

Cabinet Member Report

Date: 19 March 2023

Agenda item: Ward: Raynes Park

Subject: Kingston Road- Proposed waiting and loading restrictions statutory consultation

Lead officer: Adrian Ash, Interim Director of Environment & Regeneration

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Forward Plan reference number: N/A

Contact Officer Paul Atie, Tel: 020 8545 3337 Email: paul.atie@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 16 January and 17 February 2023 on the proposal to introduce 'At any time' waiting and loading restrictions in Kingston Road between the railway bridge and its junction with Lower Downs Road.
- 2) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed waiting and loading 'at any time' in Kingston Road as shown in Drawing No. Z27-693-01 (see Appendix 1).
- 4) 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 & loading restrictions in Kingston Road as shown in Drawing No. Z27-693-01 (see Appendix 1).
- 1.2 It seeks approval to progress with the above recommendations.

2 BACKGROUND

- 2.1 Kingston Rd is a London Distributor Rd, Primary Emergency route and a bus route; it also accommodates a cycle lane. Historically, in the absence of any obstructive parking, it had not been necessary to consider additional restrictions along this section of Kingston Road; however, over the last year, there have been a number of complaints about obstructive parking along Kingston Rd, particularly within the cycle lane. The situation has been worsened by those visiting the Church on Sundays. More recently the obstruction has been causing serious access and safety issues instigating more complaints. Following one particular complaint (see [appendix 4](#)) and officer's own assessment of the situation, it has become clear that the Council must act to address this problem as a matter of urgency.

3.0 PROPOSALS

- 3.1 To address the obstructive parking that is causing traffic congestion, access and safety hazard, it is proposed to change the existing single yellow line restrictions to double yellow lines with 'at any time' loading restrictions along the length of Kingston Road between the railway bridge (Raynes Park station) and its junction with Lower Downs Road. Also to introduce 'at any time' loading restrictions between properties No 565 and 577 Kingston Road. This will ensure that the road is clear of parked vehicles thereby ensuring safety and access at all times particularly for cyclists and pedestrians who may need to cross the road
- 3.2 A plan showing the extent of the proposed restrictions is attached in appendix 1.

4.0 STATUTORY CONSULTATION

- 4.1 The statutory consultation on the Council's proposal to introduce waiting and loading restriction in Kingston Road was carried out between 16 January and 17 February 2023. The consultation included the erection of street Notices on lamp columns within the vicinity of the proposals and the publication of the Council's intentions in Wimbledon and Wandsworth Times and the London Gazette. The information was also available on the Council's website and at the Civic Centre. The consultation document was posted to all households and businesses within this section of Kingston Road. A copy is attached as [appendix 3](#).
- 4.2 The statutory consultation resulted in 174 representations, 4 representations in support and 170 against the proposed waiting and loading restrictions. All the representations and officer's comments are set out in Appendix 2.
- 31 representations are from Kingston Road and The Apostles Roads, of which 4 are in support and 27 against. This includes a representation from the Church.
 - 143 of the 170 representations are from members of the church congregation who are against the proposals.

Ward Councillors

- 4.3 Ward Members were informed of the proposed restrictions and the statutory consultation.
- 4.4 Waiting restrictions are applied to areas where safety and access concerns have been received. The Council makes every attempt to minimise the extent of any parking restriction and strike a balance of ensuring safety and maintaining unobstructed access for all road users whilst being mindful of the local resident's parking needs.
- 4.5 In response to Church's and its parishioners' objectors as well as other objectors, the following should be noted:-
- 4.5.1 Kingston Rd is a London Distributor Rd, Primary Emergency route and a bus route. Council's statutory duty is to ensure safety and access for all road users are maintained at all times.

- 4.5.2 There is a cycle lane on one side of the road that is routinely obstructed and the yellow lines will ensure that the cycle lane is kept clear and can be accessed by cyclists at any time.
- 4.5.3 Although there are a number of issues regarding the level of parking generated in the area by those attending the Church and its various events, the Council is currently attempting to address the obstructive parking along Kingston Road and within the cycle lane.
- 4.5.4 Due to bumper to bumper parking, access for traffic becomes severely hindered particularly for the bus service and with larger vehicles struggling to travel through and amongst which cyclists who are becoming trapped. I also makes it difficult and hazardous for anyone who may wish to cross the road.
- 4.5.5 Concerns regarding possible displacement into the neighboring roads which appears to be already the case, the current CPZ restrictions can be amended (subject to a request from the residents) so as to protect them against the current and future non-resident parking outside the current CPZ operational periods.
- 4.5.6 The Council has a number of policies that encourages the use of sustainable and active travel and discourages the use of private motorised vehicles. These are supported in the Church's travel plan submitted as a condition to their planning consent.
- 4.5.7 Although it is appreciated that the Church may be promoting safe parking practice, in practice, Kingston Road does become dangerously blocked which impact cyclists, public transport and general traffic and the Council needs to ensure that good parking practice is adhered to. Having considered all the comments within the representations, the Council needs to highlight that as part of the Church (including the residential units) planning process, the applicant submitted a travel plan. According to the travel plan strategy submitted by the applicant, they need to ensure that existing travel patterns by the congregation, which were reported to be predominately made by public transport, continue following the redevelopment of the church. Furthermore, the Travel Plan aims to encourage where possible walking and cycling trips in favour of public transport, and to limit any unnecessary unsustainable use of the car for journeys.
- 4.5.8 The following are extracts from the travel plan:-
- Dundonald Church is committed to supporting and managing initiatives set out within the Travel Plan.
 - The site is located within walking distance of a number of local amenities, including bus stops, Raynes Park train station, convenience stores, a supermarket, doctor's surgeries and primary schools that will be convenient for use by new residents and will continue to provide sustainable travel options for visitors to Dundonald church.
 - Due to the location of the Church, access is significantly enhanced for pedestrians, cyclists and public transport interchange opportunities. The travel plan provides details of the bus service, the bus stop immediately outside the Church, proximity to train stations etc.

- On-street cycle ways are provided along both sides of Kingston Road which provide direct access to and from Raynes Park Railway Station. These cycle lanes form part of the London Cycle Network (LCN) route 74 which passes between Feltham and Streatham. This cycle route links with a number of roads within the vicinity of the site, which have been identified on Transport for London's (TfL) Local Cycling Guide as quiet roads suitable for use by cyclists.

4.6 The travel plan also states that :-

- Approximately 81% of the members travel by car as a driver or as a passenger with approximately 3 people travelling in each vehicle. The remaining members are considered to have travelled by sustainable methods. It is expected that the results provide a likely indication of possible travel patterns to the redeveloped church.
- The objectives of this Travel Plan are firstly to promote non-car modes of travel and reduce the dependence of member's travel by car to and from the development, secondly to encourage considerate parking behaviour and lastly to set out a suitable management regime for the church. Furthermore, the Travel Plan aims to encourage where possible walking and cycling trips in favour of public transport, and to limit any unnecessary or unsustainable use of the car for journeys particularly if membership at the site increases in the future. Therefore, more specifically, the objectives of this Travel Plan are to:
 - ▶ provide awareness as to the advantages and availability of sustainable modes of transport;
 - ▶ introduce a package of physical and management measures that will further facilitate travel to and from the site by sustainable modes;
 - ▶ limit any unnecessary or unsustainable use of the car for journeys to and from the site by members from occupation of the site and for the longer term.
- The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan. Approximately 48 percent of member's travel are within an approximate 20 minute walking distance of the application site. The travel survey questionnaire showed that approximately 31% percent of respondents currently travel to and from the site on foot. It is considered that there is a potential opportunity to increase trips made to and from the site on foot.
- There will be initiatives to help promote walking, cycling, use of public transport and car sharing and use of car clubs.

4.5.8 Despite efforts by the Church and its best intentions, obstructive parking is an issue and by allowing it to continue, will not change behaviour; it will not be in line with the travel plan and it certainly will not be in line with the Council's statutory duties.

4.5.9 Based on the above, not addressing the obstructive parking and by allowing the current level of parking will do nothing to change behaviour and it is not considered to be reasonable to allow parking on the cycle lane which obstructs cyclists.

4.6 The Church also refers to transport comments made by the Council's transport planner during the application. Despite any comments that may have been made in 2016 in response to traffic and highway matters as part of the planning application process, there are always occasions that the Council needs to react to safety and access issues as is the case here particularly following part or full occupation of a developments after which the reality of driver behaviour is realised and evidenced.

4.7 With regards to the live planning application for the neighbouring site, officers have already had two meetings with the applicant who have been advised of the proposed yellow lines which fits nicely with the chaos that will pursue when the school and various clubs open.

5.0 Officer's recommendations

5.1 The Council has a statutory responsibility to respond appropriately to concerns raised regarding obstructive parking, access concerns and to ensure safety and access are maintained for all road users at all times.

5.2 The objective of any parking management including the proposed restrictions is to ensure clear access is maintained on the public highway (carriageway and footway) more specifically along the cycle lane.

5.3 The proposed restrictions ensure clear sightlines, access and manoeuvrability for all road users especially for pedestrians, service vehicles and emergency services. It should be noted that parking is not allowed on this section of Kingston Road (Monday to Saturday between 8am and 6.30pm) because historically parking was not an issue; and it is acknowledged that loss of current unrestricted parking on Sundays along the cycle lane may be seen by the members of the church as loss of parking, but the lack of restrictions does not necessarily mean that parking could take place without an adverse impact on other road users. There are instances where a motorist is required to consider the impact of their parking behaviour.

5.4 It is not for the Council to facilitate the parking needs of visitors to the Church and obstructive parking must be discouraged if not fully prevented. The Council's statutory duty is to ensure access and safety are maintained at all times. Once the Council is aware of obstructive parking, lack of mitigating action could put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties. It should also be noted that the restrictions do not prevent access to the Church and its various activities; there is nothing to say that access must be gained via a motorised vehicle.

6 TIMETABLE

6.1 If agreed the Traffic Management Orders will 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 Wimbledon & Wandsworth Times and the London Gazette. The documents will also be made available on the Council's website. The measures will be introduced soon after.

7. ALTERNATIVE OPTIONS

7.1 Do nothing. This would be contrary to the concerns expressed by some road users and would not resolve the dangerous and obstructive parking that is currently taking place. It will also do nothing to facilitate the function requirements of the road i.e. being a London Distributor Road,

Primary Emergency route and a bus route. In the event of an incident, lack of action could put the Council at risk. It also would do nothing to safeguard the cycle lane.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 To introduce the proposed restrictions will cost approximately £10k. This includes the making of The Traffic Management Orders. The set-up costs will be funded from the budget identified for parking management.

9 LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 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 Cabinet Member in reaching a decision.

10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 10.1 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.
- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 10.3 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.
- 10.4 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.
- 10.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk in not introducing the proposed 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.
- 11.2 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.

12 APPENDICES

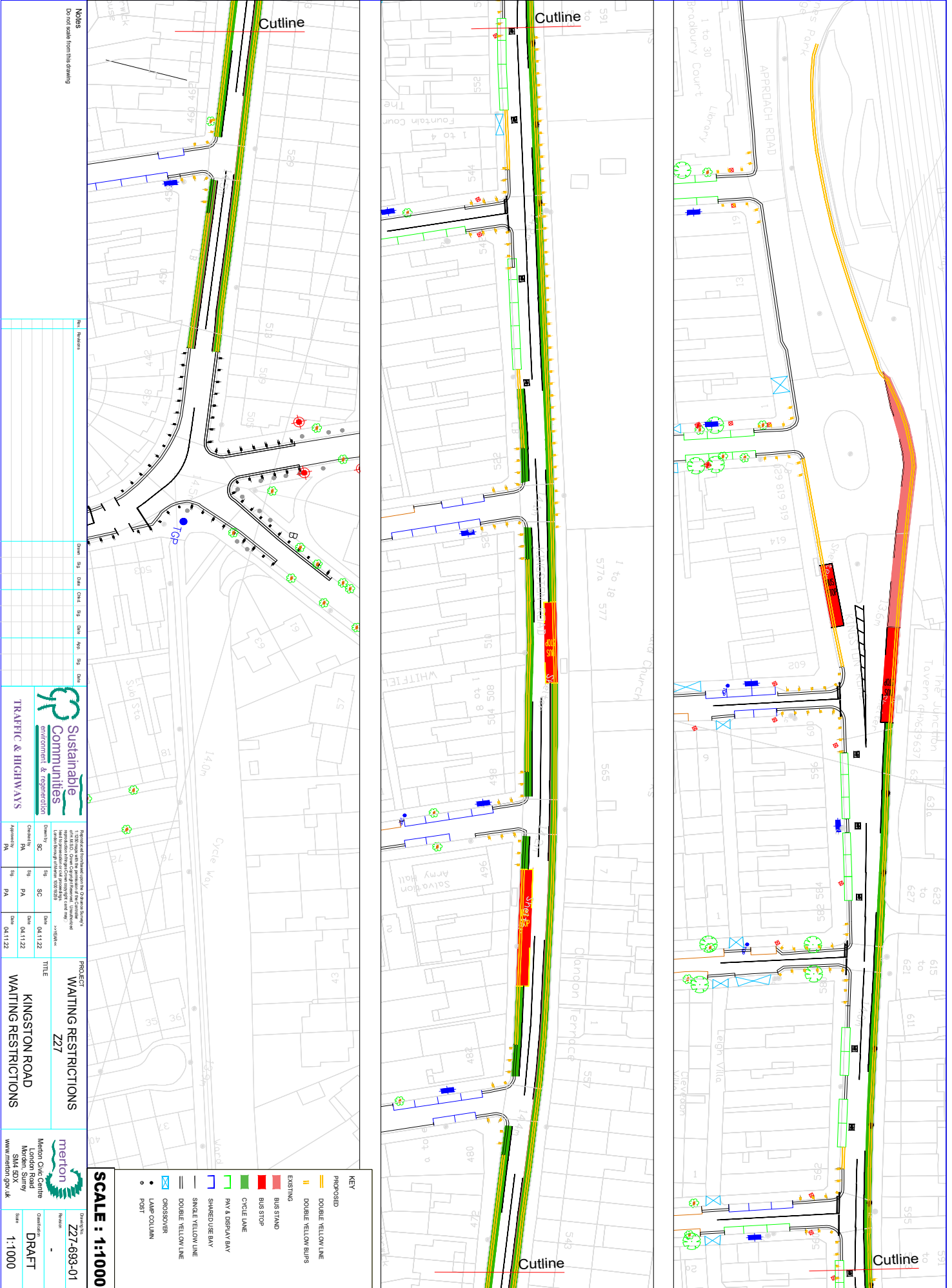
12.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – plans of proposed restrictions

Appendix 2 – Representations and Officer's Comments

Appendix 3 – statutory consultation leaflet

Appendix 4 – photo showing congestion



Representations

Support

Kingston Road

002

I am an owner occupier of a property on Kingston Road. I am writing to add my **SUPPORT** to the proposed waiting restrictions being put forward by Merton Council on Kingston Road (reference ES/KINGSTON). I am in agreement that the parking along the road and resulting congestion is a safety concern and adversely affects the area.

013

Thank you for your recent parking/waiting restriction suggestions for Kingston Road. I fully support the effort being made to ease the flow of traffic and reduce parking occurring on both sides of the road, however feel the need to object to the current proposals. As a resident in the apostles, parking is already challenging and by closing the ability for weekend parking on the main road, non residents will be forced to park down the apostles which are not restricted at the weekends, severely impacting accessibility to my ad my neighbours properties. It would therefore seem more appropriate to restrict parking on only one side of Kingston Road to enable visitors to Raynes Park to park without entering the residential parking on the apostles.

