could be made six weeks after 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.

6 ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would be contrary to the concerns expressed by the local communities, and would not resolve the dangerous and obstructive parking that is currently taking place.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 To introduce the proposed restrictions will cost approximately £5k. This includes the making of The Traffic Management Orders. The set up costs will be funded from the Capital budget identified for controlled parking zones within the Capital Programme 2017/2018.

8 LEGAL AND STATUTORY IMPLICATIONS

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

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.

- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 9.4 By maintaining clear access points, visibility will improve thereby improving the safety at junctions; bends and along narrow sections of a road and subsequently reducing potential accidents.
- 9.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

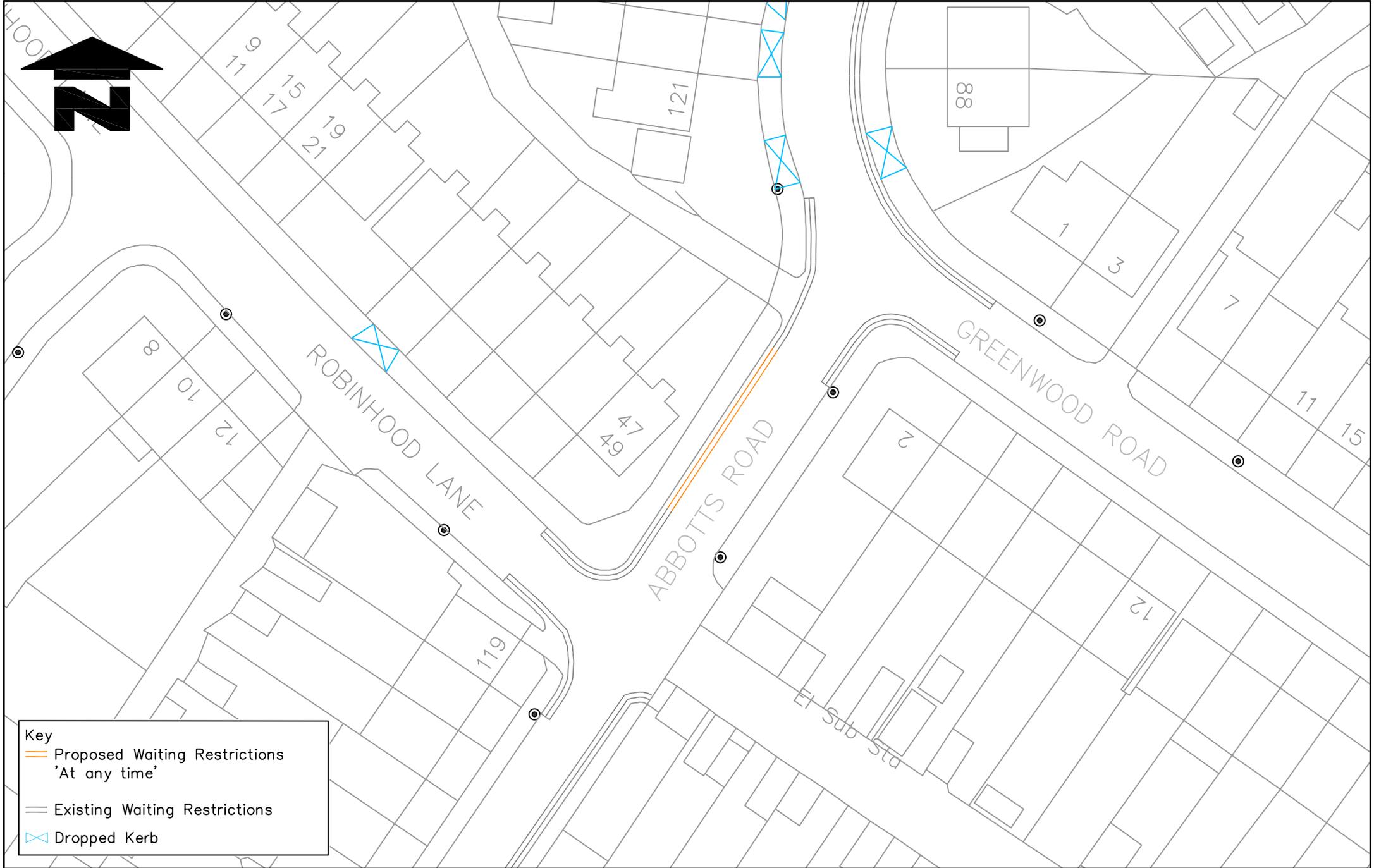
10 RISK MANAGEMENT IMPLICATIONS

- 10.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, businesses and visitors, in the case of an emergency, and access difficulties will not be addressed. It would also be contrary to the support and concerns expressed and could lead to loss of public confidence in the Council.
- 10.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand in the surrounding roads at each location. However, the benefits of the proposals outweigh the possible increase in demand.

11 APPENDICES

- 11.1 The following documents are to be published with this report and form part of the report.
- 11.2 Appendix A - Drawing Nos. Z27-653-01 – Z27-653-15
- 11.3 Appendix B - Representations and Officer's Comments
- 11.4 Appendix C – Drawing No. Z27-653-04 Revision A

Appendix A - Drawing Nos. Z27-653-01 – Z27-653-15



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
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Rev.	Revisions	Drawn	Slg.	Date	Chkd.	Slg.	Date	App.	Slg.	Date

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Drawn by	Slg.	Date
BC		May 2017
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		May 2017
Approved by	Slg.	Date
		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Abbotts Road, SM4

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

Drawing No.	Z27-653-01
Revision	-
Classification	CONSULTATION
Scale	1: 500



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- < Dropped Kerb

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PROJECT
Waiting Restrictions (Proposed)

TITLE
Edmund Road, SM4

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

Drawing No. Z27-653-02

Revision -

Classification
CONSULTATION

Scale
1: 500



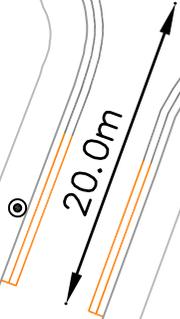
Anglo Saxon
Burial Ground

El Sub Sta

RUNES CLOSE

HEATHERDENE CLOSE

MORDEN ROAD



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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		May 2017
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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Heatherdene Close, SM4