Further it would aid road safety if any parking on Kingston Road was located on the North side, to enable visibility exiting the apostles (unlike the current proposals which have some limited bays on the south side). Please do consider these objects as the current proposals will not alleviate the current parking shortage at weekends, just increase the pressure on surrounding residential roads.

076

I would like to write in as someone who regularly uses Kingston Road for cycling and on the bus to say that I really support the proposal to put double yellow lines along the section mentioned in the notice. Often as a cyclist I've been pushed into the middle of the road by cars parked along that side which make me feel unsecure. Also sometimes the bus can't get along that section of the road there with cars parked particularly when events are being hosted at the church.

104

The waiting and loading changes seem sensible to me. I'm acutely aware of the problems with anti-social parking which seems to affect Sunday yet never Saturday. I had reason to drive along the road this morning 12/2/2023 at 8:10 am and the road was mostly clear of parked vehicles. There was one car in the bay outside of the shops and nothing on the north side of Kingston Road at all. It seems clear to me that any issues causing delay to buses and blocking the cycle route between Raynes Park and Wimbledon are not being cause by local residents.

Representation Against from Kingston Road and the Apostle Roads

001

Poor start by Merton Council. The URL on the mail shot received this past week, relating to the topic mentioned above (<http://www.merto.gov.uk/Kingstonwr>) does not work and results in a "Page not found" response from your website. Further searches also proving fruitless.

We are property owners in Kinston Road (no. ***, SW20 8DX) and would like to study the proposal in detail but are unable to do so. We intend to protest against this ill-conceived proposal in the strongest possible terms and for the following reasons:

1. The proposal is myopic in that it looks at single issue in isolation and does not consider other aspects that influence overall safety, usability and liveability in the area and will likely achieve the opposite result of what is intended.
2. The proposal will effectively clear the way and encourage drivers to further ignore the 20mph speed limit currently indicated. The speed limit is routinely ignored by busses, council vehicles, truck and car drivers every day. Zero enforcement. The parked vehicles, delivery and other waiting drivers and vehicles in effect, act like traffic calming measures by forcing speeding drivers to slow down.

The constant disregard for this speed limit in Kingston Road is the real danger and ongoing safety issue. Adding double yellow lines will effectively clear the way and coupled with feeble or non-existent enforcement of the speed limit result in increased danger rather than reducing it.

3. Dundonald church as well as the many shops and additional residential properties that Merton Council has apparently given planning permission to develop in the area, all generate additional parking, loading and waiting demand. This additional demand alongside frequent and necessary loading and waiting demand will be forced into the already constrained residents parking zones in the apostles area. There is simply nowhere else for them to go. We can't see how this can be sensibly ignored?

It would be a far more productive solution to properly reconsider and redesign the parking, loading and waiting arrangements along this road to provide safer, deep enough bays that are clearly marked, wide enough and fit for purpose. These can also generate revenue through parking charges for the council. The current proposal will generate a whole new set of problems that will be even harder to rectify. We would like to kept up to date on all developments regarding this proposal and how we can further contribute helpfully.

Officers Comment.

URL you provided above did not work because you typed in wrong. The correct URL is (<http://www.merton.gov.uk/Kingstonwr>)

003

As resident at *** Kingston Road, SW20 8SF, we are writing to object to the excessive proposed installation of double yellow lines along the length of Kingston Road.

Regarding traffic congestion. There has been no increase in parking or traffic congestion beyond Sydney Road to the East. It is clear that traffic congestion issues have only become an issue following the opening of the new Dundonald Church despite protestations to the contrary during the granting of planning permission. As such, traffic is only an issue along Kingston Road during Sunday mass times at Dundonald Church, and only adjacent to the church between Sydney Road and Edna Road due to the absence of house with driveways on the North side of the road in front of the vacant industrial units.

Extending double yellow lines the length of Kingston Road would prevent residents being picked up/dropped off or food/parcel deliveries outside their homes to solve a problem that does not exist away from the church or when church services are not taking place. It is clearly unfair to put residents in a position where they receive enforcement notices for accessing their homes to solve a problem they are not causing. The problem is uniquely restricted to Sundays and traffic flows easily at all other times. Any complaints you have received that suggest otherwise and are used to justify the changes are simply false.

Placing doubles yellow lines in the area that cars are being parked, as described above, would resolves the issue without undue inconvenience to residents. Equally, extending the hours for existing single yellow lines in same area, to include Sunday daytime, would resolve the issue just as effectively whilst providing flexibility for residents.

Concerning safety. We suspect that any additional double yellow lanes would simply move the issue onto the residents parking areas in surrounding streets and increase traffic flow on residential roads whilst churchgoers search for a parking space. This would negatively impact the safety of pedestrians, particularly children, living in the area.

As local residents, the additional parking has not created traffic jams in the area but has significantly slowed down vehicles using Kingston Road and reduced traffic volume from vehicles avoiding Bushey Road to travel North/South through Raynes Park. This has undoubtedly improved safety, which is why you will not have received a complaint from us. Any attempt to alter parking restrictions and increase/improve traffic flow should also consider traffic calming measures to ensure public safety in an area where there is no visible enforcement of the 20mph speed limit or current parking restrictions. Occasionally parked cars or delivery vans are currently the only traffic calming measure on a long straight road from Monday to Saturday.

Whilst we understand the need for clear access for emergency vehicles, there is a dual carriageway that runs parallel to Kingston Road, along Bushey Road, that allows for quick and easy movement for any vehicle wishing to travel East/West on a Sunday. Any emergency services vehicle using Kingston Road as a high speed 'short cut' to save a few seconds does not seem to be a viable rationale for excessive changes to the parking restrictions. Such traffic would be better served by a change of habit that uses Bushey Road and, as such, improves safety for pedestrians and cyclists on Kingston Road.

We do hope you will consider methods to improve the traffic congestion and safety on Kingston Road without inconveniencing local residents and that focus on the actual issue of churchgoers causing congestion and marginally increasing traffic in the area on Sundays. It is very much a case of using a sledgehammer to crack a walnut at the expense of local residents. -----

010 & 012

I wish to object to the proposed introduction of double yellow lines in Kingston Road.

A reason given for the proposal is "The Council has received numerous complaints regarding the obstructive parking that is taking place along

Kingston Road causing traffic congestion and safety hazard”.

- a) I live in one of the new flats above Dundonald Church, and am 88 and disabled. I rely on Tesco and other deliveries which will be impacted by this proposal.
- b) Has the Council physically checked the situation in the road on a daily basis or is it acting merely on complaints received?
- c) The north side of the road has, at present, a single yellow line which means there is no daily parking allowed at all except on Sundays and in the evenings. Parking therefore only takes place on a Sunday when the church has services, and sometimes in the evenings.
- d) Admittedly on a Sunday and some evenings the north side of the road is legitimately filled with parked cars but these do not interfere with anyone, since that part of the north side of the road borders a boarded-up building site and there are no houses.
- e) Moreover, congregation attendees are constantly reminded, particularly at Sunday services, not to park in the Apostles area and, if they can, to walk or cycle to church in order not to disrupt the lives of those living there.
- f) The proposal will impact the lives of dozens of people, particularly families with children, who wish to attend Sunday church. Also there are elderly people who attend church, some from care homes, who need to be taken there in a car.
- g) If it has not done so, I suggest the Council conducts its own survey, particularly on a Sunday, to determine the validity of the complaints.

011

I have been informed of a proposal by the council to introduce a double yellow line along Kingston Road.

As a resident on Dupont Road I wish to oppose this proposal. Parking on the Apostle Roads are already very limited and implementing these restrictions will make parking on our streets impossible!

I would therefor encourage those involved to reconsider the proposed restrictions to allow us, residents, to be able to continue parking outside our homes!

016

I am a resident of Bronson Road. I find it distressing that you are proposing to restrict parking on Kingston road which will significantly hamper access to people wanting to attend Donald church. This church is doing so much for the community. This proposal should not be implemented.

032

I am writing to object about the proposed parking restrictions on Kingston Road in Raynes Park.

I have attended Dundonald Church since it moved to its location at 577 Kingston Road in approx. 2007. Therefore I have been both a youth and an adult member of the church. I am now also on the staff team as a Children's Worker. I see first hand that the majority of the church walk, cycle or use public transport to attend mid-week events and Sunday services, and the number of car drivers is relatively low given the number of people attending.

Over the past few years my wife and I have regularly provided transport for disabled or elderly people to visit Dundonald church on a Sunday and I am very concerned that these proposals will make this very difficult. This will make already vulnerable and isolated people more isolated and keep them from receiving the care and company that they receive as part of a church community.

In our church services we regularly hear reminders to only park on the north side of Kingston road and not to park down residential side roads, as this makes life much harder for local residents. I lived on Kingston Road above a business for several years and know well the challenges of finding a parking space as a resident. These proposals will not fix this issue but will most likely make it worse in evenings and on Sundays, as they would lead to church members looking for parking down residential side streets, where there is no off-street parking for residents. This will upset and be unfair on people who live nearby. We have had councillors visit our church on a Sunday to see how parking is stewarded and they have fed back verbally that they were happy with how it was managed. The new proposals therefore seem unfair and to unduly penalise members of our church community.

As a church we run events for all kinds of people, providing emotional, physical and spiritual care, often for people who are unable to walk far or travel by public transport. These proposals will make it difficult for people to access the support they receive and harder for us to run events

for our local community, such as our English language classes, International cafe, parenting courses, counselling and Sunday services.

I am therefore asking you to reconsider these proposals and to see how they would not only unduly penalise members of our church community, but would also cause friction with local residents and have a disproportionate impact on the elderly and vulnerable in our local area.

033 & 34

I am writing to object to the proposed parking restrictions on the Kingston Road in Raynes Park.

I understand the frustration of some local residents around parking and traffic flow. However, I would like to register my objection to the proposal under 2 grounds:

1. A significant detrimental effect on the church

I am one of the Pastors at Dundonald Church and we have a large number of people coming each week to our Services on a Sunday. Among them are families with very young children, as well as many elderly people. If they are not able to park anywhere near the church and walk the short distance to a Service, they will no longer be able to attend (at least, not very easily).

The people at Dundonald greatly value the community of love, support and relational connection that has enormous benefits for their mental, emotional and spiritual well-being. A drop in the number of people will mean a drop in our finances which will mean we will not be able to do some of the things we do for our church or for the local community. Just to give you an idea of the kind of things we do: We offer counselling, run a coffee shop, run a mother and toddler group, help with a food bank, collect clothes for the homeless, offer the building as a 'warm space' for those struggling with rising energy costs, run a significant ministry to the elderly, conduct funerals, regularly minister to 370 under 18's - a number of whom are facing serious mental health struggles, run English classes and an International Cafe for the many people from overseas who live locally. In short, I believe that our church has a very positive impact on our community and to reduce that potential because people are prevented from attending on a Sunday, due to parking restrictions, does not seem right.

2. Pushes the problem elsewhere

If the parking restrictions are put in place and people do decide to keep coming to Dundonald, they will have to park somewhere. Given that parking is currently available on the Apostle's on a Sunday, this would make the parking for local residents more of a problem, not less. We have encouraged the church to walk, cycle or use public transport to get to church and only 20% of the church drives on a Sunday. With the above in mind, I do wonder if a compromise could be reached. Either:

- a) double yellow lines down the south side of the Kingston Road, leaving the North side without parking restrictions.
- b) allowing cars on the North side to park partly on the road and partly on the pavement - allowing traffic flow up and down the road to be easier.

I would really appreciate it if you could communicate on what basis a decision about this issue will be made and when. Particularly since this has the potential to have such a major impact on the life of many people in the church I love and lead.

042

I write in response to the above notice. I understand there are have been numerous complaints about parking on the road by residents and other road users, hence the need for this consultation. However, can I humbly plead with the council that whatever decision will be eventually taken as a result of responses to this consultation to ensure it is a balancing act. Conversely, it would be suggested that the decision should actually take into consideration that people who attend church services on Sundays are spared the dismay of having no where to park and thereby denied vital access to this very essential social, psychological and spiritual part of their lives. This is what democracy is all about and this ought to reflect in handling issues of this nature when they arise. In light of the foregoing, I would like to state my humble objection to the proposal being considered in the consultation to put double yellow lines on the road. Thanks as I sincerely hope the council will show reason and find another way of arriving at a decision that tends serve the purpose of everyone by enacting a balancing act and not a parochial one in the end.

100

I'd like to formally object to the proposed parking restriction on Kingston Road (ES/KINGSTON). I am both a member of Dundonald Church and a resident in Bronson Road (one of the apostle roads). As a member of this church, this parking restriction would make it very difficult (if not impossible) for some of the congregation to attend the church for example, the elderly, the vulnerable and those that live a bit further away. Those attending Dundonald Church consider being part of this community an integral part of their lives, relying on church for support in various areas of life; such as social, mental and spiritual health and this will be restricted with the removal of available parking. The coffee

shop at the church provides a space for people to meet, the toddler groups support mothers and there are various other outreach events which would not be available to those who need to drive to the church, which is unfair. As a resident in Bronson Road (one of the apostle roads running opposite the church), if people are unable to park on Kingston Road, this will potentially result in people parking in the apostle roads. Personally, I do not mind people going to the church parking in the apostle roads on a Sunday as these are not private roads and should not be treated as such. However, if this proposal is being brought by those living in the apostles, it seems counterintuitive as it will drive more traffic into the apostle streets. I do not form part of the group of apostle residents supporting this proposal. Having a dynamic church supporting the community within the area is a privilege, not an inconvenience.

110

Regarding the Council's proposal to paint double yellow lines on one side of Kingston Rd SW20. I wish to state that I strongly object to your proposal. I gather there have been objections to cars parking on a Sunday outside the new Church. May I suggest that your proposal will only push churchgoers into parking into our sideroads causing more annoyance.

111

I'm writing to let you know that I am a resident of the Apostles and a member of Dundonald Church, and am asking you not to put a double yellow line, or in any other way further restrict the parking, on Kingston Road. The church is a vibrant part of this community and is attended by many elderly people, by many families with young children and by a number who have mobility issues and/or mental health issues; all of these would find attending church and taking part in church life very much more difficult if this proposal is taken forward. It would be unhelpful and unfair to discriminate against these vulnerable people by making their access to church difficult or impossible; in many cases they rely very much mentally, socially and spiritually on the help and support they receive from the church family. I understand that councillors from Merton have already visited the church on a Sunday and have seen that members of the church are parking on the north side of the road in an orderly and considerate way, and that the church has (and will continue to have) volunteer stewards making sure on Sunday mornings that this is the case. Hoping for a positive response.

112

I am writing to object to plans to prevent parking on Kingston Road (changing from single yellow to double yellow). As you are aware the Apostles roads has significant parking issues and this will simply force more cars on to these roads. The council is allowing more commercial on Kingston to be turned to residential without taking into account parking issues. If flats/houses on Kingston cannot park outside their homes I take it permit will permit them to park on Apostles roads. This is simply unacceptable as we already cannot park outside our home on a regular basis. If the issue is the church, I suggest extending the yellow line which means on Sunday morning we will have more cars on our roads but that will be it. Causing minimal impact. I have never experienced any issue with the Kingston road cars on a Sunday morning but I do experience a daily issue with parking. In addition, please could the council look into removing the double yellow lines midway down Edna road as this uses up 3-4 park spaces and is never used for passing. This would assist in alleviating some of the parking frustrations.

113

I am writing to object to the proposals to change the single yellow lines to double yellow lines along Kingston Road. I understand the Council's aim is to prevent obstructive parking on Kingston Road on Sundays. However, the proposals will create alternative problems for residents when there is a less intrusive option available. As you are aware, Raynes Park is a very popular location for young families. Having young children means cars are often the best transport option. This means most families in the area, including those who live on Kingston Road, own a car. Personally, as a family with two disabled children who hold blue badges, being able to find parking close to home is essential. At present, Kingston Road residents can park outside their own homes overnight on the single yellow lines – which is the most convenient and safest location for those who need to transport children. Double yellow restrictions on Kingston Road will mean these residents can no longer park outside their own homes overnight and will instead be forced to park on the other Apostles roads. This will worsen an already challenging parking situation, increase traffic on the Apostles roads, worsen the travel experience for young families, and worsen the existing tensions over parking between residents of the different roads.

An alternative, less intrusive, option, would be to increase the existing single yellow restrictions to operate 7 days a week. This would have the same effect of preventing the parking problems on Kingston Road that occur on the weekend, whilst preserving the ability of Kingston Road residents to park overnight. Please could you consider this alternative?

114

I am writing to object to the proposals to change the single yellow lines to double yellow lines along Kingston Road. I understand the Council's

aim to prevent obstructive parking on Kingston Road on Sundays. However, the proposals will create alternative problems for residents when there is a less intrusive option available. As you are aware, Raynes Park is a very popular location for young families. Having young children means cars are often the best transport option. This means most families in the area, including those who live on Kingston Road, own a car. At present, Kingston Road residents can park outside their own homes overnight on the single yellow lines – which is the most convenient and safest location for those who need to transport children. Double yellow restrictions on Kingston Road will mean these residents can no longer park outside their own homes overnight and will instead be forced to park on the other Apostles roads. This will worsen an already challenging parking situation, increase traffic on the Apostles roads, worsen the travel experience for young families, and worsen the existing tensions over parking between residents of the different roads. An alternative, less intrusive, option, would be to increase the existing single yellow restrictions to operate 7 days a week. This would have the same effect of preventing the parking problems on Kingston Road that occur on the weekend, whilst preserving the ability of Kingston Road residents to park overnight. Please could you consider this alternative.

118

I am writing to object to the proposals to change the single yellow lines to double yellow lines along Kingston Road. I understand the Council's aim to prevent obstructive parking on Kingston Road on Sundays. However, the proposals will create alternative problems for residents when there is a less intrusive option available.

As you are aware, Raynes Park is a very popular location for young families. Having young children means cars are often the best transport option. This means most families in the area, including those who live on the "Apostles" road, own a car.

At present, and at the best of times, we are having to park one or two roads away from home if we get back after 6pm on a Friday (and, sometimes, during the week, too) and all through the weekend. We are paying for other people who don't live there to park on our street. This also means that the weekend children's activities, grocery shopping and chores take twice as long as they should. Especially in bad weather.

Double yellow restrictions on Kingston Road will mean that Kingston road's residents (who currently park outside their homes in the evening) can no longer park outside their own homes overnight and will instead be forced to park on the other Apostles roads. It will also mean that the massive amount of cars blocking off Kingston road (mainly to attend Dundonald Church) will also be parking on the Apostles roads in evening and weekends. This will worsen an already challenging parking situation, increase traffic on the Apostles roads, worsen the travel experience for young families, and worsen the existing tensions over parking between residents of the different roads, and between those residents and the people attending church service.

I urge you to reconsider this proposal and to consider instead:

- extend the current parking restrictions in the Apostles roads AT LEAST until Saturday afternoon / all weekend.
- increase the existing single yellow restrictions to operate 7 days a week. This would preserve the ability of Kingston Road residents to park overnight.
- communicate to the Church that parking in that area in such massive numbers isn't a viable option. There's a public car park by Raynes Park station (opposite Waitrose) that should be used to that effect.

Please could you consider this alternative,

126

I, of * Bronson Road, London, SW20 8DY am lodging a formal objection to the proposed waiting restrictions. As a resident with vulnerable household members, I am already often unable to park within the A1 parking zone outside of controlled hours because of the lack of legal parking provision within the parking zone. Adding double yellow Parking Restrictions on Kingston Road will hugely exacerbate the chronic lack of parking for residents within the controlled zone and also introduce a safety hazard due to the numerous instances of vehicles speeding at off peak times. In addition, a large portion of visitors to Dundonald Church are vulnerable or elderly and are unable to walk or use public transport and they will be discriminated against.

131

I would like to state my objection to the proposed restrictions. I live on Kingston Road and do not have parking outside my building. However, being able to use the single yellow lines right outside my building has proven indispensable for me and my visitors on evenings and weekends. I have noticed the build-up on the roadside on Sundays as my property looks out on that section of the road above Dundonald Church, but this has never caused a problem or any accidents, and I do not feel that it is necessary to penalise residents or users of the church building at No 577 when safety has never been an issue as far as I am aware. Buses may have to give way to oncoming traffic, but there have never been queues of any significant length and it seems a drastic measure to take just for a few hours of very minimal "congestion" (if even that)

once a week. I hope you will seriously reconsider the cost vs benefit of restricting parking on this part of the road.

140

We received your communication dated "January 2023" on the 6th February relating to the above proposals. We have as a family traded from the premises 599-601 Kingston Road under the name Terry Gregory Metal Fabrications Limited since 1958 and believe that a Company known as "Millers" traded from the same premises for a number of years before us. We are a bespoke architectural metal fabrication company and employ 8 people, some of whom live within walking distance of the premises and have been with us for a number of years. Although it is not a daily and sometimes not even weekly occurrence, we do rely on the ability to take delivery of raw materials and to load the fabricated items on to lorries immediately outside our premises. We always take measures to ensure that the pavements are not blocked and when materials are being manoeuvred in or out of the premises, a member of the staff acts as "banksman" to ensure the safety of pedestrians, cyclists and other road users whilst the offloading/loading is in progress. I have attached an image showing the frontage where we have to carry out deliveries and you will see the factory is down the ally behind the houses and there is not enough room to get lorries on the frontage and off load/load materials. If the proposed restrictions are implemented, we will not be able to function as a business which seriously affects our viability. This will have an extreme detrimental impact on our employees and our ability to fulfil our responsibilities to our customers who have placed orders. Whilst we fully appreciate the need for safety for all road users, we need to register our objection to these proposals and should be obliged to receive an acknowledgement of this email.

151

We are residents of *** Kingston Road. We are a single car household, with a resident permit for zone A1. I agree that parking along Kingston Road can be a problem close to the Dundonald Church, although this occurs predominantly on a Sunday morning only.

On other days, parking is prohibited along the proposed stretch of road from 8am to 6.30pm, except within the pay and display bays between Dupont Road and Carlton Park Gardens.

The order notice (Waiting and Loading Restriction Amendment No * Order 202) and associated map (Drawing number Z27-693-01) does not clearly differentiate where proposed Schedule 1 and Schedule 2 will be. It is unclear how a driver will be able to identify this difference after implementation and will have to assume schedule 2 is in place along most of the south side of Kingston Road.

I would like to raise three objections with the proposed plans.

1. Our property on Kingston Road has no off-street and limited access from Chestnut Road. Currently, the single yellow line limits allow for very short loading and unloading into the entrance of the property. Parking is only permitted along the side streets (with A1 parking permit and shared use bays at the North end of the side streets). The proposed double yellow lines would preclude deliveries at our property, as well as preventing personal vehicles from dropping off or picking up passengers (including children), or goods such as shopping.
2. General permitted parking closer to the Lower Downs Road end of Kingston Road (A1 zone) is limited already along the side roads, especially in the evenings (the permitted bays in neighbouring Chestnut Road and Bronson Roads are routinely full). Currently the single yellow lines prevent parking from 8am to 6.30 pm but allow parking close to the property at night. This prevents a long walk if parking elsewhere especially in the dark (street lighting is poor along the side roads, and this is of particular importance for my wife as a key worker, who may finish work late). The car can then be moved to an appropriate place early the following morning. The proposed Double Yellow lines would preclude any street parking in the evening/overnight.
3. Although there is a 20mph limit along this stretch of Kingston Road, vehicles including buses, routinely exceed this speed limit. This is confirmed on the lamppost mounted radar speed sign outside our property. The proposed Double Yellow lines would clear the road further and may encourage further speeding of drivers along this route. I would like to propose that rather than double yellow lines, the current single yellow line restriction (Monday to Saturday 8am to 6.30pm) is extended to also include Sunday 8am to 6.30pm. Times could even be changed to 7am to 7pm if required. This would still allow parking along the main Kingston Road during late evening/night providing safety for vulnerable residents. It would also allow loading/unloading to occur as at present. I would also propose other traffic calming measures to help reduce speed along Kingston Road, but I understand this is out of the remit of this consultation. In summary, I do not perceive the parking as being a significant issue, in particular towards the Eastern end of this stretch of Kingston Road. However, my objection to the Notice is to the proposed use of Double Yellow Lines over the entire stretch, with likely daily problems for residents living along Kingston Road.

An alternative would be extending the hours/days of the current Single Yellow line restrictions, which should eliminate the current perceived parking problems along Kingston Road on Sundays.

Thank you to the council for taking residents' concerns regarding parking, and I hope the council will reconsider the proposed implementation of Double Yellow Lines.

153

I am writing to object to the proposals to change the single yellow lines to double yellow lines along Kingston Road. I understand the Council's aim to prevent obstructive parking on Kingston Road on Sundays. However, the proposals will create alternative problems for residents when there is a less intrusive option available. As you are aware, Raynes Park is a very popular location for young families. Having young children means cars are often the best transport option. This means most families in the area, including those who live on Kingston Road, own a car. At present, Kingston Road residents can park outside their own homes overnight on the single yellow lines – which is the most convenient and safest location for those who need to transport children. Double yellow restrictions on Kingston Road will mean these residents can no longer park outside their own homes overnight and will instead be forced to park on the other Apostles roads. This will worsen an already challenging parking situation, increase traffic on the Apostles roads, worsen the travel experience for young families, and worsen the existing tensions over parking between residents of the different roads. An alternative, less intrusive, option, would be to increase the existing single yellow restrictions to operate 7 days a week. This would have the same effect of preventing the parking problems on Kingston Road that occur on the weekend, whilst preserving the ability of Kingston Road residents to park overnight. Please could you consider this alternative.

157

I am writing to object to the proposals to change the single yellow lines to double yellow lines along Kingston Road. I understand the Council's aim to prevent obstructive parking on Kingston Road on Sundays. However, the proposals will create alternative problems for residents when there is a less intrusive option available. As you are aware, Raynes Park is a very popular location for young families. Having young children means cars are often the best transport option. This means most families in the area, including those who live on Kingston Road, own a car. At present, Kingston Road residents can park outside their own homes overnight on the single yellow lines – which is the most convenient and safest location for those who need to transport children. Double yellow restrictions on Kingston Road will mean these residents can no longer park outside their own homes overnight and will instead be forced to park on the other Apostles roads. This will worsen an already challenging parking situation, increase traffic on the Apostles roads, worsen the travel experience for young families, and worsen the existing tensions over parking between residents of the different roads. An alternative, less intrusive, option, would be to increase the existing single yellow restrictions to operate 7 days a week. This would have the same effect of preventing the parking problems on Kingston Road that occur on the weekend, whilst preserving the ability of Kingston Road residents to park overnight.

165

The restrictions would discriminate against church goers that are disabled or aged as well as those travelling from afar. The double yellow lines would serve no purpose other than stopping people attending church on Sunday. More cars would park in other residential roads frustrating residents on the weekends further. Homes and businesses without vehicle parking would not be able to offload/load in their vehicles.

170

I totally object to the proposed waiting and loading restrictions (double yellow lines) along Kingston Road, SW20.

The response to the parking complaints are excessive as most of the time there are no issues regarding parking along this section of Kingston Road. Who are the complaints actually received from? I believe the obstructive parking you are referring to is solely attributed to the Dundonald Church, when they host events in the evenings and for church services on Sundays.

Installing double yellow lines will not solve the parking problem caused solely by the Dundonald Church, just move it further down the road into the Apostle Roads and beyond.

Objection:

- The parking problem is only evenings and on a Sunday, and solely caused by Dundonald Church, so why the need for 24 hour, 7 days a week restrictions?
- The Council allowed the Dundonald Church development to be built with no adequate parking facilities, despite objections from the neighbouring residents.
- Many residential properties and small businesses along this section of Kingston Road will be negatively affected by the loading/unloading restrictions.
- From Sydney Road to Lower Downs Road is mainly residential and residents need to be able to load and unload, have visitors and deliveries.
- I, and numerous others, do not have off-street parking and need to be able to load/unload shopping, garden waste, people. We cannot be

expected to find a parking space a five minute walk away and cart numerous bags to and from to our properties.

- There are limited spaces for visitors in the surrounding roads, so visitors need to be able to temporarily park somewhere, if there are no spaces elsewhere.
- This proposal for waiting and loading restrictions will penalise the local residents who did not want the Dundonald Church development which is now causing this parking issue.
- The double yellow lines will devalue our properties.
- As Dundonald Church is causing the problem, the Council should allow their visitor's vehicles to straddle the pavement, as this form of parking is allowed further down Kingston Road, and may resolve the parking problem.
- The proposal for waiting and loading restrictions is bad for the environment as any remaining gardens will be removed to accommodate these harsh restrictions, we do not have many birds/insects anyway due to many of the gardens being used for parking purposes.

I have lived in Kingston Road for over 20 years and there were never any parking issues before the Dundonald Church was built. Their former building caused minor parking issues on Sundays. When Dundonald Church put in their planning application for their current building, I, along with others objected, as there was inadequate parking in the proposal for the building and flats above, but the Council passed the planning application anyway.

The problem needs to be resolved between the Council and Dundonald Church and also by Dundonald Church telling their members / visitors that no parking is available or just having the restrictions in place when Dundonald Church are hosting events. The managers of Dundonald Church could be required to put out cones to stop the parking issues.

The Council, by allowing the planning application for the new Church building, have caused the problem, despite the objections, and are now going to penalise the local residents with the double yellow lines so they cannot park/load or unload.

Along the section of Kingston Road towards Bushey Road the vehicles are allowed to straddle the pavement, why cannot this be allowed outside Dundonald Church to solve the complaints/perceived problem?

If the parking along this section of Kingston Road is such an issue then let's look at other busier roads around the area.

There are no yellow lines along Martin Way from the Bushey Road intersection and this causes massive problems with traffic not being able to pass along the road.

There are no or limited double yellow lines along much busier roads e.g. Aberconway Way, Grand Drive, Worple Road and Martin Way, so why is this section of Kingston Road being singled out? It is not even a busy road, I know as I live there! There are pockets of traffic but generally it is a reasonably quiet road.

The notices placed along Kingston Road are above eye level so many people will not have seen these. The notices need to be visible for a viable consultation. I had to look above eye level to read the one on the lamp post near to my property.