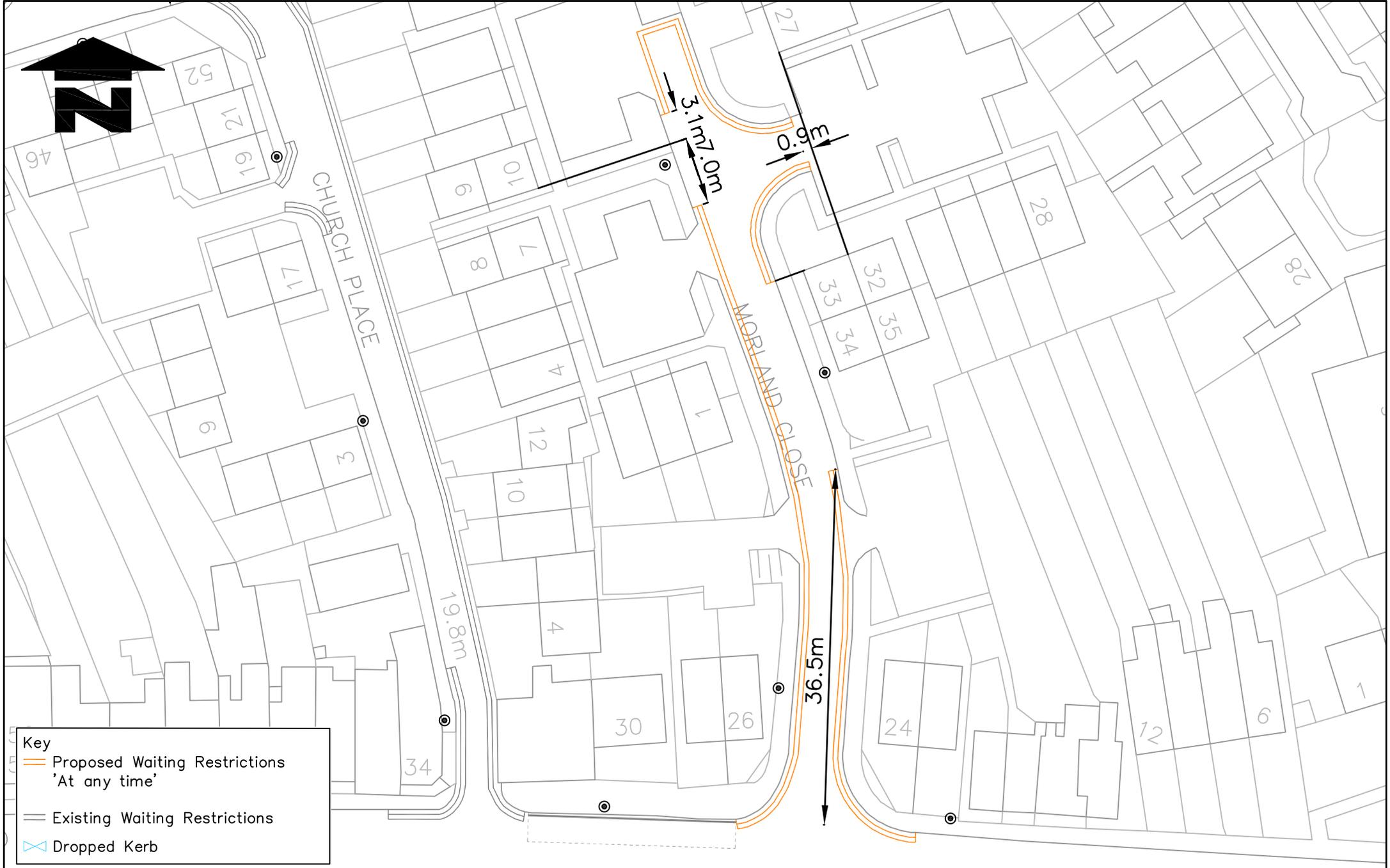


Drawing No. Z27-653-03

Revision -

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CONSULTATION

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Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
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PROJECT
Waiting Restrictions (Proposed)

TITLE
Morland Close, CR4

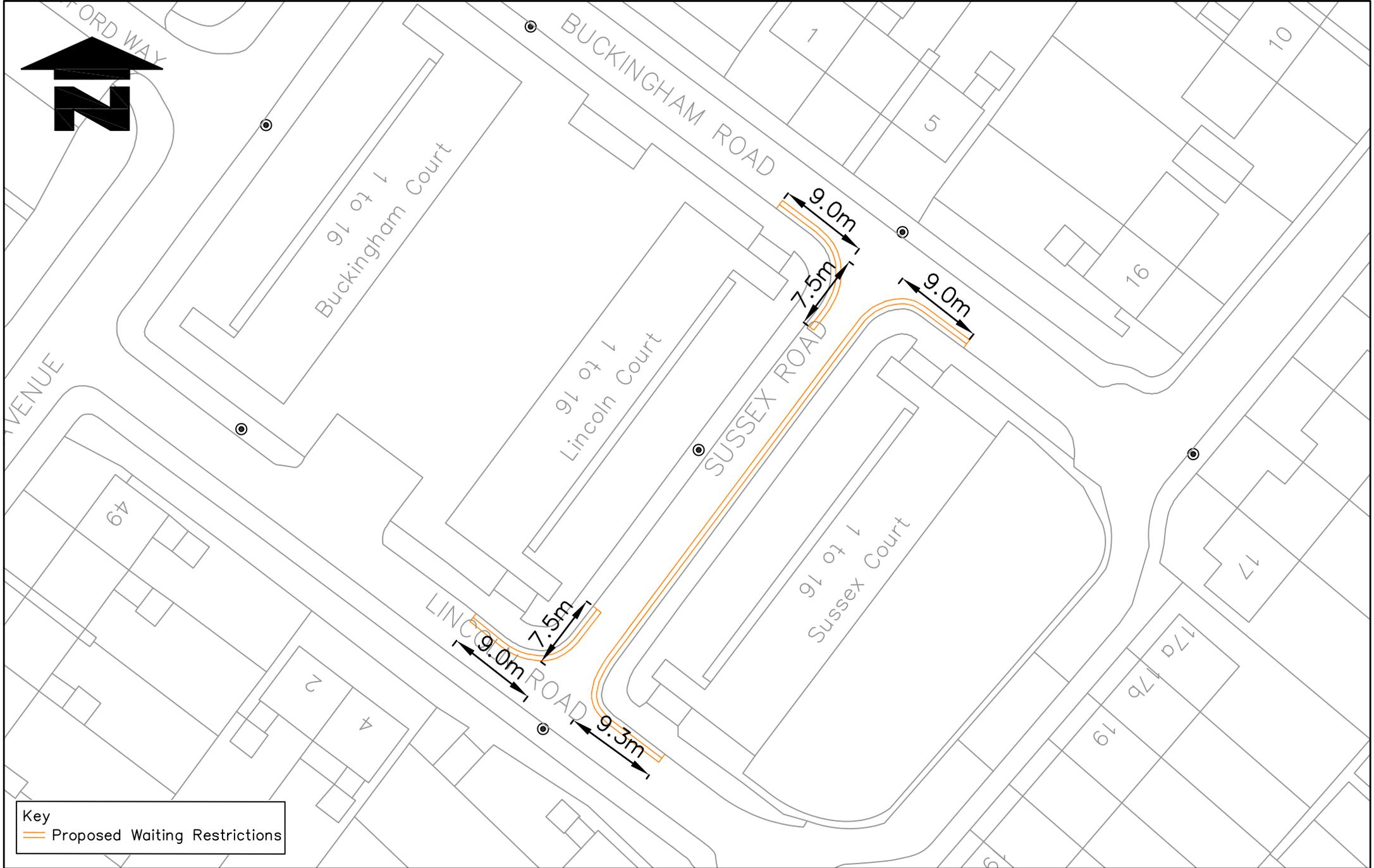
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London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.
Z27-653-04

Revision
-

Classification
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Scale
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Key
 Proposed Waiting Restrictions

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Sustainable Communities
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PROJECT
 Waiting Restrictions (Proposed)

TITLE
 Sussex Road, CR4

merton

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

Drawing No.	Z27-653-05
Revision	-
Classification	CONSULTATION
Scale	1: 500



Key

- Proposed Waiting Restrictions 'At any time'
- ⊞ Dropped Kerb

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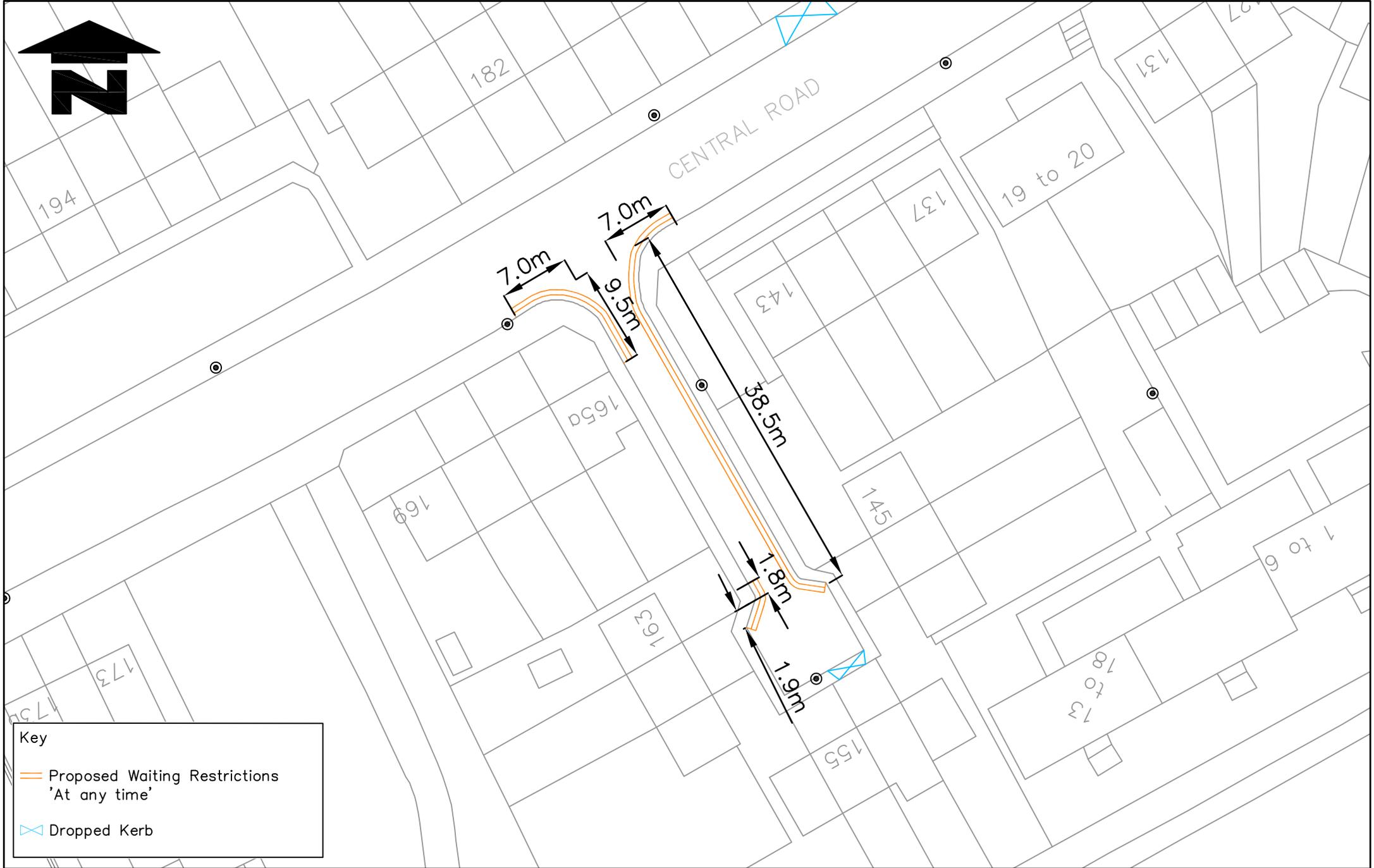
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PROJECT
Waiting Restrictions (Proposed)

TITLE
Cardinal Close, SM4

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London Road
Morden, Surrey
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Drawing No.	Z27-653-06
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PROJECT
Waiting Restrictions (Proposed)

TITLE
Central Road, SM4
Nos.143 - 159a

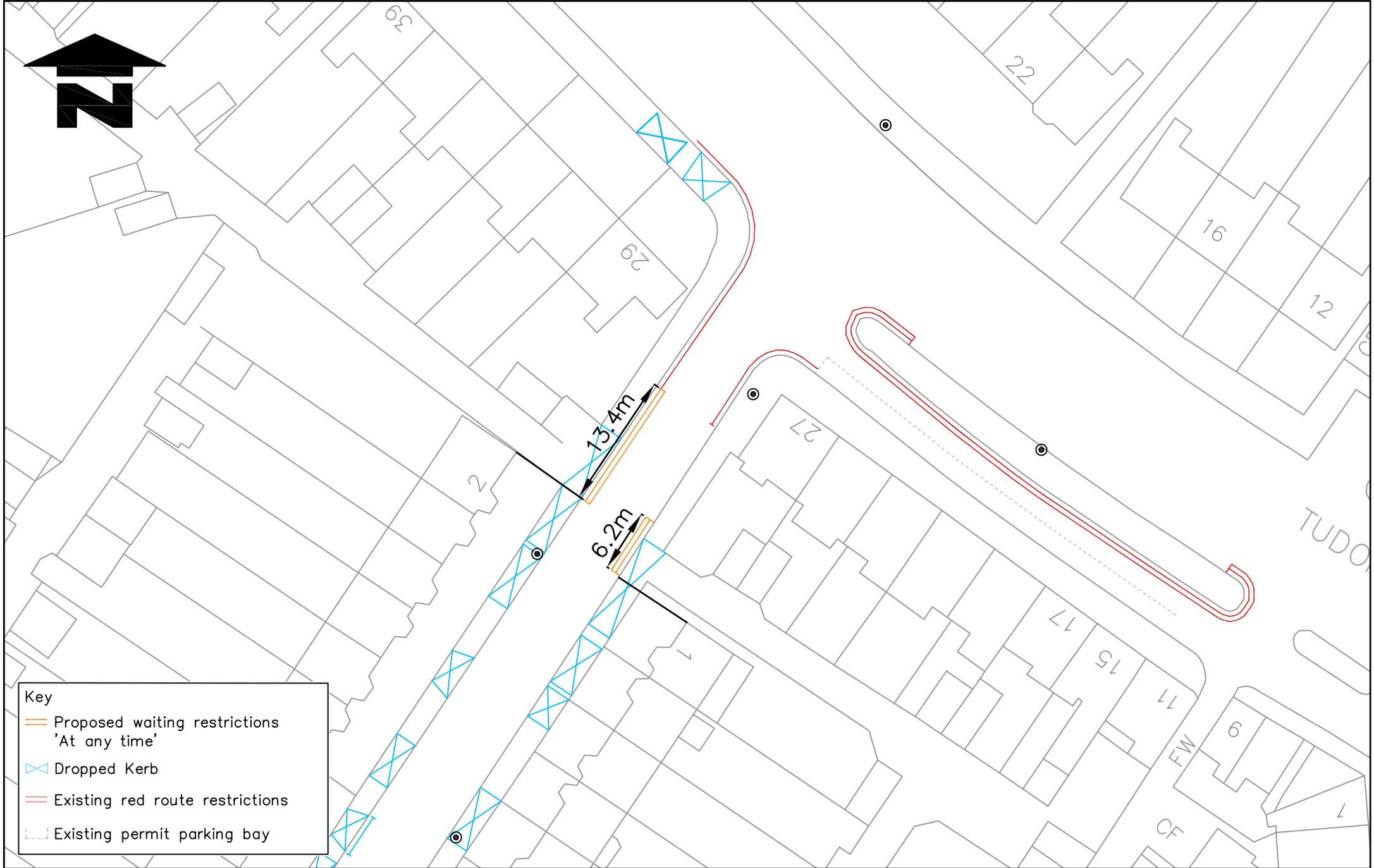
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London Road
Morden, Surrey
SM4 5DX
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Drawing No.
Z27-653-07

Revision
-

Classification
CONSULTATION

Scale
1: 500



Key

- Proposed waiting restrictions 'At any time'
- ▨ Dropped Kerb
- Existing red route restrictions
- - - Existing permit parking bay

Notes
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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Dudley Drive, SM4

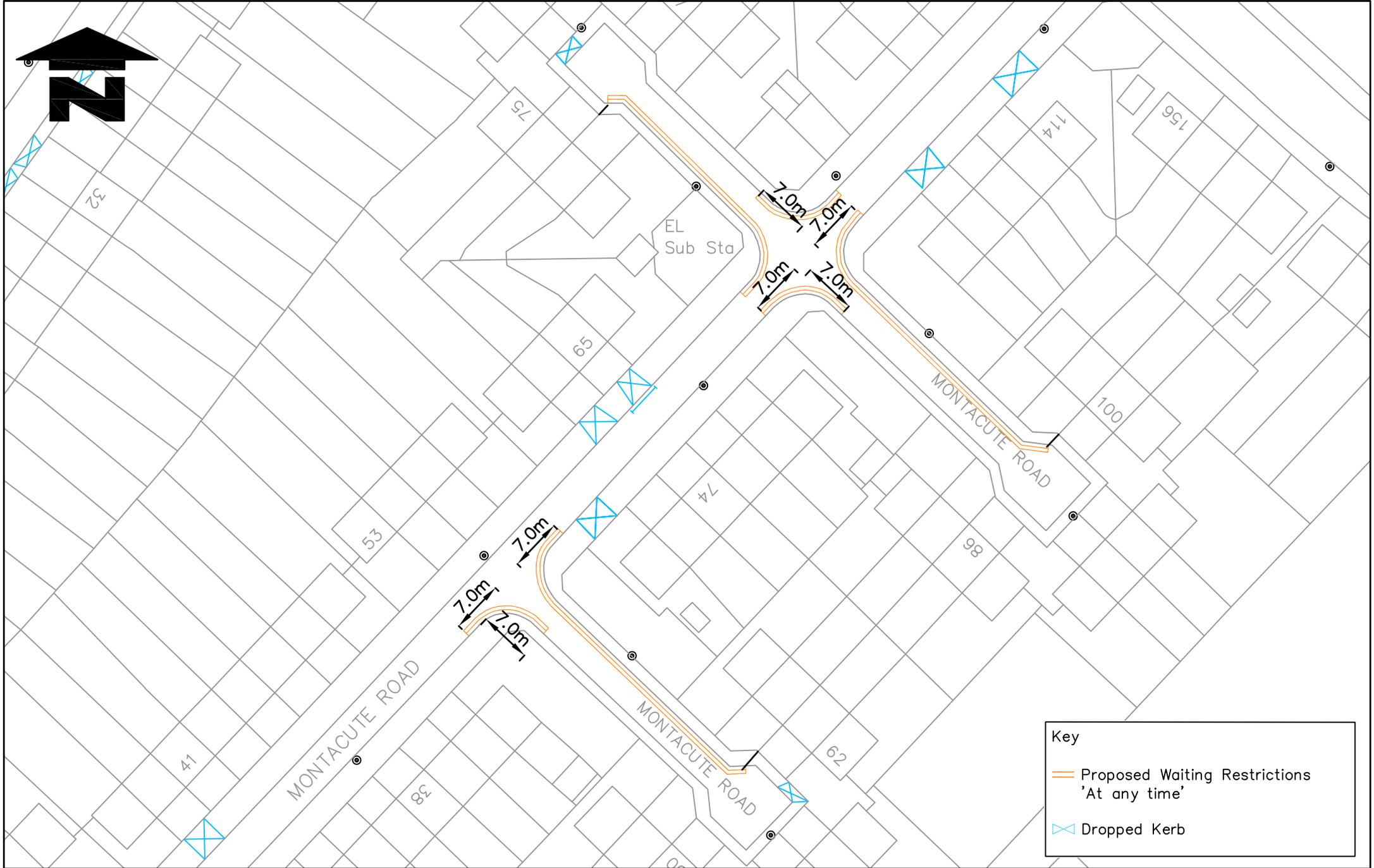
Merton Civic Centre
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SM4 5DX
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Drawing No. Z27-653-08