I cannot see any notices placed along the Apostle Roads. These roads will be severely affected by the proposed double yellow lines as everyone, including the Dundonald Church visitors, will seek to park in their roads due to the proposed waiting restrictions causing parking issues for residents.

The Apostle Roads need to be notified of the proposed double yellow line along Kingston Road, as it will greatly affect them.

The Council need to take responsibility for the planning applications they approve and the knock-on effects they have in the vicinity before penalising existing residents for the Council errors.

Representation against from Church congregation

004

I refer to the above application with the proposed restrictions on Kingston Road and wish to make my objections to this. I go to Dundonald Church on Kingston Road, regularly on a Wednesday Evening and Sunday evening. I always park on the side of the road by church, that is not obstructing the flow of traffic. We do this so we do not park in the residential roads opposite. If the restrictions are put in, I have no choice on a Sunday but to park down the residential roads which I imagine will cause disruption to the owners living down that road. This is already limited as it is. There are many people at my church who are elderly and disabled and require parking close to the church. By removing this you are discriminating against them unfairly. I come to church for social, as well as spiritual reasons. By putting in these restrictions I will be more limited to access my church.

005

In response to proposal to stop wait time parking on Kingston Road.

I am writing with concern as to where the cars are expected to park as an alternative eg for using Dundonald Church on Sundays. The apostles roads already have severe parking issues (something I hope the council is looking into) therefore will this mean more people park at weekends on the apostles roads meaning residents cannot find spaces (this is a common occurrence already and will be worsened).

006

I am just emailing on behalf of the proposed waiting restrictions on Kingston Road (ES/KINGSTON). As someone who severely struggles with mental health, Dundonald Church provides an essential part of my routine, regularity and sense of community and belonging. Attending this Church has been a key part of my integration into Merton. However, without access to parking on Kingston Road, I would not be able to attend, due to living in a place with remote travel access and infrequent bus routes on Sunday. Myself and my peers have only parked on the North side of the road and are aware that we don't want to disturb neighbours of the Church and do everything we can not to park along the Apostles. However, placing this restriction will severely disrupt how we get to Church (if at all due to parking) and the demand for parking along local roads (which is already restricted!)

I sincerely hope this restriction will not be implemented.

I look forward to hearing from you.

007

I have just heard that you are holding a consultation on whether or not to put double yellow lines on Kingston Road in Raynes Park. One of the real lifesavers of living in Raynes Park this past year and a half has been the amazing new church that has opened on Kingston Road. Dundonald Church is always full of community activities, which seem to rely very heavily on people being able to park to access those community activities. I believe that it would be a real shame and very detrimental to our community if people were not able to park for these activities. There are fewer and fewer great community organisations in Raynes Park, so I really do believe that you need to be doing all that you can to help them to flourish, not stymieing by stopping people from accessing them.

008

I am writing in relation to the proposed parking restrictions on Kingston Road (ES/KINGSTON) and to voice my objections to the plans.

I have attended Dundonald Church regularly for over nine years and since the introduction of the new building, have made every effort to respect local residents by only parking on the far side of the Kingston Road closest the church, rather than in any of the Apostles roads. The majority of church members do likewise and recently, a local councillor visited and was happy with how we were found to be parking. We have made every effort to reduce friction with local residents and be respectful, and your proposed changes will forcibly undo all of this hard work and joint effort.

If the proposed changes are implemented, I will have no choice but to be forced to park on the Apostles roads, which will only aggravate the relationship with local residents. As a mum of a young child with another on the way, taking public transport is not always possible, as I'm sure you can appreciate.

After having my first baby, I suffered from post-partum depression and my faith and the church family played a significant role in helping me to overcome this challenge. I know that not being able to attend church as easily because of parking restrictions will significantly impact my mental health after the arrival of my second baby and I therefore urge you to reconsider this proposal.

Additionally, these proposals discriminate against those in the church family who are vulnerable and unable to get to the church without driving, for instance, members with special needs or underlying medical conditions. They are unable to get public transport and this decision would force them to no longer attend in person, which is discriminatory.

As said, a recent visit by a councillor found that we were parking satisfactorily. However, if this is still not enough, other measures could be introduced, such as having stewards from the church ensure everyone is parked correctly and fairly. This would ensure safety on the road but also mean that no individuals are unfairly penalised or discriminated against.

Please, as a member of both Dundonald Church and of the local community, I respectfully urge you to reconsider these proposals, which will only negatively impact both the church community and its relationship with neighbours.

014

I would like to object to the proposed change to parking on Kingston Road. We use this section of road a lot and have never had a problem with the traffic parked here. There is very little parking in the area and as such it would be disappointing to see the single yellow line changed to a double one with the proposed restrictions.

015

I am writing to raise objections to the proposed changes in parking restrictions on Kingston Road. These changes will severely limit parking access to Dundonald church on Sunday and evenings, meaning that more cars will park in neighbouring Apostles roads. Residents of these roads already struggle to park in the permitted bays, and this will be even more difficult at the weekends and evenings when church members park there as well.

These changes also limit those who are elderly or with mobility issues from accessing the church and its community, so disadvantaging them.

I thank you for considering these objections

017

I am writing in response to the Council's proposed changes to the parking on Kingston Road. I strongly feel that any changes to the parking (i.e. in introducing double yellow lines) would have a negative effect on the community.
To restrict access to Dundonald church on a Sunday would create great stress and frustration for those to whom attending is an integral part of their community and week, as well as inhibiting the many elderly and disabled members who rely on parking along Kingston Road to be able to attend.
It would also cause an increased stress on other restrictive parking areas close to Kingston Road on Sundays and create more disruption than it is trying to prevent. It feels unjust to change the parking when there is a very short period of increased traffic during the week for just two short periods on a day.
I do hope these plans will be reconsidered

018

I wanted to strongly object to the idea to impose double yellow lines along Kingston road in the area of Dundonald church. The impact of this will be to exacerbate parking issues in the surrounding roads as well as prevent the church which run's community outreach to teenagers on a Friday evening, to elderly pensioners with limited mobility from doing so which could affect the mental and emotional health of the community.

019

I am writing to object to the above proposed waiting restrictions on Kingston Road.

The proposed restriction will greatly reduce parking spaces in the local area and cause friction with local residents. Kingston Road already has a speed restriction of 20 mph so is considered very safe, even if cars are parked on the side.
The church that is located along Kingston Road is a place of community for many families - from kids and youth groups to seniors socials and Sunday services. Post-Covid, these are more important than ever for building community and supporting the mental health of our young and vulnerable.
If the restrictions go ahead, they will greatly discriminate the many elderly and less able - in most cases making it impossible for them to worship at church because they are unable to use public transport or would have to be dropped off to far for them to walk to church. This would unfortunately be a sad and shameful outcome for those in our country who need places like churches. I live in Merton Park, and while I am able to walk to Kingston Road, my elderly 90-year-old neighbour isn't. I give her a lift on Sundays and the proposed parking restrictions would mean that she won't be able to get to church, which is one highlight of her weekend.
At the moment, the cars parked on the North side of Kingston Road are only on Sundays, and also not entirely the whole day. Mornings at about 10am to 12pm and in the afternoons at about 4 to 6pm. Hence, it would not be unreasonable to object this proposal.
I am sure you will understand how hard it is to not feel that Christians are being discriminated against here.

020

I have lived in Merton for 15 years, and now attend Dundonald Church with my wife and two boys. Both of whom have special needs (autism and ADHD) and are known to the council SEN team as they are also adopted. Life is tricky for my family and the church provides massive support to my family's needs.

Having the freedom to park for 2.5 hours a week from 9.30 on Kingston Road, without having to walk to far (which causes issues with my 9 & 10 year old given their needs) is not much for my family to ask. I know my family is one of about a dozen of families who have been drawn to Dundonald church, all with children of similar SEN.

Please consider this in your deliberation. My family, and I know all of this with special needs children do not support this recommendation

021

I am writing to register my OBJECTION to the proposed extension to waiting restrictions on Kingston Road.
These proposals appear to specifically target the local church serving our community in Raynes Park. Currently there is convenient and safe parking along the northside of Kingston Road in the evenings and Sundays. This allows visitors to the church particularly those with young children or the elderly to park in a safe manner on the northside of Kingston Road allowing easy access to the church without having to cross any roads.
Adding these restrictions does not improve safety as said visitors will now be forced to park in available spaces in the local roads and cross Kingston Road. During the week when there are currently parking restrictions there is a significant speeding issue given the geometry of the road which increase the likelihood of a road traffic accident with many vulnerable people now being forced to cross the road.
The proposed restrictions are an excessive and overbearing response.

022

I would like to submit an objection to the proposed changes to parking proposed to Kingston Road ES/KINGSTON and plead that you reconsider. The proposal of double yellow lines along this stretch of road will significantly impact the ability of our church family at Dundonald church, located on Kingston Road, to meet on a Sunday. Many of our congregation, and in many cases those most vulnerable would not be able to join our gatherings which are essential part of a Christians life. Those who are elderly, disabled or simply cannot rely on local trains on a Sunday due to frequent engineering works on SW line would be prevented from coming. For those able to walk a short distance this restriction could well lead people to park elsewhere such as apostles or other nearby roads making these smaller and more residential roads

more congested and far more dangerous than what is currently sensible and safe parking along one part of the road on a Sunday only. These proposed measures seem disproportionately extreme in trying to tackle a very small amount of disruption that takes place for a few hours once a week and targeted directly towards limiting our Sunday gathering which is so valuable to us as a community. Thank you for your consideration

023

As regards the proposal for waiting restrictions around Kingston Road (ES/KINGSTON) please note my objection to this going ahead. There are already restrictions for parking in place, where parking is only allowed in the early morning and evening. Restricting this further will be an inconvenience to those attending Dundonald Church and will prevent people from coming to the church, particularly those who travel from afar where public transport isn't a reliable option. For me in particular, I will need to limit how often I can attend the services if this goes ahead.

024 & 025

I am writing to object to the proposed double yellow lines between Raynes Park station and Lower Downs Road. All my family are members of Dundonald Church on Kingston Road. While the vast majority of the time we walk or cycle to church, occasionally we drive to collect a daughter from youth club on a Friday evening or youth church on a Sunday evening when she would otherwise be walking home alone in the dark. This involves being able to pull up safely somewhere for a short time. Our church also has a number of people with mobility issues for whom parking on the road is essential, either to drive themselves or for someone to drop them off. I appreciate that residents are not happy with the current situation, and personally am doing all I can to be mindful of them. At the same time I hope you can come to a compromise that doesn't jeopardise the safety of youngsters in the evenings or stop the elderly and immobile from continuing to be part of their church family.

026

As a former home owner in Prince George's Avenue and occasional user of Dundonald Church as well as Raynes Park resident for over 30 years I do ask the Council please to reconsider the proposal to place double yellow lines along the North Side of Kingston Road. There has to be a social balance here. The church provides a social and health benefit not just to its faith members but also to the several other groups such as mums and toddlers who enjoy interaction and social integration in the facility. When the church meets there is temporary congestion for sure but what is the right priority here. Two brief periods of slight delay or inconvenience progressing along Kingston Road on a Sunday compared with the societal benefits that allow elderly, young with children and others to park in order to use the church premises. We often travel the length of Kingston Road at different times and days of the week and most times it is free flowing. Occasionally as with any of London streets a car has to pause in order to allow oncoming traffic but that is true of any street. If you must regulate, which I strongly discourage please, can you limit any such restriction to the South Side of Kingston Road? This would facilitate Dundonald Church and related community activity parking but leave clear lines of site and road flow rather than double side parking which narrows the thoroughfare. Thank you for considering this objection.

027

I am writing to you concerning the proposed changes in parking restrictions along Kingston Road reference **ES/KINGSTON**. It has saddened me to hear of this proposal. I attend Dundonald Church and to think that, on Sunday when our services are held, there will be no possibility to park outside the church, is very disheartening. Although I walk to the church myself, I am aware there are many who attend who cannot do that - those who are elderly or have young children. This represents a significant number of our congregations. It seems to me that, having agreed for the building to go ahead (both from council and local residents) now to say there can be no parking outside seems hard in the extreme. Surely there would be an understanding that people would be parking outside the church when this proposal went ahead. I would foresee that, if such a restriction was imposed, then attendees would have to park elsewhere and cause more antagonism with local residents. Of course, as a church, we are trying our best to work with the local community and steward the parking on Sunday as well as listen to their concerns. We are certainly not trying to create any friction on this and just trying to resolve. Is it worth a consultation meeting ? If there is definitely a plan to go ahead with something, could not some compromise be made where there would be certain allocated bays for the possibility of parking outside the church ?

028

I am writing on behalf of my family deeply troubled by the proposed TMO. With a young child, the ability to access Dundonald Church on Sundays would be greatly hindered by removing the available safe and legal on-street parking. Having been part of the stewarding team on the streets just this past Sunday ensuring that church families are respectful of the residents in the 'apostles' I think this ill-considered proposal could do terrible damage to our community. Removing the parking would force those exercising their right to worship freely to park on the

residential streets. Perhaps a more considerate approach would be to put double yellows down the south side, this would then mirror the work the church is doing, this would however restrict the residents who park there or welcome guests there. The church provides essential emotional and spiritual care not just to my family but to many elderly and vulnerable adults and this proposal could cause a great deal of unnecessary suffering. Another concern would be that the road would become quite dangerous! In the evenings it is common to see cars greatly exceeding the speed limit, if this were to occur during the day when you are forcing a great number of people to cross the road with minimal safe crossing points it could be disastrous. However, my greatest concern is that this does seem to be an attack on a church that has done so much to enrich the lives of those in Raynes Park for many years. It certainly feels discriminatory and prejudicial. My hope is that this is not the case and that common sense and a desire for equality will resolve this awful proposal.

029

I am a resident of Sutton. I attend Dundonald Church in Kingston Road SW19 together with my wife. We have attended this Church for a number of years and have driven to and parked in Kingston Road. We are dismayed to hear of the proposal to put double yellow lines along this road which will make it impossible to drive to our Church. Our journey at present, subject to traffic conditions, takes about 15 minutes. Travel by public transport would take perhaps over an hour. I am 82 years old and although I am not disabled I do have difficulty walking any reasonable distance. As a congregation we are asked on many occasions to park only on the north side of Kingston Road, which we do. We are regularly told not to park in the residential streets opposite the Church so keep on good terms with local residents. This new scheme would I fear cause many drivers, not only church goers, to park in the local side streets causing friction, which we are trying to avoid. I have driven over this section of road many times and have yet to see any traffic disruption, other than the usual courtesy offered to other drivers. As there are no other parking facilities anywhere nearby, personally I think this plan is a little short sighted and should be reconsidered, if only to prevent the wrath of local people. I am told, but I can't confirm this, that local councillors have visited our Church and found parking to be satisfactory. We have a number of very elderly using the church for various reasons, many of who require lifts. Vehicles not being able to stop there would prevent them from attending church functions. This is I think is very discriminatory. Finally, this will also affect families with young children who also need to travel by car.

030

I have recently learned that you plan to put double yellow lines along Kinston Road opposite the Apostles streets.

I wish to object to the proposal in the strongest possible way.

The newly built church is doing a fantastic job for all the local people of varying ages during the week. There is a group for the local elderly to have tea. There are mums and toddlers groups. There is a food bank collection there. There is counselling available there. There is a coffee house at the church where the local community can call in for a coffee, including on Fridays, people who just need to come in and get warm with a free coffee. There are many other events open to all the community. None of these things cause any problem with the traffic at all because of the single yellow line.

The church is vibrant and well attended which should be a cause for celebration in itself. So on Sundays during the 10 am service there are cars parked along there as young families and the elderly are a valued part of the congregation. (Some of the elderly have to be specially transported to the church)

But if they can't park there, where would they go? I suspect the houses in the Apostles streets would find the elderly or young families parking along there causing more issues, as those roads are all dead ends. At the moment the church encourages the congregation NOT to park in those streets and to respect our neighbours as much as we can.

As well as that, the congregation are parking along a boarded up area of land that has been left idle for years and years.

They are certainly not parking across driveways or getting in the way of anyone.

Most of the week - Monday to Saturday- the single yellow line suffices to keep all traffic from parking along there and there is never a problem at all at any time of the day.

There are new flats along there above the new church building (with people living there unrelated to the church) and these flats need services and shopping dropped off during the week which at present isn't too difficult. Your proposal would make this very tricky.

It is very important that members of the council go to see for themselves at any time during the week. You will see, there is never a problem. If you come to have a look on a Sunday, you can then consider what the issues might be for improvement.

But to just propose a double yellow line is to not think through the problems and consequences of those actions on members of the community

dependent on cars. It would simply move the problem over the road, causing another problem.

Please please think it all through holistically for the benefit of most people.

031

I would ask the planning committee to consider the following points:

- The section of road in question, between Approach Road and Lower Downs Road is effectively only an access road. No-one needs to use it except local residents - given that almost all local businesses are closed on Sundays.
- It is already designated a 20 mph zone by the council, presumably to slow down traffic and increase safety for residents.
- It runs parallel to the main Kingston Road, which is dual carriageway along the length of this section and therefore a much more desirable route for any through traffic. Anything that encourages through traffic to use that larger parallel route is surely a good thing.
- To take away the current availability of parking after 6:30 pm Monday-Saturday and on Sundays will limit access to the Dundonald Church building, which is a valuable local amenity and used by a significant number of the local residents.
- The current peak times for parking are very limited, from 9:45 to 11:45 am, 3:45 - 5:45pm and 6:15-8pm on Sunday, the one day of the week which typically has the least traffic. There is no disruption to commuters, school runs or local businesses.
- As a member of the church (who walks to church), I can confirm that the church does request that parking is limited to the church side of the road, and frequently reminds attendees not to park in the twelve residential streets (locally known as the Apostles) opposite the church, in order to minimise disruption to neighbours and to the one local business (a newsagent) that does open on Sundays.
- If the ability to park on this section of the Kingston Road is removed, presumably those cars will end up taking other spaces, and become a worse problem. At least the Kingston Road is wide enough to accommodate parking on both sides with space for a bus to travel through. As such it should allow parking as other 20 mph residential roads in the area do, even those which are also bus routes, such as Durham Road. To treat this road differently would be unfair.
- And to remove parking close to the church for those with mobility restrictions may simply increase the number of cars stopping immediately outside the church to drop off those who can't walk from far away - typically the very old and very young.

In summary I would like to suggest that the proposals as they stand would not overall improve the current situation, and discriminate against a significant population of Merton residents who value access to the church and its services. A better way to improve safety would be to enforce the current 20 mph speed limit, while taking away Sunday parking would effectively open up the road for more and faster traffic. Thanks for your careful consideration.

034

I have been made aware of the proposed waiting restrictions in the above consultation and wish to raise an objection.

My grounds for objection are four-fold:

- Firstly, in preventing church attendees on parking on the north side of the road on a Sunday, you will undoubtedly encourage attendees to park instead on the surrounding side roads, causing disruption to residents and causing more danger to pedestrians and road users as vehicles have to turn into the side roads, will hunt for spaces, and have to manoeuvre into spaces in tight side roads
- Secondly, the row of parked cars which is present for limited periods on a Sunday only on the north side does not pose a danger or an obstruction as it is not in front of commercial or residential properties. Almost all passing foot traffic uses the other pavement as this is where the houses and shops are, thus the parked cars do not create an obstruction to sight lines or such
- Thirdly, as a regular cyclist along Kingston Road in this location, I find that the times when there are cars parked on the north side of the road are actually safer as traffic is forced to slow down. When the road is clear I regularly witness cars travel down the road well in excess of the 20mph limit (as evidenced by the digital speed indicators in both directions) and often close passing me due to a vehicle coming in the other direction. When there is a row of parked cars on the north side cars are forced to slow down and wait to pass and drop their speed to under the limit.
- Lastly, as an attendee at church I am aware of many people who are actively using public transport or bicycles to travel to church and reduce the volume of parking, but for many others this is not an option due to having several very young children or being elderly / vulnerable. Attendance at church provides these people many social benefits and they would be unduly discriminated against if the option to park safely and conveniently is removed.

036

I'm writing to strongly object to the proposal for double yellow lines on Kingston road, primarily for the impact this will have on Dundonald church.

I have been part of the Raynes Park community for nearly a decade and am horrified at the proposal which would restrict families, the elderly, the disabled, and the vulnerable from accessing vital services that this church provides. It seems like a highly prejudiced proposal which discriminates primarily against a religious community.

Double yellow lines will only exacerbate the parking problem as people will be forced to park on the 'apostles', causing a disturbance.

It's also baffling that this proposal has been made, given that this is only relevant for one day out of seven, and on that day only pertains to a few hours.

037

I am writing to express my strong objection to this proposal for number of significant reasons:

1. The single yellow line already prevents parking during most of the week - the only significant day of parking is on Sunday, and only then for a few hours three times during the day. A double yellow line is a totally disproportionate response to the actual parking and traffic situation along that stretch of road for pretty much the whole week.
2. Planning permission for Dundonald Church was granted on the basis of a plan to reduce parking over time - this is being done through monitoring, stewarding and constant and clear advice to all members of the congregation. Councillors have visited the site and have expressed satisfaction with what the church has been doing. Prior to this building being erected, the church met on the same site and

parking took place in the same way. It is only because people have got used to the church meeting elsewhere during construction that they are now seeing the change.

3. The church was also built with 18 flats above it, which have only recently been bought by private residents, who naturally have guests and deliveries as a part of their normal day to day living. It would be extraordinary to change the goalposts on these people who have purchased in good faith.
4. The church serves the community, not just its own congregation, in multiple ways and across many generations - regular weekly meetings for the elderly, for parents and toddlers, dad's and children etc, many of whom absolutely need vehicular access for safety reasons. A double yellow would significantly compromise these community services and would discriminate against the most vulnerable.
5. Double yellow lines will compress available parking into the exact areas that the church absolutely avoids parking in - that is a totally counter-intuitive outcome and will only serve to increase friction.

In summary, Dundonald Church is one of the most significant community enterprises in Raynes Park. It should be supported and endorsed by the Council, not obstructed; indeed the Council should be able to understand that there are compromises that are sometimes necessary to achieve good community outcomes. Continuing to permit parking is one of those compromises - it is only on one day of the week, and even then only at certain times of day. The consequence of putting the double yellow lines in place would be significantly worse for the community as a whole. That does not appear to make any sense.

038 Polesden Gardens, London, SW20 0UW

I am writing to object to the proposed waiting and loading restrictions on Kingston Road and adjacent roads. As a local resident who regularly attends Dundonald Church, I find it upsetting that a Christian organisation offering many community benefits will be penalised by these potential measures.

The restrictions would have a significantly negative impact on Dundonald church attendees both regular and the many visitors who attend— it would especially be difficult for our elderly, vulnerable and disabled members to attend on a Sunday in addition to those who have physical health reasons which make public transport a difficult or non-viable option for them. Those attending Dundonald Church consider being part of this community an essential and intrinsic part of their lives, relying on church for support in various areas of life such a mental and spiritual health, and this will be restricting or might even cease. We have several evening meetings during the week; without parking many of our members will not be able to attend due to safety concerns walking or taking public transport late at night.

In addition, the wider local community and especially residents of the Apostles streets would also face negative consequences as it would increase the congestion and parking in their roads (which we have worked hard as a church to avoid parking in the apostles). It strikes me that these restrictions would just relocate the problem to the adjacent streets creating more upset.

I hope that for the above reasons that these proposals will not go ahead and will not have a detrimental impact on a local faith community. The disruption is for two sets of two hours on a Sunday which is minimal and this proposal seems to be disproportionate.

The church, of course, encourages its attendees to walk/take public transport where they can and to park kindly if they must drive.

I wonder if a more suitable solution would be either:

double yellow lines down the south side of the Kingston Road, leaving the North side without parking restrictions.

Having a very short section of double yellow lines on the north side which would act as a lay-by for when a bus is approaching to keep the traffic flowing for the couple of hours on a Sunday when the traffic may be affected.

Thank you for taking the time to read this.

039

I would like to object to the proposed waiting restrictions on Kingston Road. I attend Dundonald Church and always walk to church (even though I live over a mile away). I think reducing the traffic is a good idea, however, there are many people who attend the church, who would be unable to walk including the elderly and disabled. Many elderly people are taken to church by other people and therefore need to be dropped off and the cars parked nearby. We all know about the national challenges of loneliness and isolation of elderly people, especially those living on their own and I am concerned that these proposals will reduce the ability of these people to be able to attend the church and therefore increase their isolation.

The church also does evening groups for teenagers and this is another group who need to be engaged in society and these groups ensure that they have friends. By limiting parking in this area, some teenagers may not be able to come along.

I hope you will reconsider this proposal.

040 Chestnut Road SW20 8ED

I write in response to the proposal to establish double yellow lines along Kingston Road (between Raynes Park and Lower Downs Road). The proposal to place double Yellow lines along both sides will clearly have a significant negative effect on businesses and residents living along the road.

Issues of parking creating obstructions along this stretch of road are the result of attendees at the Church (and are thus generally limited to Sunday mornings) – a problem that was foreseeable and foreseen at the time that the Church sought planning permission. The issue is therefore one generated by the Council due to their negligence in addressing parking requirements at that time. It appears the Council now proposes to punish local residents and businesses for their own incompetence.

The proposal for double yellow lines also appears to take no account of the proposed redevelopment of the PAG factory, which is to include (according to the developer) space for Sunday worshippers to park vehicles off the public highway. While that development has yet to go ahead, it is nonsensical to introduce changes in the parking / waiting regulations to address a current situation when it is known that the claimed issue may be resolved anyway, and without inconvenience to local people or cost to the public purse.

The proposals are ill-thought out and wasteful of money.

I oppose the proposed changes

041

As a member of Dundonald Church I would like to object to any restrictions being imposed as it will prevent elderly people coming to church- this would be terrible.

043

I oppose the double yellow lines in Kingston Road. Sundays we park next to Dundonald Church. The yellow lines will make it difficult to attend church when it rains or especially the elderly people in our church. We do need to travel as we live not near the church. We also have an autistic son that makes travelling with public transport very difficult. There are no parking around the area and therefore will make it very difficult. In church we respect our neighbours and do not park in the Apostle streets but that may need to change if the yellow lines are enforced. Please re consider.

044

Please can you reconsider this proposal based on the ability to park in Kingston road to attend Church on Sundays. With children it is important we can park safely and not disrupt members of surrounding roads by parking up small side roads. Thank you for considering my objection!!

045 & 47

Please do not put parking restrictions in Kingston road.

In our Dundonald church we have people (vulnerable and elderly) who has no other means to come to church other than by car. We do not want to make local residence angry by using parking in their apostles streets.

I wanted to raise an objection to the "Proposed waiting restrictions (double yellow lines) Kingston Road".

I'm an avid cyclist myself and I welcome any changes that would improve safety and encourage more people to take up cycling. However, I attend Dundonald Church on Sundays but I feel this change would prevent me and my family of 4 to attend church on Sundays as we would have nowhere to park. It is unpractical for my whole family to travel by bike and it is too far for us to walk to church. I want the council to take this into account while these changes are considered. As there are many other family attending church in the same situation.

046

I would like to raise my concerns regarding the new potential traffic restrictions on Kingston Road. This would be particularly difficult for parking on a Sunday at church time. I live in the apostles and people will then be forced to park in the residents parking which will be very difficult for the residents in the roads adjacent to the church. Furthermore, many elderly people attend the church and have limited mobility and are driven to the church. Being unable to park and walking from further away would be difficult.

048

I would like to reject the proposal as this will reduce available parking spaces for locals, shop goers and church goers

049

I object to the introduction of the proposed parking restrictions on the Kingston Road. My reasons are as follows: This area of Raynes Park is served by a large church (Dundonald Church). Dundonald Church works hard to encourage its congregation to use public transport. However, some members are elderly or have small children and travel some distance to church and therefore drive and park on the Kingston Road. Any further parking restrictions would impact most on the more vulnerable members of the church community.

Members of Dundonald Church park on the church side of the Kingston Road in order to avoid upsetting local residents who live in the Apostles and surrounding areas. However, parking is only possible on this section on Sundays or after 6.30pm. For the vast majority of the time, there are no issues.

Dundonald Church has recently been rebuilt, bringing many benefits to an area of Raynes Park which appears rundown, tawdry and much in need of local authority investment. (I refer in particular to the eyesore which is the large patch of mud next to the church.) There are regular events at the church, such as groups involving young families and the elderly, which are for the benefit of the local community, including a coffee shop

050

I'm urging you not to go ahead with this planned action. The space it of great value to many people after hours. If this goes ahead it will just change the problem to another. Drivers will be forced to attempt to park to park in the Apostle roads. This will increase the safety risk in these

I understand that there have been complaints and some people would like a double yellow line so no one can park on the road unless loading only. I would like to strongly object against this proposal based on the following:

1. I am parking there regularly (almost every Sunday) to attend church and I have never seen a risk of safety, not even honking from other drivers, we are always waiting patiently and try our best to protect those around us.
2. There are many elderly people in our church who need help with being dropped off and picked up from church by car, by this they will be deprived of their right to attend the church they feel part of.
3. The church every Sunday is strongly encouraging us to walk/use public transport/cycle or if we really have to drive to park on Kingston Road rather than the side roads (the Apostles) so we can be respectful of our church neighbours. Unfortunately I don't live close to the church and using trains especially lately has been a real challenge due to unending strikes and unreliable services (major delays or cancellations) so I am left with using my car even for work since the transportation is not reliable.
4. Double yellow lines will mean that my, and others, only parking options will be the side roads (the Apostles) which I'm sure will anger those who live on these roads but equally they have "asked" for this. Is there kindly a way of pointing out to them that realistically a request like this will mean that their roads will be congested. Out of respect and the church request to not congest the neighbours roads I have often tried to park far on the road on Kingston Road as the road was busy rather than parking on the roads near by and have a shorter walk to church.
5. With all due respect I find this as an expression of hatred towards Christians, especially us who attend Dundonald church. I am sorry to say but I won't feel bad parking on the side roads if the restriction will go ahead as they (the community) gave us no other options. I am a taxpayer, a road tax payer, even during covid I haven't been made furlough even for a day, I have never claimed a penny from the government and I've never been, thankfully, jobless and I feel at least the right to park I should have without pleasing everyone when this is not even appreciated.

I hope all these make sense and if you have any questions please do not hesitate to contact me!

057

I am writing to object to the proposal to introduce parking restrictions along Kingston Road. I am a local resident and also attend Dundonald Church. I recognise that the parking on a Sunday can be obstructive but many of those who drive to church are vulnerable and would not be able to attend otherwise. Increased isolation would be harmful for these individuals. Would it be possible to introduce some form of parking permit so that those who are most vulnerable can continue to attend the congregation and benefit from the community they belong to?