Revision -

Classification
CONSULTATION

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1: 500



Key

- Proposed Waiting Restrictions 'At any time'
- Dropped Kerb

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PROJECT
Waiting Restrictions (Proposed)

TITLE
Montacute Road, SM4



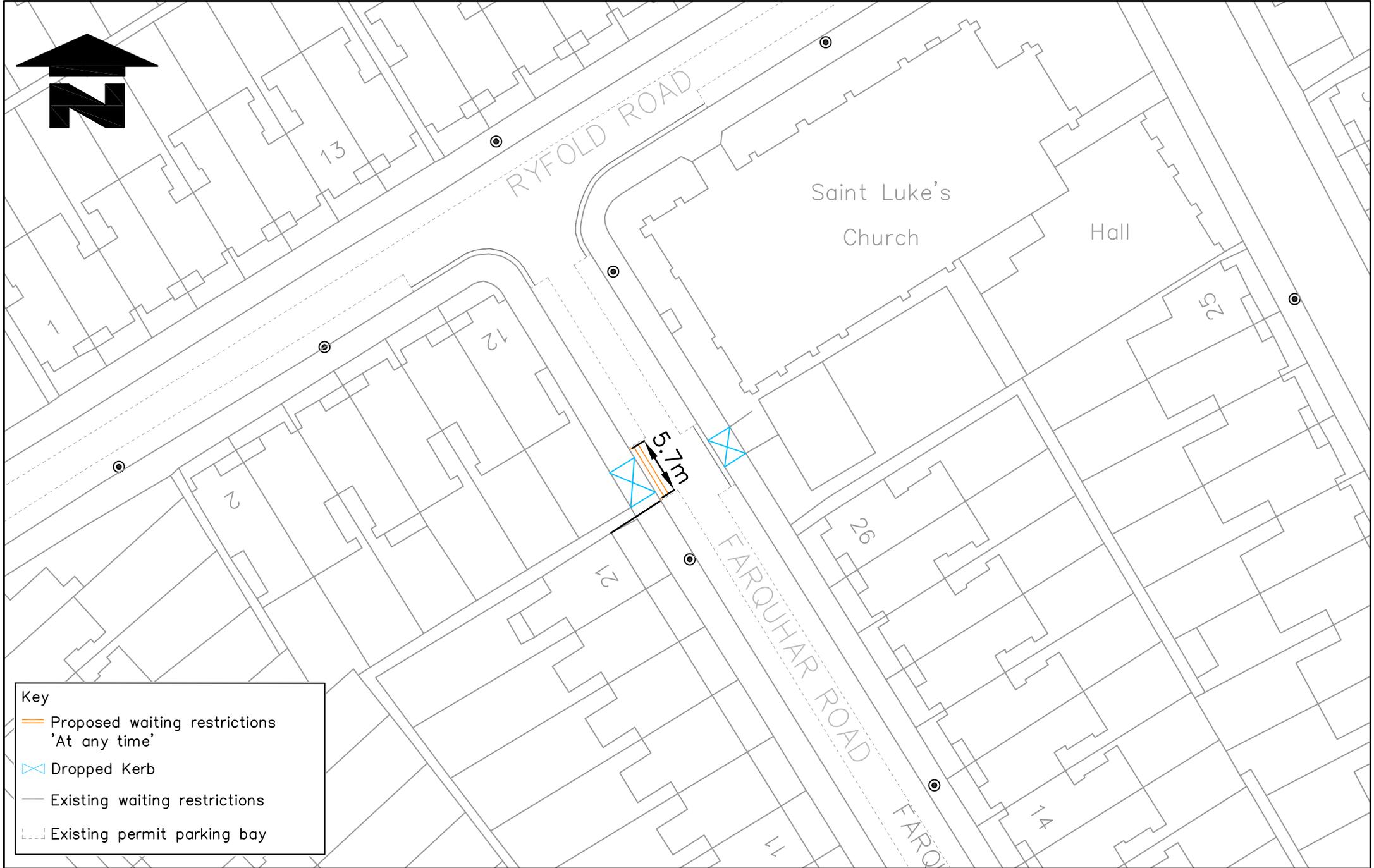
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Drawing No.
Z27-653-09

Revision
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Classification
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Key

- Proposed waiting restrictions 'At any time'
- Dropped Kerb
- Existing waiting restrictions
- Existing permit parking bay

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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Farquhar Road, SW19

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

Drawing No. Z27-653-10

Revision -

Classification **CONSULTATION**

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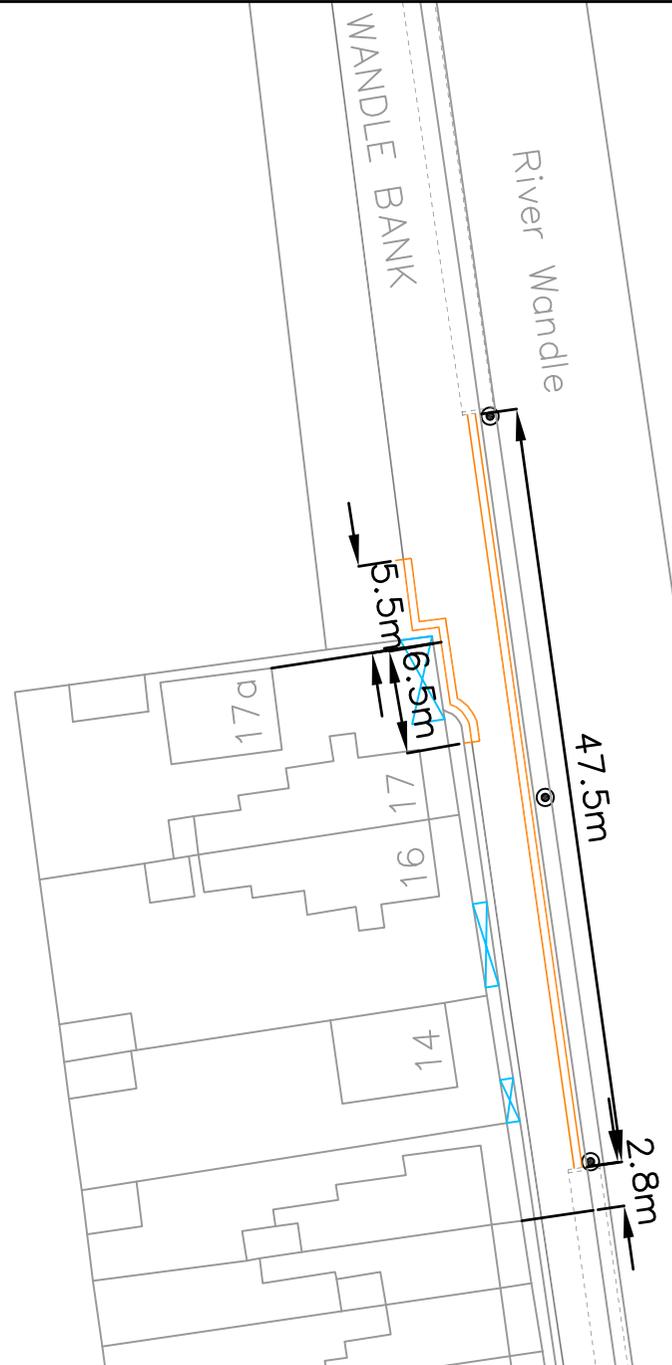
WANDLE BANK

River Wandle

FB

Bus Depot

Ground



Key

- Proposed waiting restrictions 'At any time'
- Dropped Kerb
- Existing waiting restrictions
- Existing permit parking bay

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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Wandle Bank, SW19

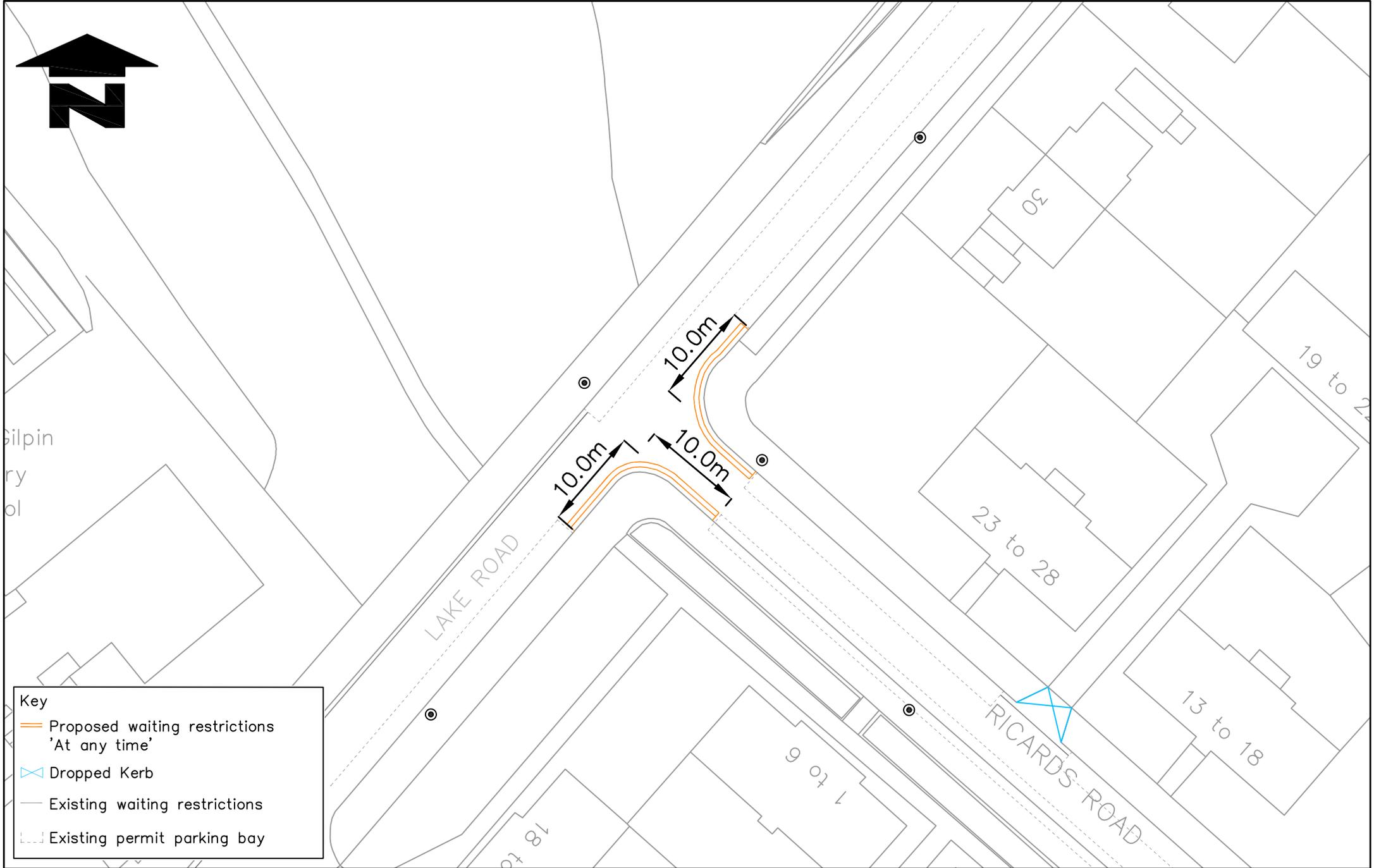
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Revision -

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Scale 1: 750



Key

- Proposed waiting restrictions 'At any time'
- Dropped Kerb
- Existing waiting restrictions
- Existing permit parking bay

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PROJECT
Waiting Restrictions (Proposed)

TITLE
Lake Road and Ricards Road SW19



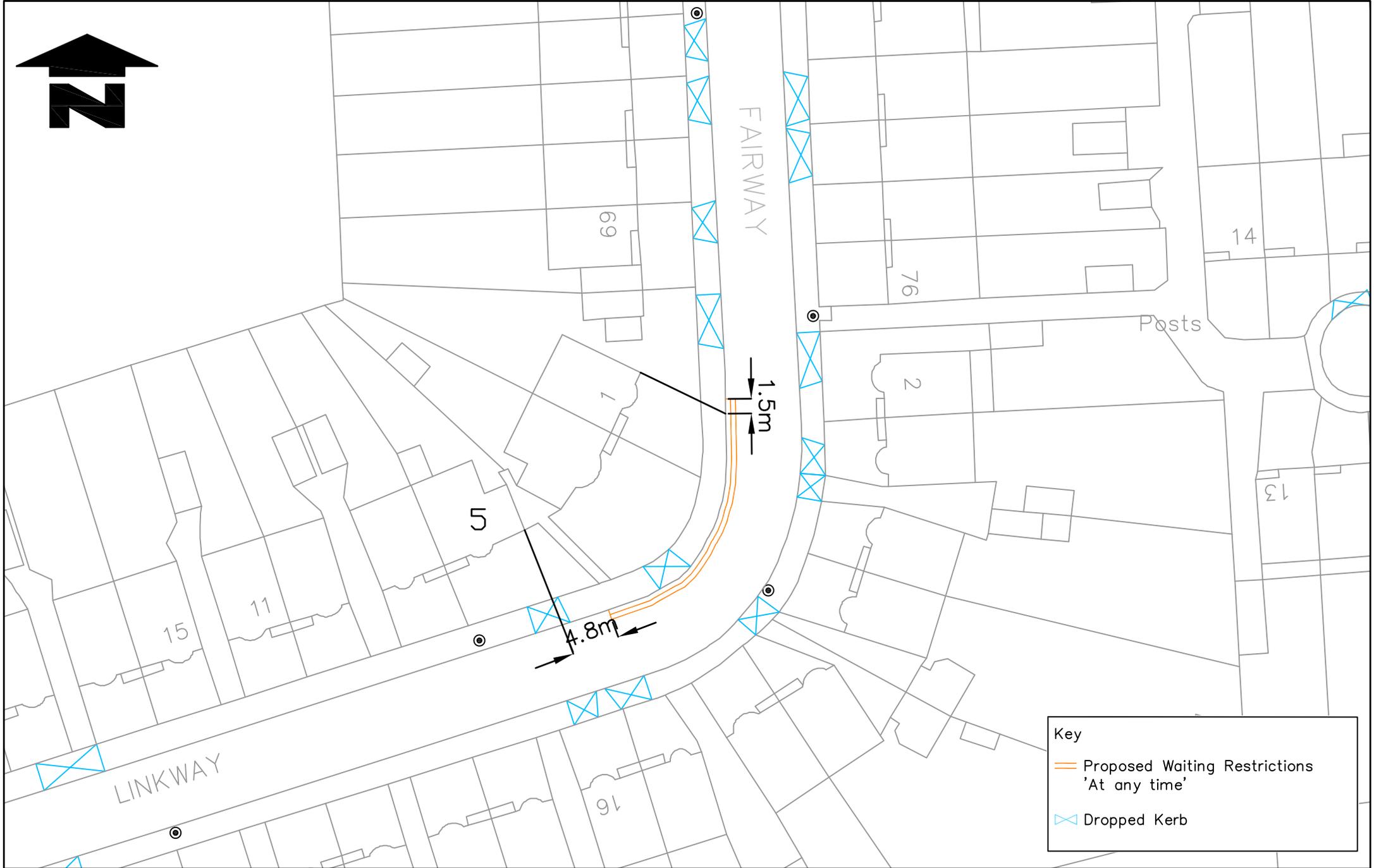
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Drawing No. Z27-653-12

Revision -

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Key

- Proposed Waiting Restrictions 'At any time'
- X Dropped Kerb

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		May 2017
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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Fairway and Linkway SW20