058

Alwyne Road SW19

Kingston Road, Proposed waiting and loading restrictions.

Impact on Dundonald Church SW20 8SA, 577 Kingston Road

We have been made aware of the proposals referred to above, which we find deeply worrying. Three services are held at Dundonald Church every Sunday, each attracting 100 or more members. While many of these live nearby and either walk, cycle, or take public transport to the Church, many others have young children and/or live 5 and more miles away and really rely on being able to drive to and park along Kingston Road. For this facility to be stopped is likely to have a significantly detrimental effect on the numbers able to attend. My wife and I have been part of Dundonald Church since it began 33 years ago (meeting in Dundonald School Hall at first) and have been pleased to contribute towards the funds needed to first buy the old print factory and then convert it into its present form. We often thank God for all He has done in enabling the Church to grow, and recently for the co-operation between your planners and our architects regarding the new building. For you to impose the proposed restrictions would be likely to affect our further expansion and hence the spread of the Christian Gospel, in which we believe passionately. We suspect that many of the complaints you have received come from Residents of houses in the Apostles, assuming that parking outside their houses on Sundays is by members of our congregation. We have given strict instructions that parking in these streets is not to take place, as we understand that this is a bad witness to our neighbours. It seems worth observing, however, that for you to lay down double yellow lines along Kingston Road would only be likely to exacerbate the problem of parking in the Apostles, given that drivers will have nowhere else to park. We do appreciate that for dozens of cars to park along Kingston Road can cause inconvenience to people driving along that road, but we must point out that this takes place on Sundays only, and that many social benefits derive from the Church, including a coffee shop, food bank, pregnancy advice centre, afternoon teas for senior citizens, a children's Adventure Club this month, a playgroup for infants, and a constant range of events designed to engage local residents and to encourage them to consider further the claims of the Christian faith. We have a care team, dedicated to looking after members of the congregation suffering from handicaps, and are in the process of registering the building as a "warm space". In addition we are working closely with a Charity that has bought the PAG building next to the church, hoping to establish a school for handicapped children. This is another example of the beneficial effect Dundonald is hoping to have. Although you seem to be attempting to address the car parking by members of our congregations on Sundays your introducing double yellow lines will have a major effect on the locality throughout the week. Evening and Bank Holiday parking must be helpful to local residents when they have visitors, not to mention any shops or restaurants (actual or potential) hoping to do business in the evening. It seems that you may be "using a sledgehammer to crack a nut". To conclude we would make the point that Dundonald Church seeks to benefit the local

community, and that this should support the case for the existing car parking regime to be retained. Your sympathetic consideration to these arguments would be very much appreciated.

059

I am writing to OBJECT to ES/KINGSTON, in relation to putting double yellow lines onto Kingston Road. I am a regular church goer to Dundonald Church, located on Kingston Road and have to drive to church. For me church is an integral part of my life for social and spiritual health and being unable to attend by car is just not a possibility. This congestion is only on a Sunday and as a church we are very clear that we will only park on the North side of the road in order to help a smooth traffic flow along the road. We could, legally park on the Apostles but do not do this as we want to be loving to our neighbours and not clog up residential roads. I am shocked that the Council is suggesting this, where do you expect Church Goers to park for Church? There is no parking options other than road parking around the building. The building has only recently been redeveloped and therefore the need for Parking must have been considered? Elderly and disabled church goers require close by parking to enable them to attend the church - if the double yellow lines were to be included this would severely impact their ability to attend and therefore discriminate them. We cannot make church difficult for people to attend - it is essential to their wellbeing. The church offers so much to Merton residents, church, baby groups, holiday clubs, counselling and warm spaces and I can't believe that there would be a wish to make this so inaccessible. I am of the understanding that Councillors have visited on a Sunday to investigate the parking situation and had fed back that they were satisfied, therefore this proposal is quite a surprise. I would like my objection to be noted against this and sincerely hope that this proposal is taken away.

060

With reference to the intended parking restrictions on Kingston Road, I wish to say that I very strongly object.

No shops are open that day. It is residential as any other street nearby. There is only the Dundonald church. You cannot stop people from worship. People come from far and wide to this excellent church. It is an infringement on our right to worship. Not everyone can use public transport.

061

I wish to object to the proposed double yellow lines in Kingston Road for the following reasons. The proposed restriction will greatly reduce parking spaces in the area on a Sunday and cause friction with local residents as vehicles seek to park down the local residential side streets instead. As there is no off-street residential parking down the local side streets and by further restricting parking in this area it will severely increase the demand for available parking. As a result, there will likely be an increase in difficulty for local residents as local residential roads become more congested on a Sunday. I attend Dundonald church and I can confirm that it is made very clear to the congregation that parking outside the church should take place on the North side of the road only, allowing for a smooth flow of traffic on a Sunday when traffic is at a minimum. It is made very clear to all who attend the church that vehicles must not park down the residential side roads and must not occupy residential parking, which is already severely limited. I am aware that Councillors have visited Dundonald Church on a Sunday to investigate the parking on Kingston Road and have replied that they were satisfied with how members of the Church were parking. A large number of attendees to Dundonald Church are vulnerable or elderly and are unable to walk or use public transport and they will be discriminated against. Those attending Dundonald Church consider being part of this community an integral part of their lives, relying on church for support in various areas of life; such as social, mental and spiritual health and this will be restricted with the removal of available parking. By removing the opportunity to park on Kingston Road under the existing single yellow line restrictions, visitors to Dundonald Church will be unduly penalised. I hope the proposal will not be passed.

062

I am writing about the proposed parking restrictions on Kingston Road in Raynes Park. Over the past few years I have regularly provided transport for disabled or elderly people to visit Dundonald church on a Sunday and I am very concerned that these proposals will make this very difficult. This will make already vulnerable and isolated people more isolated and keep them from receiving the care and company that they receive as part of a church community. In our church services we regularly hear reminders to only park on the north side of Kingston Road and not to park down residential side roads, as this makes life much harder for local residents. I lived on Kingston Road above a business for several years and know well the challenges of finding a parking space as a resident. These proposals will not fix this issue but will most likely make it worse in evenings and on Sundays, as they would lead to church members looking for parking down residential side streets, where there is no off-street parking for residents. This will upset and be unfair on people who live nearby. We have had councillors visit our church on a Sunday to see how parking is stewarded and they have fed back verbally that they were happy with how it was managed. The new proposals therefore seem unfair and to unduly penalise members of our church community. As a church we run events for all kinds of people, providing emotional, physical and spiritual care, often for people who are unable to walk far or travel by public transport. These proposals will make it difficult for people to access the support they receive and harder for us to run events for our local community, such as our English language classes, international cafe, parenting courses, counselling and Sunday services. I am therefore asking you to reconsider these proposals and to see how they would not only unduly penalise members of our church community but would also cause friction with local residents and have a disproportionate impact on the elderly and vulnerable in our local area.

063

I am writing to you concerning the proposed introduction of double yellow lines on Kingston Road, between Raynes Park Station and Lower Downs Road. As a local resident, I appreciate that traffic flow on this road suffers when many cars are parked along both sides. However, as a member of Dundonald Church, I am also aware of the need for some parking to be permitted on the North side of the road. Whilst many people make great efforts to walk or cycle to church, some members of the church family - especially those who are elderly or have limited mobility - would be unable to attend if they could not come by car, and would miss out on the spiritual, social and practical benefits which come from being part of a local church community. Completely prohibiting parking along the North side of the road is only likely to make the existing parking difficulties for residents in the adjacent residential streets ('the Apostles') worse. With no opportunity to park on any part of Kingston Road, more motorists will try and park on the Apostles instead. This does not just apply to those attending Dundonald. Any visitors to the area, eg friends and families visiting residents in the Apostles at weekends, will be left with no alternative but to try and park in already overcrowded areas. It seems that the traffic flow along Kingston Road suffers because there is insufficient space for vehicles travelling in opposite directions to pass one another when cars are parked on both sides of the road. This could be solved by introducing short lengths of double yellow lines in appropriate locations on either the North or South sides of the road (or both) so that passing places were maintained. This would significantly improve the situation, whilst also allowing some (reduced) parking to continue. This seems to be the best way to balance the needs of those who require parking spaces with those who oppose parking in the area. I hope that this suggestion can be given serious consideration before a decision is reached.

064

I would like to object the proposed double lines on Kingston Road.

065

We would like to object against this proposal. We have a very young family and our only means to attend our church on a Sunday morning is to drive and park at the church. We already don't park in any of the streets for the Apostles out of consideration for the residence. We only require parking on Kingston Road on a Sunday morning, the least busy time and traffic day of the week. By implementation of your proposed restrictions you would make it extremely difficult for us to attend our church on a Sunday.

066

I am writing to object to the proposed parking restrictions on Kingston Road that I believe relate to parking outside Dundonald Church. Whilst I understand that local residents in the Apostles may find the parked cars on certain days slightly frustrating, I believe it essential for a local community hub like the church to have access to free parking on evenings and weekends to allow those that cannot easily walk or cycle to the church (e.g. the elderly or mothers with kids) to be involved in services, community events or charitable causes. I believe some councillors have visited the road on a Sunday and noted that the cars were parked in single line on the north side of the road per the new building's planning requests - and that this allows the safe flow of traffic and parking by residents on adjacent streets. I also believe by removing the parking here it will push those who cannot get to the church on foot to park their cars down the Apostle roads instead, which would more meaningfully impact local residents. On that basis I believe it is both more practical for local residents and kind to elderly / vulnerable users of the church community space to maintain the existing provision of single yellow lines free to park on in the evening and weekends.

067

I would like to object to the proposal to put double yellow lines on Kingston roads. I understand the concerns but I don't think this is the best way to address them as it will likely increase congestion in local roads. I would also like to express concern for the vulnerable and elderly visitors to Dundonald Church who would not have drop off or parking access to the church building under the proposals and so will be discriminated against. A large number of elderly and vulnerable people consider being part of Dundonald community an integral part of their lives, relying on church for support in various areas of life; such as social, mental and spiritual health and this will be restricted with the removal of available parking.

068

I wish to express my opposition to the decision to mark Kingston Road with double yellow lines. This will make many of the activities along this road very difficult as there is very rarely any parking near this area. It is an area which has become increasingly busy with the recent development of the local church building and this has produced many benefits to the area, including increased foot traffic to the nearby shops. It is obvious that there is insufficient space for many of the activities on this road, particularly on Sunday when the church is most busy. While it may be tempting to impose restrictions on Kingston Road as an easy fix for an issue, I would urge the members of Merton Council to consider a more encouraging option. Any restrictions made which inhibit the movements of people, rather than accommodating it, seems counterproductive for the community which benefits so greatly from increased popularity. My own observations of London activity have made

me more aware of the ways in which businesses and communities suffer where there is lack of parking spaces or heavy prices for those spaces. With that in mind and with no other obvious solutions, I can only think that the empty lot next to the church building, which has been empty for many years, would serve as a perfect temporary relief to the lack of space that the area is currently suffering from. While I lived in New Zealand I experienced many empty lots being turned into makeshift parking areas after the earthquakes in Christchurch. I hope that my opinions and ideas are of use to you in your decision making.

069

Hanover Square London W1S 1JY

To the Officer for Traffic & Highways, I am writing to you in response to the "Kingston Road proposed waiting & loading restrictions" consultation. I note that the problem attempting to be solved by the proposed double yellow lines is "traffic congestion and safety hazard" and the proposed timing is "all times". As a member of Dundonald Church this seems to be both disproportionate and discriminatory. Disproportionate in that the church does utilise the north side (only) of Kingston Road for each of the three weekly Sunday service, i.e. 2 hours each, so less than 4% of the week. At these times the traffic flow is not congested (data publicly available). However, I will concede the bus stop outside Dundonald Church can, in general, be something of a bottleneck, and so perhaps double yellow lines directly outside the church would help with congestion and would also enhance the safety for those attending church. The church has a thriving congregation that includes people with physical disabilities, wheelchair users, visually impaired and some frail/elderly members. These proposed changes would have a significant effect on a number of people for whom attending church each week is an essential part of life. In fact, Dundonald Church has the largest kids and youth work of all Anglican churches in England, providing evening groups for children from Year 4 through to Year 13. It has been a great encouragement to have invested in a new building to provide a safe and fun space for kids and youth of both the church and the wider community to enjoy. Given the limited alternatives in the community, keeping kids and youth engaged in positive initiatives must surely be preferable to swarms of youths creating community concerns and being issued ASBOs? During the week, the volume of parked cars on the North side of Kingston Road is very small, so this does appear to be a targeted campaign against the church which one could certainly take to be discriminatory. I'm sure this has been an oversight from Merton Council and given the community engagement the church provides, most recently in providing a warm space during the recent cold weather, with the exception of some disgruntled local residents, there is a lot of goodwill toward the church as we can see with the attendance of the recently opened café that operates on a donation basis. One further unintended consequence of the proposed changes could be more parking from church members in the roads of the Apostles (which is currently discouraged by the church each week), which would achieve the exact opposite of part of the proposal's aims. Perhaps some modified plans should be considered that utilise the use of some of the north pavement (albeit the road is consistently very wide throughout the whole proposed section as shown on the plans, i.e. not less than 14m in the location in dispute, so perhaps even this isn't required). Furthermore, the proposed plans appear somewhat inconsistent as the parking issues are also present on the Kingston Road section from Lower Downs Road to Bushey Road, but this section has been excluded from the proposal. This area is more congested and has a higher footfall, often with young families, so again the proposal seems to be specifically targeting Dundonald Church, which feels like a faith based organisation trying to support the local community is being discriminated against. Moreover, it is very likely that these proposed changes will result in making Kingston Road a stretch of road that some road users will drive at far higher speeds than the permitted 20mph and this will defeat one of the two main aims of the proposal, i.e. by making the road less safe. We certainly see fast cars racing down Kingston Road early on Sunday mornings. Thank you for your consideration

070

I am aware that Merton Council have proposed a waiting and loading restriction by painting new double yellow lines along the length of Kingston Road in Raynes Park from the junction with Lower Downs Road to the underpass next door to Raynes Park Station. I understand that this is a result of numerous complaints concerning parking along the north side of Kingston Road and although not mentioned, this is parking in connection with Dundonald Church on Sundays, and that this parking is creating a problem with traffic flow.

Whilst along certain sections of Kingston Road double yellow lines already exist for safety reasons, particularly near road junctions on the south side, I believe the addition of further/new double yellow lines should not proceed for the following reasons:

1. There is a reduced speed limit of 20 mph so road safety has already been improved.
2. I am a resident in Vernon Avenue and, by restricting parking on Kingston Road, cars will park on the Apostle Roads and cause problems with residents parking, where there are very few off street spaces and parking is difficult already. This will lead to complaints and disputes.
3. I suspect the very people who are objecting to the cars parking on the north of Kingston Road are those living in nearby streets, so I doubt the complainants have really thought through the impact of restrictions.
4. The church needs drop off points, and parking close to it, for elderly and disabled church goers. Double yellow lines will prevent this.
5. The church can and should better manage parking by its members and guests by ensuring parking does not occur on the Apostle Roads, in accordance with its aims, with stewarding, but this will mean that the existing parking needs to remain on the main road.
6. I have driven along Kingston Road on Sundays myself whilst cars have been parking along it and although there is a little inconvenience, traffic gives way to each other when needed and I have not seen or experience any difficulties, altercations, or issues. Traffic is slowed

slightly but this is far less of an issue than with say Woodhayes Road in Wimbledon on a Saturday morning near the two pubs and close to Kings School.