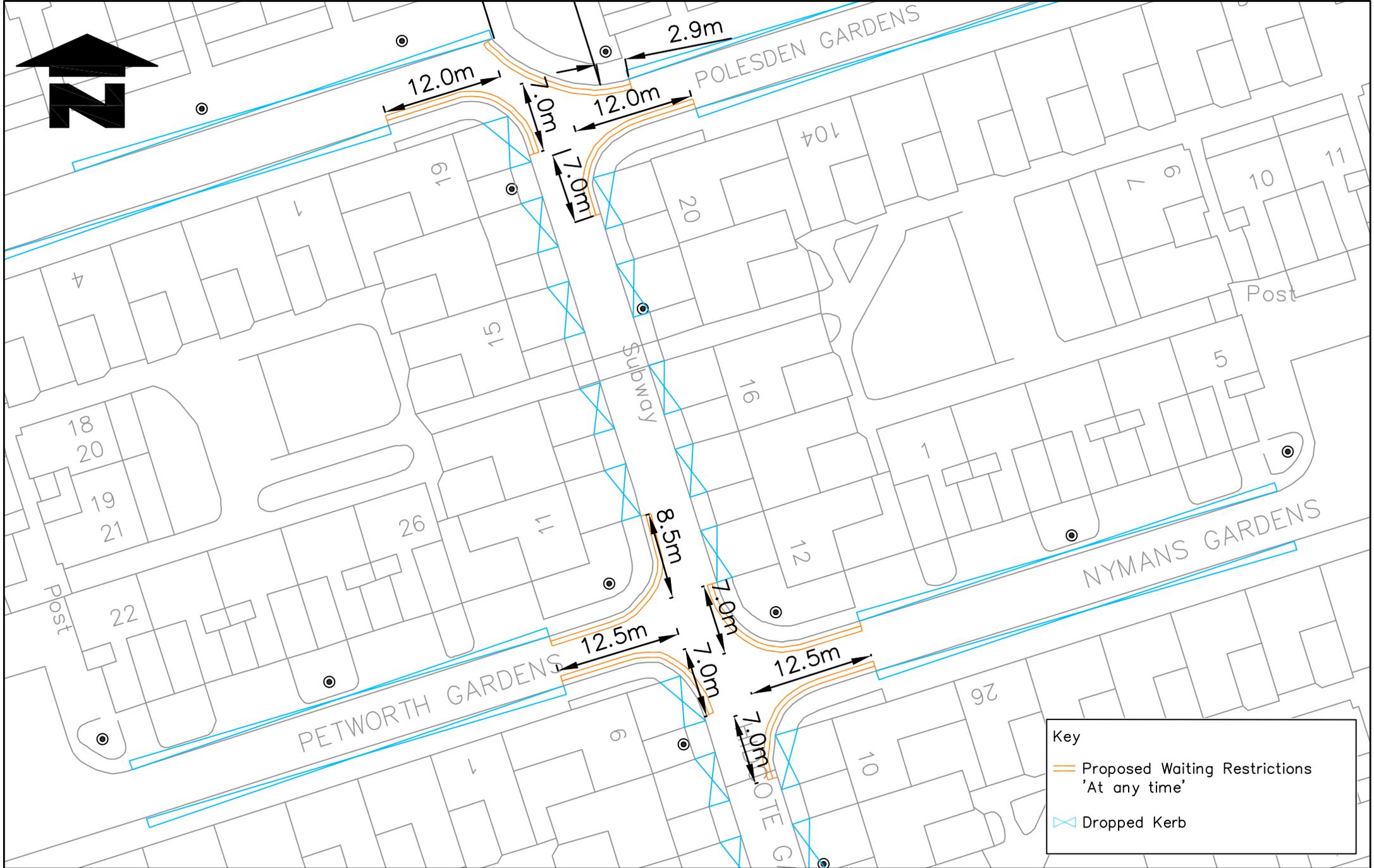
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Drawing No. Z27-653-13

Revision -

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Key

- Proposed Waiting Restrictions 'At any time'
- △ Dropped Kerb

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PROJECT
Waiting Restrictions (Proposed)

TITLE
Hidcote, Nymans, Petworth and Polesden Gardens, SW20

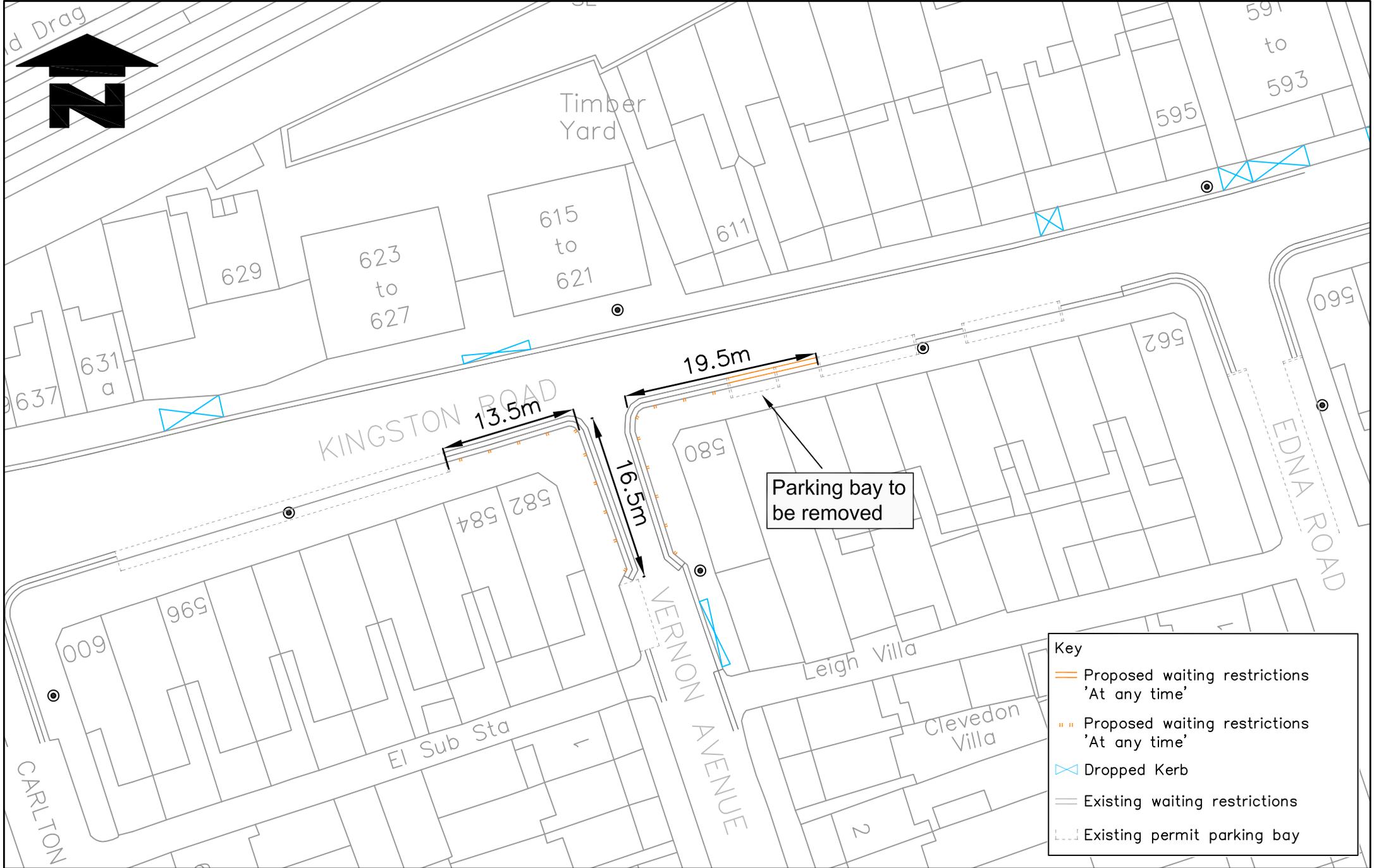
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Drawing No. Z27-653-14

Revision -

Classification **CONSULTATION**

Scale 1: 500



Key

- Proposed waiting restrictions 'At any time'
- Dropped Kerb
- Existing waiting restrictions
- Existing permit parking bay

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Drawn	Stg.	Date	Chkd.	Stg.	Date	App.	Stg.	Date



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PROJECT
Waiting Restrictions (Proposed)

TITLE
Kingston Rd and Vernon Avenue SW20



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

Drawing No. Z27-653-15
Revision -
Classification CONSULTATION
Scale 1: 500

Appendix B - Representations and Officers' Comments

Central Road, SM4

ES/WR2017B2/Central Rd/001

Thank you for listing our concerns about parking for consultation. Having looked at the map of where you propose to locate yellow lines I have only one comment. The diagram should read 143-165A Central Road and not as stated. If the consultation process agrees with your proposals when do you expect work to take place?

Linkway, SW20

ES/WR2017B2/Linkway/001

I am writing to support the proposal to put double yellow lines on the Linkway / Fairway bend. Could you also consider putting them on the bend outside number 66 Linkway?

ES/WR2017B2/Linkway/002

I fully endorse the proposed double yellow lines on the bend where Fairway and Linkway meet. However, I would like to further add that I believe the single bay outside number 2 and 4 Linkway should also be a double yellow line. Vehicles regularly exceed the speed limit on these roads and trying to enter and exit from my driveway is exceedingly difficult and dangerous if there is a vehicle parked in that space and or opposite the road.

ES/WR2017B2/Linkway/003

We live on the bend on the opposite side of Linkway to the proposed double yellow lines, and feel it is necessary for the double yellow lines to continue up to the beginning of the crossover at 5 Linkway.

If parking is allowed between the end of the double yellow line and the crossover of 5 Linkway, shown on the plan as 4.8m, there is no clear passing point and we constantly see cars having to avoid each other, and larger vehicles such as fire engines, ambulances and heavy lorries, having difficulty getting through the space between cars parked on both sides of the road.

ES/WR2017B2/Linkway/004

We want to make you aware of similar issues of congested parking, loading times and waiting of vehicles occurs at the bend on the other end of Linkway (after the width restriction around 64 and 66 Linkway) and we would therefore recommend to Merton Council that double yellow lines are also added at that other bend in Linkway to ensure large or loading vehicles do not park there and also block access through parking there.