7. For those businesses on the north side of Kingston Road including the church, parking is needed for deliveries, contractors etc. This will not be possible under the proposed measures. So, these plans have to reflect practical aspects of how businesses are run.

I would also make some general comments:

1. I attend the church but also live in Vernon Avenue so I can see both sides. I would not want to force parking down my street and would not want people to be deterred from attending church as this is a major part of their lives, both in terms of their faith, social life and mental wellbeing. This is particularly the case for the elderly.
2. There is a planning application which has been submitted for the site to the east of the church for a new development and parking needs to be considered here, in conjunction with this proposal.
3. At some stage in the future, the vacant site to the west of the church which has been vacant for at least 10 years will be redeveloped so the 20 or so cars currently parking along that frontage will no longer be able to park, so some thought needs to be given to parking in that area because no doubt the future use of that site will be flats.
4. The Council's policy not to provide sufficient parking for new builds is fundamentally flawed and does not reflect the reality of car ownership as it assumes no one owns a car. I hope that you will take these views into consideration.

071 Hanover Square London W1S 1JY

To the Officer for Traffic & Highways, I am writing to you in response to the "Kingston Road proposed waiting & loading restrictions" consultation. I note that the problem attempting to be solved by the proposed double yellow lines is "traffic congestion and safety hazard" and the proposed timing is "all times". As a member of Dundonald Church this seems to be both disproportionate and discriminatory. Disproportionate in that the church does utilise the north side (only) of Kingston Road for each of the three weekly Sunday service, i.e. 2 hours each, so less than 4% of the week. At these times the traffic flow is not congested (data publicly available). However, I will concede the bus stop outside Dundonald Church can, in general, be something of a bottleneck, and so perhaps double yellow lines directly outside the church would help with congestion and would also enhance the safety for those attending church. The church has a thriving congregation that includes people with physical disabilities, wheelchair users, visually impaired and some frail/elderly members. These proposed changes would have a significant effect on a number of people for whom attending church each week is an essential part of life.

In fact, Dundonald Church has the largest kids and youth work of all Anglican churches in England, providing evening groups for children from Year 4 through to Year 13. It has been a great encouragement to have invested in a new building to provide a safe and fun space for kids and youth of both the church and the wider community to enjoy. Given the limited alternatives in the community, keeping kids and youth engaged in positive initiatives must surely be preferable to swarms of youths creating community concerns and being issued ASBOs? During the week, the volume of parked cars on the North side of Kingston Road is very small, so this does appear to be a targeted campaign against the church which one could certainly take to be discriminatory. I'm sure this has been an oversight from Merton Council and given the community engagement the church provides, most recently in providing a warm space during the recent cold weather, with the exception of some disgruntled local residents, there is a lot of goodwill toward the church as we can see with the attendance of the recently opened café that operates on a donation basis. One further unintended consequence of the proposed changes could be more parking from church members in the roads of the Apostles (which is currently discouraged by the church each week), which would achieve the exact opposite of part of the proposal's aims. Perhaps some modified plans should be considered that utilise the use of some of the north pavement (albeit the road is consistently very wide throughout the whole proposed section as shown on the plans, i.e. not less than 14m in the location in dispute, so perhaps even this isn't required). Furthermore, the proposed plans appear somewhat inconsistent as the parking issues are also present on the Kingston Road section from Lower Downs Road to Bushey Road, but this section has been excluded from the proposal. This area is more congested and has a higher footfall, often with young families, so again the proposal seems to be specifically targeting Dundonald Church, which feels like a faith based organisation trying to support the local community is being discriminated against. Moreover, it is very likely that these proposed changes will result in making Kingston Road a stretch of road that some road users will drive at far higher speeds than the permitted 20mph and this will defeat one of the two main aims of the proposal, i.e. by making the road less safe. We certainly see fast cars racing down Kingston Road early on Sunday mornings. Thank you for your consideration

072
To the Officer for Traffic and Highways. I am contacting you in response to the "Kingston Rod proposed waiting and loading restrictions" consultation. I wish to express my concern regarding these proposals. I and my family are part of Dundonald church, my husband and have been members of the church for 20yrs. In order to be considerate of our neighbours, parking outside Dundonald Church on Sundays is stewarded and members are asked to park on the North side of Kingston road only, to allow for a smooth flow of traffic along Kingston Road and also avoid parking /taking spaces in local residential streets which do not have off street parking available. If there is no parking available at all on Kingston Road it is likely that residential roads will become more congested making it more difficult for local residents to park. Moreover the removal of available parking will penalise the elderly and vulnerable members of our church who have to rely on their own cars or being dropped off close to church to be able to attend. The elderly members of our wider community who wish to access the building to

join social events or make use of the warm space on a Friday would be similarly impacted and disadvantaged by these restrictions. I sincerely hope the proposals will be reconsidered in light of these implications

073 & 74

This email is with regards to the proposed waiting restrictions, the reference is ES/KINGSTON. I am concerned about this proposal due to the fact that it will restrict the disabled, the elderly and those who are unable to take public transportation in my church community. Please kindly reconsider this proposal. I am a resident of Merton.

075

I'd like to object to the double yellow lines along Kingston Road. As a resident in the area where parking is already challenging to add a double yellow line would make it even more challenging as the cars that would normally park along Kingston road would then park in the Apostles (roads running into Kingston).

077

This could affect the community really badly as Dundonald Church is part of the community and getting there for services or events is really important for the community so I am against proposals for double yellow lines.

078

I am writing to object to the proposed double yellow lines down Kingston Road. I understand that this is due to perceived congestion caused by parking. I do not agree with this assessment and believe that the implementation of double yellow lines would create a greater issue or speeding and road safety on a road where many cars do not stick to the speed limit anyway. I also concerned about the impact thus will have on Dundonald church. Cllrs have visited on a Sunday and I understand were satisfied with the parking arrangements. Putting in double yellows will unnecessarily impact the congregation, particularly for older and vulnerable members who will be unduly penalised. I also believe that this would cause local residential roads more issues with parking as they will bear the burden of cars looking to park. I hope that the proposal will be refused.

079

Kenwyn Road, SW20 8TR

I would ask the planning committee to consider the following points:

- The section of road in question, between Approach Road and Lower Downs Road is effectively only an access road. No-one needs to use it except local residents - given that almost all local businesses are closed on Sundays.
- It is already designated a 20 mph zone by the council, presumably to slow down traffic and increase safety for residents.
- It runs parallel to the main Kingston Road, which is dual carriageway along the length of this section and therefore a much more desirable route for any through traffic. Anything that encourages through traffic to use that larger parallel route is surely a good thing.
- To take away the current availability of parking after 6:30 pm Monday-Saturday and on Sundays will limit access to the Dundonald Church building, which is a valuable local amenity and used by a significant number of the local residents.
- The current peak times for parking are very limited, from 9:45 to 11:45 am, 3:45 - 5:45pm and 6:15-8pm on Sunday, the one day of the week which typically has the least traffic. There is no disruption to commuters, school runs or local businesses.
- As a member of the church (who walks to church), I can confirm that the church does request that parking is limited to the church side of the road, and frequently reminds attendees not to park in the twelve residential streets (locally known as the Apostles) opposite the church, in order to minimise disruption to neighbours and to the one local business (a newsagent) that does open on Sundays.
- If the ability to park on this section of the Kingston Road is removed, presumably those cars will end up taking other spaces, and become a worse problem. At least the Kingston Road is wide enough to accommodate parking on both sides with space for a bus to travel through. As such it should allow parking as other 20 mph residential roads in the area do, even those which are also bus routes, such as Durham Road. To treat this road differently would be unfair.
- And to remove parking close to the church for those with mobility restrictions may simply increase the number of cars stopping immediately outside the church to drop off those who can't walk from far away - typically the very old and very young.

In summary I would like to suggest that the proposals as they stand would not overall improve the current situation, and discriminate against a significant population of Merton residents who value access to the church and its services. A better way to improve safety would be to enforce the current 20 mph speed limit, while taking away Sunday parking would effectively open up the road for more and faster traffic.

080

I am writing to express that I unequivocally oppose the proposed waiting and loading restrictions on Kingston Road. I, along with my family, attend Dundonald Church on a Sunday morning, and these restrictions will mean that we will be forced to park outside residential properties, which is something we have avoided doing out of courtesy to the residents living in these properties. With parking already so limited in London these proposed restrictions make no sense to me at all.

081

Hello there, I am writing to object to the double yellow lines being proposed along Kingston road , alongside the Dundonald church and opposite the local shops and dentist. This restriction only serves to prevent people from parking to attend their religious ceremonies on a Sunday. It will totally prevent any religious member of this church from attending if they are elderly or disabled and rely on being taken there by car. I feel that this is a form of discrimination. The church members try to be considerate where possible and this will really be a nasty blow to their congregation. I am not a member of this church but feel it is rather unfair and discriminatory toward a religious body. As it is only being proposed to prevent the church members parking there. As the single yellow prevents all parking the rest of the week so Sunday is being targeted specifically.

082

Circle Gardens Merton Park SW19 3JT

I understand that complaints have been made to the Council concerning traffic on the Kingston Road on Sundays. I am not sure what the precise nature of those complaints is as these are not detailed - however the notice issued raises 3 issues: obstruction, congestion and safety. I would be interested to see and understand the nature of each of these particular issues: all of our local roads are characterised by each of these features to varying degrees - I wonder how much "worse" Kingston Road is than any other road in the area and why it warrants the proposed parking restrictions?

Obstruction/Congestion

Any roads near a sports club or school will have times when they are busier and overall drivers expect to have to slow down and be considerate of other drivers. I live near Rutlish school and the Old Ruts rugby club - drivers passing along Poplar Road and along the Mostyn Road have to wait for oncoming traffic at busy times of day when there are fixtures/events as that is the nature of driving in a built up area with on street parking at certain peak times. As I currently understand it (and know to be true - because I have been the one giving announcements in Sunday services recently!), those attending church on Sunday are encouraged (by regular announcements in church, website and emails) to park considerately: meaning not parking in any of the residential roads opposite the building and parking on just the one side of the Kingston Road (the same side as the church building). This is encouraged by the stewards at the front door as they see people arrive - drivers who have been seen to park on the "wrong" side of the road or in residential roads are encouraged to re-park. Reasonable measures are therefore being taken to ensure that church parking causes minimum obstruction to traffic flow for the short period that it is there (10-11:30am, 4-5:30pm and 6:30-8pm Sundays). This (managed) parking impacts the flow of traffic for up to 4 hours on what is probably the quietest day of the week for traffic (no commuter traffic, Sunday bus timetables etc.). The obstruction, congestion will be short-lived and therefore unlikely to cause a safety issue - especially given that the Kingston Road is a 20mph zone so drivers should already be travelling with caution along the road. Keeping the single yellow line as it is might cause some congestion, but I'm not aware of there having been any major problems meaning that traffic is blocked along the road and backing up in either direction. The counterfactual - what would happen if double yellow lines were implemented/enforced - is that those who have no choice but to drive to church (due to age/infirmity/distance and travel options) would not be able to exercise their human right to practice their religious freedom. Attending church is fundamental for Christians - and to deny those who are infirm and need to drive to participate the opportunity to attend by imposing parking restrictions where none is required would seem to be unfair, discriminatory and disproportionate. Retaining the current single yellow line might cause temporary inconvenience, slower traffic flow for some people and for some small periods of time, a double yellow would definitely disbar the older/marginalised/weaker who currently are regular attenders at church from their community of care and their opportunity to exercise their freedom to worship. There is a disproportionate effect/impact across these 2 groups of people.

Safety

The (temporarily) parked cars on the single yellow line on Sundays could be seen to be a further traffic calming measure (similar to those in place on Toynbee Road) - if the road was considered to be a busy one on Sundays and the 20mph limit not particularly adhered to the parked cars could be potentially helpful in this regard. I am not aware of there having been any RTAs on the Kingston Road on Sundays directly related to the parking along it. I would be interested to know if there had been? The counterfactual - what if double yellow lines were implemented - in terms of safety is potentially disproportionate. There are many children and young people who attend evening socials and events - these are for the whole community - not just church members. Parents who drive (car-pooling with friends) are currently able to park on the single yellow line and drop the children into the building, ensuring their safe drop off and pick up (they park on the same side of the street as the church so don't need to cross the road and the children are in an adult's care at all times). I suspect that a double yellow line along the Kingston Road would mean that cars would be parked in the neighbouring streets opposite church - which is not something the Church would

want as it would potentially inconvenience the residents on those streets. The groups would have to cross the road - without an island or a pedestrian crossing. Without expertise in this matter, as a matter of common sense, this option seems less desirable and less safe to me. There are many lone women who attend church during evenings. I cycle to the church during the week and during daylight hours but as my cycle route is along either a very busy road or along a cycle path that is quite isolated at night, as a 50+ year old woman, 5'3" and not very well built, I don't feel particularly safe cycling by myself after dark. Being able to park close to the building, in sight of it, helps minimise anxiety associated with safety concerns about walking/cycling alone after dark. A double yellow line would mean lone women (who are concerned for their safety) would be deterred from attending evening events - or be caused stress and anxiety associated with the longer walk after dark to get to wherever they have been able to park. Please ensure my safety and access to my place of worship and safeguard the safety and access of the young, the old, the disabled and the infirm, to their place of worship by retaining the single yellow line and rejecting the proposal that a double yellow restriction be implemented.

083

I do not support the introduction of double yellow lines on Kingston are for the following reasons:

The proposed restriction will greatly reduce parking spaces and cause friction with local residents as vehicles seek to park down the local residential side streets instead. There is no off-street residential parking down the local side streets and by further restricting parking in this area it will severely increase the demand for available parking. There will likely be an increase in difficulty for local residents as residential roads become more congested. The vulnerable and elderly visitors to Dundonald Church would not have drop off or parking access to the church building and will be discriminated against.

084

Melrose Road Merton Park Sw19 3hf

I would like to object to the parking proposals for the length of Kingston Road, in particular Schedule 2. Parking in the 'Apostles' roads is already a nightmare for residents and your proposal would leave the only local parking down the 'Apostles' roads where there is no off-street parking and most residents have at least one car. Off-peak, (Sundays and evenings) Kingston Road is quiet and there is often traffic parked along one side where the church is. However the traffic is only parked on that side, not in spaces that residents might use and not in the five shopping bays on the other side, so as to avoid impacting those businesses and the local residents. The parking (related to church services) is also marshalled to minimise any possible disruption. In fact, I understand that as part of the consultation the local councillors visited the area on a Sunday to observe and had no concerns over parking or traffic flow. It left me wondering why the proposals had been made and reached this stage at all. However when looking closely at the plan I was dismayed to note the blips, in addition to the double yellows. I would say that the parking is used mainly by elderly, disabled and vulnerable people and by removing their ability to even be 'unloaded', let alone park, is hugely negatively impacting already disadvantaged groups. I'm actually horrified. I work with elderly people and those with disabilities, supporting them to overcome life's challenges. Your proposal more or less prevents vulnerable groups from attending this church and minimises their right to worship. I could really understand the need for such extreme parking restrictions if this were a busy trunk road, but it isn't. Please reconsider your proposals. Please think particularly about those with limited mobility. Please think about how any revised parking proposals can facilitate the local community to come together, rather than restricting it.