ES/WR2017B2/Linkway/005

I am concerned about the proposed double yellow line with "no parking at any time" line from 1 to 3 Linkway. The proposal states that this is in order to 'aim to improve safety, visibility and provide clear access for all road users, this is particularly important for emergency service vehicles (ambulance and fire engines) and the council's refuse collection service vehicles.'

However, the proposals do not add up to increasing safety on the road. In theory, if you remove all cars from being parked on Fairway and Linkway that would of course improve safety. However, the key is to remove them at the points where it would cause a potential impact.

This current proposal doesn't improve the safety as the real issue is on the bend itself, where, larger vehicles would need extra manoeuvring space on the turn. However, the proposal is to remove a parking space WELL BEFORE this point.

The length of road at the proposed parking removal spot outside 1-3 Linkway is the same width of road as the rest of Fairway. So why it is that this is an issue at the top end of the road, when it isn't an issue further down?

(Note: we still get the garbage trucks, and ambulance through fine - the only issue is when so many cars use this road as a 'through road' by making roads wider and them using it as a side cut that the real issue is.)

Therefore yes, if you want more space, you need to increase it AT THE CURVE itself.

There is absolutely no point to removing it down the road where currently there is no issue at that particular strip of the road and on that basis, I challenge the council spending money on this proposal simply to show it is addressing an issue at this point of the road at all. It's simply a waste of money if not done at the right spot.

ES/WR2017B2/Linkway/006

I write to object to the proposed yellow lines to the above on the grounds that: Bollards and white lines are already in place and effective in discouraging parking. I live across the road from the proposed and therefore aware that parking is not a problem and never was even before the bollards and white lines were installed at great cost. It is a waste of valuable staff time and public money in implementing this proposal as parking is not an issue in Linkway.

Officer's Comments:

The proposal seeks to provide an 'at any time' waiting restriction outside No.1 – 5 Linkway which is on the bend itself at this location. This will restrict vehicles from parking and causing obstruction on the inside kerbline of this bend and assist with moving traffic and unobstructed sightlines. Officers have noted residents' concerns for further waiting restrictions and this will be progressed with future investigation as part of the Council's borough-wide proposed waiting restrictions programme.

Morland Close, CR4

ES/WR2017B2/Morland Close/001

I am a resident of Morland Close Mitcham CR4 and write regarding the proposed waiting restrictions (yellow Lines) being proposed to Morland Close. I am completely in favour as for some time I have been concerned that should the fire brigade require access to the bottom end of the cul de sac they would find their access restricted or possibly blocked due to vehicles parked on the pavements on both sides of the road.

If I could make a suggestion on reviewing the proposed map I noticed the double yellow lines are marked to the left hand side as you enter the road thus leaving the right hand side clear. I would point out that there are two properties (No 33 and 34) on the right hand side of the road that have opening windows close to the pavement hence should vehicle have parking access here the view could be blocked by high sided parked vehicles, this is not the case on the other side of the road where there are just solid walls (no windows) or bushes, hence no residents would be effected visually.

I therefore believe the yellow lines would be better placed on the right hand side of the road on entrance which would not affect the view of any properties and would approximately enable the same number of vehicle on street parking.

ES/WR2017B2/Morland Close/002

As a resident, I am offering my full support for the proposed parking restrictions, with the only regret that it hasn't been introduced earlier. There are numerous drivers that are working in the local area who are parking on this road without any consideration towards the local residents and ignoring any basic safety rules.

The pavements are blocked by inconsiderate drivers on the majority of the days and vehicles are blocking the road sometimes by parking on the road on one side (all 4 wheels) and half on pavement / half on the street on the other side. Emergency vehicles would not be to access my property probably 4 days out of 7 and pedestrians would have to walk on the road 5 out of 7 days. This is completely unacceptable and a great cause of concerns for me, my wife and my two young children.

Also the exit from the car park is often blocked by vehicles parked too close to the exit, on the left and on the right side, with vehicles parked on the pavement on the other side of the road at all times. There were a few circumstances when I was not able to take my vehicle to work which is very inconvenient when this is not planned in advance.

The situation deteriorated a lot in the last three years and has been made even worse by the restrictions introduced on other streets within our vicinity. Also the changes to the rules that allowed drivers to park on the pavement were a negative contributing factor as well. Vehicles blocking the pavement / the road were not monitored at all the times and the penalty charges were not a deterrent for not following the rules.

ES/WR2017B2/Morland Close/003

The effect of these proposals, if approved, would prohibit waiting by vehicles (otherwise for the purpose of delivering or collecting goods or loading or unloading a vehicle for 20 minutes and prohibit waiting or parking at any time in the

lengths of road specified by the proposed Orders. In Morland Close these prohibitions would extend to: all sides,

(1) except the west side, from a point 7 metres south of the south wall of Nos 9 and 10 Morland Close northward for 10.1 metres; and

(2) the east side, from a point 36.5 metres north of the northern kerb-line of Church Road northward to a point opposite the north wall of Nos 32 and 33 Morland Close.

If approved, these prohibitions would leave space for only 6 small vehicles to park: 2 on the west side and 4 on the east side of the road. Such draconian measures would cause significant harm to users of this road.

The stated intention of the Order is to improve safety, prevent obstructive parking and to reduce personal injury and road accidents.

I have lived in Church Road since 1987, and though I usually park outside my home – where there is space for 4 vehicles (plus 1 disabled vehicle), I am frequently obliged to park in Morland Close thus I am familiar with conditions in this cul de sac. During the time that I have lived here I am not aware of any personal injury or road accidents in this road; and I can recall only 3 PCNs being issued in respect of obstructive parking. These Notices were issued in 2016 following complaints from residents in this road following complaints (see below)

Morland Close is among many roads in this area where parking pressure is significant. It is listed in the April 2016 Ordinance on Footway Parking as among the streets where, provided 1 metre of footway is left for pedestrians, cars may be parked with 2 wheels on the footpath. This is how vehicles are usually parked in this road and this has been the practice for many years. Most vehicles parked in this road are parked in compliance with the Ordinance: and I have received few complaints about non-compliance.

I am aware of other complaints from residents in this street, and have had conversations with those residents who have asked for parking restrictions to be put in place. These residents complained, in 2016, when another resident in the road (who had some 3 or 5 vehicles – the number varied depending on his business activities) caused mayhem by inconsiderate parking. On more than one occasion this resident's inconsiderate parking caused obstruction and prevented other residents from entering or leaving their private parking bays. This bad neighbour has now left the area. The mayhem residents experienced has now ceased; and the principal cause of their complaints no longer exists.

There is a significant amount of private parking provision in Morland Close. There are 34 properties in this street (2 of which have been converted into flats). These properties have, between them, 31 off street private parking bays. Properties at 20 to 26 have no private bays and need to park on the street. There is no controlled parking in this street, so, if the Parking Restriction Order were to be approved, the 6 residents living in Morland Close would have to compete with other road users to be able to park in the 6 spaces that would be available. Clearly this would be unacceptable.

There is considerable parking stress in the area surrounding Morland Close. In consequence other residents and visitors use the present on-street parking in this street. For example residents of Beadle Court (where there is an inadequate supply of parking bays) and those living in Preshaw Crescent (where there is no parking at all) use this street. Similarly staff working at Vestry Hall use some of the Morland Close road space. Parents dropping off or collecting children from the nearby Cricket Green School also use this road.

The use of Morland Close for occasional parking by visitors to the area does mean that this street is sometimes extensively used during the day; however, access / egress for the Morland Close residents private parking bays is not interrupted. During the evenings and at weekends there is usually sufficient space for other road users.

In conclusion the original complaints arising from the behaviour of one bad neighbour have been resolved. There have been few or no accidents in Morland Close. The extent of recorded obstructive parking is negligible. The extent of yellow lines and waiting restrictions proposed for Morland Close are excessive and should be rejected, as their imposition would cause considerable and unnecessary stress to other road users

ES/WR2017B2/Morland Close/004

I have lived in Church Rd for 13 Years and when I'm unable to park outside my home, where there are 4 parking spaces and a disabled bay, I park my car in Morland Close.

There is considerable parking stress in the area surrounding Morland Close. In consequence other residents and visitors use the present on-street parking in this street. For example residents of Beadle Court (where there is an inadequate supply of parking bays) and those living in Preshaw Crescent (where there is no parking at all) use this street. Similarly staff working at Vestry Hall use some of the Morland Close road space. Parents dropping off or

collecting children from the nearby Cricket Green School also use this road.

Also because of newly imposed parking restrictions enforced in Frimley Gardens and Church Place, residents of these streets now use Morland Close. As a result I am finding it increasingly difficult to park my car near my home anyway which is extremely worrying and stressful, as I have a young daughter and I'm finding it very difficult to a) find somewhere to park and b) getting my daughter home safely, especially if I have shopping or luggage to carry.

I can only see the situation becoming worse in the immediate area because of the multiple planning permissions being granted to build flats and the innumerable conversions currently taking place. This small historic conservation area is becoming totally saturated and is becoming unsustainable, even more so if these ludicrous proposals are approved.

I am aware of complaints from residents in Morland Close, and have had conversations with those residents who have asked for parking restrictions to be put in place. These residents complained, in 2016, when another resident in the road (who had some 3 or 5 vehicles – the number varied depending on his business activities) caused mayhem by inconsiderate parking. On more than one occasion this resident's inconsiderate parking caused obstruction and prevented other residents from entering or leaving their private parking bays. This bad neighbour has now left the area. The mayhem residents experienced has now ceased; and the principal cause of their complaints no longer exists.

There is a significant amount of private parking provision in Morland Close. There are 34 properties in this street (2 of which have been converted into flats). These properties have, between them, 31 off street private parking bays. Properties at 20 to 26 have no private bays and need to park on the street. There is no controlled parking in this street, so, if the Parking Restriction Order were to be approved, the 6 residents living in Morland Close would have to compete with other road users to be able to park in the 6 spaces that would be available. Clearly this would be unacceptable.

To conclude, there has never been a safety issue regarding parking in Morland Close, the original complaints about parking have been resolved due to the offending individual not residing there any longer. Should these restrictions be imposed then they will undoubtedly cause unnecessary stress and conflict for the regular users of this road.

Officer's Comments:

The aim of the proposal is to maintain clear access through the road and sightlines at the junctions of the carriageways and especially assist waste collection services as well as provide clear access for emergency services should the need arise.

In compliance with Transport for London Design Principles the regulations state that 1.5 metres is the minimum acceptable clearance on footways. The average width of the footways in Morland Close is 1.7 metres and the width of the carriageway is 5.4 metres at the entrance section from Church Road and 5.5 metres mid-way along the road. Morland Close does not have sufficient carriageway and footway width to accommodate vehicles parking on both sides with partial footway parking without causing obstruction to pedestrians.

Giving consideration to the representations received and additional investigation officers have revised the proposal for Morland Close to relocate the double yellow lines to the opposite side of the carriageway adjacent to No.33 and 34 and provide 2 additional parking spaces adjacent to No.26 Church Road, to provide 8 spaces in total.

It is important to note that waiting restrictions are proposed where parking cannot be accommodated without causing obstruction, where parking can be accommodated restrictions are not proposed.

Vernon Avenue, SW20

ES/WR2017B2/Vernon Ave/001

We live on Vernon Avenue. The sight line when turning out of Vernon Avenue onto Kingston Road is blind when vehicles (particularly vans and SUVs) are parked in the bay outside the kitchen and carpet shops. Traffic on Kingston Road is often fast moving, it would T-bone a car pulling out of Vernon Avenue if there were to be an accident. With lots of kids living on Vernon Ave, travelling in the back of cars, such an accident could be tragic.

Please take safety as the paramount concern over trader objections. There is plenty of other parking along Kingston Road for customers and there is an alley running along the back for deliveries.

ES/WR2017B2/Vernon Ave/002

I wish to support the proposal to extend the double yellow lines to the right of Vernon Ave as you exit from the road

and sincerely hope that this will enable a clear view of oncoming traffic.

The problem was exacerbated when the on road parking was changed to half on half off. Prior to that it was possible to view the traffic providing there were not a number of pedestrians on the pavement at the time. Now it is impossible to view oncoming traffic unless you edge out into the Kingston Road part way across the carriage way, thus causing an obstruction to any approaching traffic. Unless something is done to improve the situation, this is an accident waiting to happen!

ES/WR2017B2/Vernon Ave/003

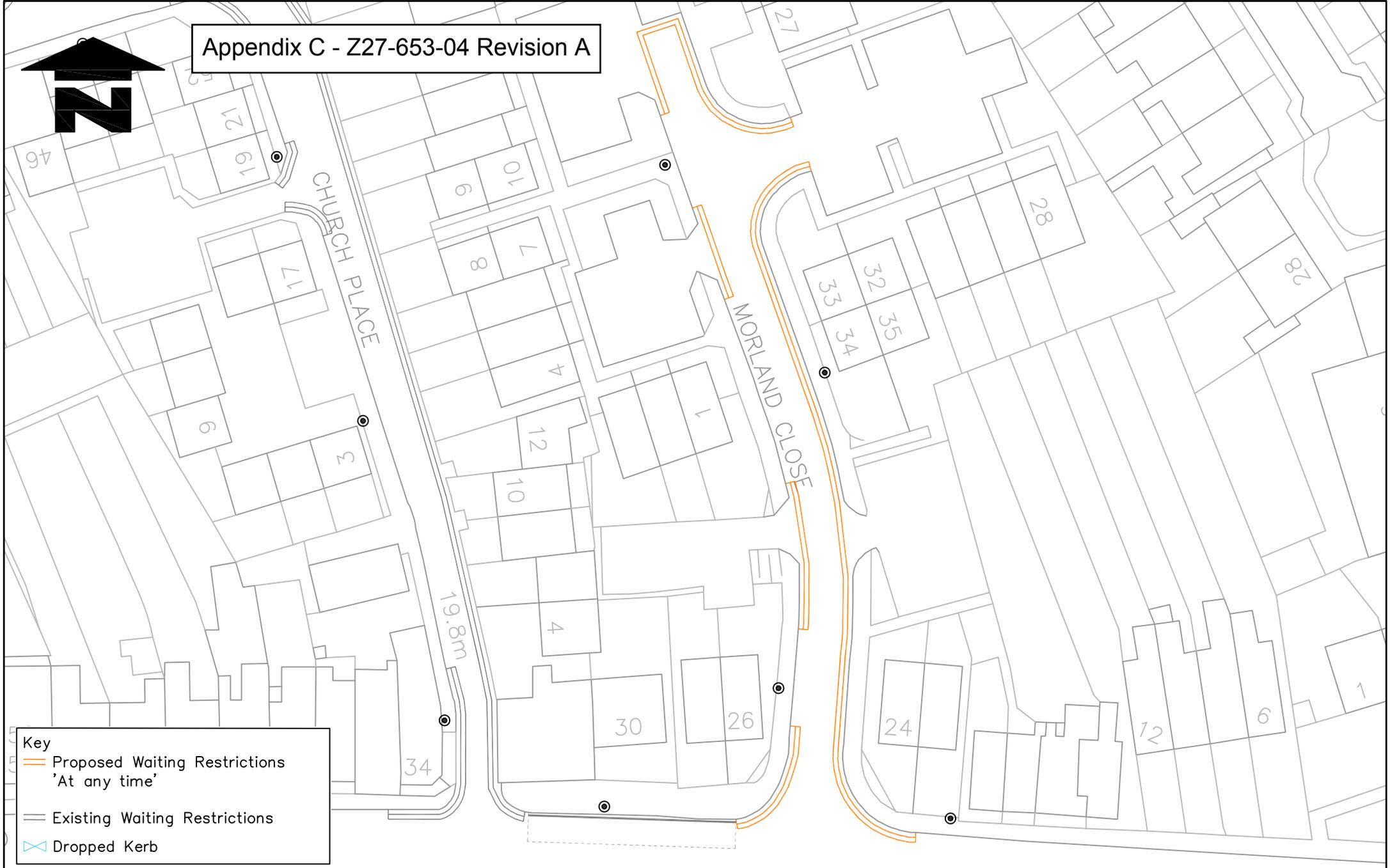
Please remove the parking bay outside No.578 Kingston Road and replace it with waiting restrictions 'at any time' (double yellow lines).

ES/WR2017B2/Vernon Ave/004

As long term residents of Vernon Avenue we have been concerned about the turn out into Kingston Road for some time and have contacted the council on a number of occasions to ask for something to be done to improve safety at this junction. We have personally witnessed a number of near misses at this junction primarily as a result of the limited visibility caused by vehicles being parked in Kingston Road in the bay closest to Vernon Avenue.

The situation at this junction is regularly made worse by the fact that more often than not the vehicles parked in Kingston Road are vans which are both large and contain fewer windows to see oncoming traffic through. Whilst we appreciate that there is a need for some parking in Kingston Road, we fully support the proposal to remove the closest bay to the junction with Vernon Avenue and hope that this will be sufficient to increase safety at this junction.

Appendix C - Z27-653-04 Revision A



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- ⏏ Dropped Kerb

Notes
Do not scale from this drawing

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

TRAFFIC & HIGHWAYS

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Drawn by	Sig.	Date
BC		May 2017
Checked by	Sig.	Date
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PROJECT
Waiting Restrictions (Proposed)

TITLE
Morland Close, CR4

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

Drawing No. Z27-653-04

Revision A

Classification CONSULTATION

Scale 1: 500