085

I am writing to you regarding the reference. I heard that the council is going to put double yellow line on Kingston Road. Yet, I am against that plan, for there are lack of space to park for the Dundonald church members and thee residents around there. If you put double yellow line on Kingston Road, probably, many arguments would occur because of parking. I therefore suggest that you would change your plan.

088

I write to object to these proposed waiting restrictions. I live in Esher and come to Dundonald church, Kingston Road every Sunday morning at 10 a.m. (leaving around 12 p.m.). For me, attending this church is essential to my faith and way of life. Being able to park near to the church is an important factor enabling me to come from this further distance. I have always parked carefully on the church side of Kingston Road. Many thanks for your full consideration.

089

Please don't put double yellow lines on Kingston Road as many vulnerable and disabled visitors to Dundonald Church on Sundays and during the week will have difficulty accessing the building. My elderly mum is 76 and my niece is 4 years old and they would both find it harder to obtain parking. There are a large number of very young children at the church whose parents drive. They have been respectful using the single yellow lines on the North side only and hope that can continue.

090

I am writing to object to the proposed waiting & loading restriction (double yellow lines) on Kingston Road. As a member of Dundonald Church (577 Kingston Road) I consider being part of this community an integral part of my life and rely on church for support in various areas of life; such as social, mental and spiritual health and this will be restricted with the removal of available parking. These restrictions won't just affect me, there are a number of elderly and disabled members of the church who either drive or who rely on others being able to drive them to and from church each Sunday. Added to this, these parking restrictions would just force members of the church to seek parking spots in the 'apostle' roads (the roads leading off Kingston Road) causing further disruption and annoyance to the local residents. I hope the council reconsider the proposed restrictions and decide against their implementation.

091

I am writing in regard to the proposed change from single to double yellow lines on Kingston Road between Raynes Park station and Lower Downs Road. I would like to ask the Council to reject this proposal and leave things as they are. I attend Dundonald Church every Sunday at 4pm, and usually drive there because I am coming straight from work in Guildford and do not have time to go home to leave the car and walk in (about 25 minutes). I always park carefully on the station side of the road, and have never observed any safety difficulties or obstructive parking when I do. The road is very wide at this point, and there is plenty of room for both lanes of traffic to keep flowing, particularly as traffic is at a minimum on Sundays. The Church has taken care to impress upon members the importance of parking considerately and not using the residential bays in the Apostles, and have recently introduced parking attendants to make sure that this is adhered to. This is because we realise that parking is already extremely limited in these roads, and we do not want to add to this burden on the residents. The introduction of double yellow lines would also adversely affect the residents of the Apostles by reducing the amount of local parking available to them, and would pass the problem onto other local roads. I believe that Counsellors have already visited Dundonald Church on a Sunday and have been satisfied with how members of the Church were parking. The introduction of double yellow lines would also make life very difficult for vulnerable and elderly visitors to Dundonald Church who are dropped off close to the Church building. This proposal would mean that they were unable to attend Church and would be excluded from their valued community. These members of our community depend upon the support which church provides in their lives, and the benefits it brings for their social, mental and spiritual health. We also have a lot of young families who drive to Church because their children are too small to manage the walk or cycle from their homes. It is so important for these children in a post-covid world, that they have as many opportunities for interaction with other children, and the security which being part of a church family provides. I believe that this proposal has not been fully thought through by those raising objections, and that they would actually find themselves faced by **more** parking and traffic issues as a result of the introduction of double yellow lines then they are experiencing already. Might I suggest that the introduction of residents' parking at all times in the Apostles would be a better idea to protect their interests, and possibly double yellow lines on The Apostles' side of the road, to ensure that only one side of the road is used for parking.

092

Kingsway, KT3 6JA

Please accept the below as a submission objecting to your proposals to restrict Sunday parking on Kingston road by making it a double yellow zone. I am a Merton resident (* Kingsway, KT3 6JA) and regular attendee at Dundonald Church whose congregation would be disproportionately impacted by the proposals. I Understand residents are worried about parking but would note that attendees at Dundonald services park only on Kingston road and do not park in the Apostles or outside the shops to avoid further disruption to residents or shoppers. I Regularly travel to church by both car and public transport - including giving lifts to old/vulnerable congregants who are unable to use public transport. I would also note the number of families with very young children who would find attending on public transport very difficult. Double yellows on both sides of the road is an over reaction particularly as issues are caused by church responding to previous concerns (not parking in Apostles, parking only on one side of road to west side of church) and should be resolved through discussions about what other action we can take to lessen the impact. I know that Dundonald Church is very open to additional ideas and is now using parking stewards on Sundays for example. Jumping straight to these proposals is disappointing. Given the disproportionate impact the proposals would have on groups with protected characteristics (age, religion) it would be good to understand your EHRC impact assessment? The church is at the heart of the community in Raynes Park, providing practical support to hundreds, access to youth activities, warm spaces, and much more. I look forward to hearing from you regarding this issue and how you will take the above into account. Thank you for taking the time to read this.

093

Cardinal Avenue Morden SM4 4TA

I am writing with reference to the proposal to put in double yellow lines along part of Kingston Road, and specifically as it affects Dundonald Church. When I went to Dundonald Church last Sunday I was directed to the church's car park, as were as many possible other visitors as could fit into the car park. The rest, I assume, parked on Kingston Road or came by some other means of transport. If the proposal goes ahead, the cars which cannot be accommodated in the car park will try to park in the side roads, if that's permitted, but the residents in those roads may then complain. If it's not possible to park in sideroads, what then? The church is a community hub for many people and is open for anyone and everyone, but double yellow lines would severely limit the ability of many to attend. This does not seem to be a sensible outcome. When I went to Dundonald Church I looked at Kingston Road; it's a wide road and traffic parked on one side of the road does not create a hazard or an obstruction for other road users. There doesn't seem to be a truly good reason for the proposed restrictions, but they would definitely negatively impact attendance at the church and, in consequence, in the church's service to the community as a whole. I would ask the Council to decide not to put in double yellow lines along Kingston Road.

094

I was very disappointed to hear the council are proposing double yellow lines on the Kingston Road near Dundonald church, Raynes Park. Many elderly members of the congregation will be particularly effected by this proposal. As a church we care deeply about the vulnerable in the community and so we have a significant proportion of members for whom public transport isn't an option. It would be amazing if you could reconsider as for once there is a beautiful building with wonderful facilities to welcome and serve our community. As a medical doctor I am only too aware of the problems of loneliness and isolation that pervades our society. Please don't put barriers up to prevent good community minded work from flourishing.

095

I am writing to express my extreme concern and distress at the proposal to introduce waiting restrictions on Kingston Road - ref ES/KING-STON. As a member of the local community, as well as a regular attender of Dundonald Church, I must object to measures which will discriminate against the elderly and vulnerable, create a parking headache for local residents, & gravely limit the reach of the many benefits which the church community has to offer. Many people attend Dundonald Church on a Sunday, and whilst a large number walk or use public transport where possible, there are a number for whom this is simply not possible. To name a few; my elderly friend, recently diagnosed with Motor Neurone Disease and already wheelchair-bound; parents in our congregations who bring children with disabilities or special needs for whom using public transport is either not safe or impractical; women who have given birth recently, as I had nine months ago and unable to walk very far for many weeks postpartum. It would be inconceivable that these people, who cannot get to church in any other way, would be stopped from attending their place of worship and encouragement, especially at a time in their lives where the community, friendship & encouragement such as they would find at church is likely invaluable. In addition to discriminating against those who want to attend church on a Sunday, the proposed parking restrictions would create a parking nightmare for local residents, particularly those who live in the streets opposite the church, known as The Apostles. It is worth noting that the parking for Dundonald Church is currently stewarded, with church attenders directed to park only along the side of the road where the church is, and specifically instructed not to park on The Apostles. This is in order to be considerate to our local neighbours. There will be others - those not attending the church, but perhaps wanting to use a nearby station or one of the local restaurants in Raynes Park - who will already make use of these streets on a Sunday morning, and it is extremely worrying to consider the congestion on these streets should the proposed parking restrictions take place. An increased number of cars trying to park on side roads will not only frustrate local residents, but pose serious safety risks as roads become congested and drivers attempt to park in tight spots. Finally, I am distressed to think of the detrimental effects of further limiting parking on Kingston Road in terms of limiting those who can access the myriad of benefits which Dundonald Church has to offer. In these difficult times, Dundonald Church provides friendship for the displaced and lonely (there are a number of Ukrainian refugees who have found a warm welcome in our congregations), spiritual encouragement for the weary, and a warm, diverse community for anybody who steps inside. The building has recently been registered as a Warm Space, open to anybody. Hundreds of children and youth attend Sunday and Friday night clubs; international friends attend an International Cafe and free English classes on various evenings. In short, these proposals will be discriminatory against the church community, detrimental to local residents, and counter-productive by increasing congestion locally. It is my firm belief that the proposed parking restrictions would be severely detrimental to many, especially in the context of well documented financial and emotional pressures faced at this time.

096

I am a local resident and wish to register my objection to the Councils' proposal to introduce a Proposed Waiting Restriction on Kingston Road. I am a regular user of Kingston Road and have experienced vehicles parked in the zone under consultation and do not believe this presents a danger. The proposals will furthermore:

- damage local businesses given the already restricted parking in the area, inadvertently forcing people to park in the Apostle Roads, which are already oversubscribed.
- restrict the loading/offloading of old and vulnerable people along that road.
- restrict activities at Dundonald Church which I believe are essential for the community.

I would appeal to the Council to listen to the community and not impose the restrictions.

097

Greenwood Close, Morden, SM4 4HX

We are writing to object to the proposed double yellow lines along Kingston Rd. We are members of Dundonald Church, and while our family very rarely drives to church (we usually walk or cycle), there are elderly, vulnerable and disabled people in our church community or coming as visitors who need to be able to park or be dropped off near the church building. This proposal discriminates against those who need the support that our church provides. In addition, our church family has made real efforts to park considerately and we understand that councillors have visited to observe the parking and been satisfied by it. We know that there are quite a lot of extra cars on a Sunday, but parking is stewarded and we are regularly reminded to avoid driving if possible, not to park in the Apostles roads, and to park only on the north side. We are also concerned that if parking is restricted on Kingston Road this will increase the pressure on already very limited parking in the

Apostles roads which will make things worse for residents there and their own visitors. We do hope that you will kindly reconsider these proposals.

098

Please accept this email as my objection to the Proposed waiting restrictions (double yellow lines) Kingston Road. Below are the reasons for my objections. The proposed restrictions will in no way ease traffic congestion and improve safety

1. The obstructive parking has never caused traffic congestion in Kingston Road. However, there has been a slow traffic flow when cars are parked on both sides of the road, but this is no different to all the roads across London where the Mayor of London has narrowed the roads for motorist to create cycle lanes. Kingston road is already restricted to 20 mph speed limit hence there is already a safe road to drive.
2. At the moment, the only parking bays exist on Kingston Road from Lower Down Road to Raynes Park station are below. There is no parking bay between Lower Down road (Wimbledon Window Co Ltd) and 534.
 - 3 bays outside 534-540
 - 3 bays outside 560- 558
 - 4 bays outside 566 - 574
 - 6 bays outside 584 - 596
3. Majority of the properties on both sides of Kingston Road do not have driveways. The current single yellow lines are helping those residents mostly elderly, disabled and ill where they are allowed to park on the road to unload their shopping and other heavy goods.
4. For the mentioned properties in (3.), car owners or those with company car, they use parking spaces on the side roads off Kingston Road to park their cars. This has already created a shortage of parking spaces in those side roads, mostly Bronson road, Chestnut road, Sydney road and Dupont road. The current single lines on Kingston Road are currently helping to ease the parking shortages by allowing those who just need overnight parking to park their cars on Kingston Road. This help by freeing parking spaces in the side roads for those who need long stay parking.
5. I have never seen a driver parking their vehicle in an erratic manner that has cause a safety hazard to the public. The residents of this road are mindful and respectful to each other and therefore those parking their cars on Kingston Road, do so in a respectful manner where it doesn't cause any hazard.
6. The current single lines on Kingston Road restrict parking between 08:30 and 18:30 (Monday - Friday) when the road is mostly busy. Any times outside these restricted hours, the road is very quiet and parking on Kingston Road do not cause any safety hazard.

I hope the reasons of my objections will be taken into great consideration as the proposed restrictions will only make the life of residents in this area very difficult.

099

I'm writing in response to the proposal ES/KINGSTON, to put double yellow lines on Kingston Road in Raynes Park. As a member of Dundonald church for the past decade, it has been invaluable in my spiritual development and provided me with emotional, practical and social support. As I don't live particularly close to the church building, and have a chronic illness, the best way for me to get to church and conserve my energy is via driving rather than public transport. If these proposals were to go ahead, I would find travelling to church a couple of times a week much more challenging and may even lead me needing to looking for a new church, which isn't something I'd want to do, and I worry about the impact this would have on my spiritual and mental health. Attendees of the church already park mindfully on Sundays and during the week (I'm aware this was observed directly by councillors who visited to observe the situation), sticking to Kingston road itself and avoiding the Apostles, I feel that if the restrictions came in, then there would be increased parking down the apostles, making the situation worse for local residents at the weekend and during the evening. As a church, Dundonald does much for the local community beyond its Sunday services, with groups for elderly people, families and other events, in addition to the new coffee shop during the week. Not being able to park close by would discriminate against and/or dissuade many people from the community visiting or making the most of the various opportunities and services provided, in particular those more vulnerable who are less able to use public transport. I'd therefore ask you to reconsider this proposal and the negative impacts it would have on the many people attending Dundonald church, and also living in the local area, if parking along Kingston road was no longer an option on Sundays and during the evening.

101 The Park Bookham Surrey KT23 3LN

I write in response to the council's statutory consultation in respect of parking restrictions on the Kingston Road in the vicinity of Dundonald Church. I have been attending the church with my husband and family for many years and the proposal, if it were to go ahead, would prevent

us from any future attendance. My husband and I are senior citizens and we travel from Bookham to the church by car. We could not realistically make the journey by public transport. Apart from our own difficulties with the proposal, the church would not be able to provide all of the services it seeks to provide to its members and other members of the public, throughout the week. The local residents would not wish parking to be increased in the side roads that they use for their own parking. The church is part of the community as a whole and it supports various aspects of peoples lives, not just Sunday services. Please would you give your consideration to the effects such a proposal would have for the local and wider community as a whole.

102

I was very disappointed to hear of the proposal to end parking availability during the time that we meet for church. As you can imagine many of our church members are elderly or have physical difficulties commuting to church by public transport. As such for them, having access to parking is a necessity if they are to meet, which is a fundamental expression of their faith. I sincerely hope that a compromise is reached which satisfies both the church and the local residence so that we may fulfil our rights to freedom of worship whilst minimising impact on the local neighbourhood

103

The double yellow line along Kingston Road should be reconsidered as it will be an inconvenience to the community in regards to accessing the area. On a separate note, it would be nice to have a pelican crossing along the route.

104

Chase Side Ave, SW20 8LU04

The waiting and loading changes seem sensible to me. I'm acutely aware of the problems with anti-social parking which seems to affect Sunday yet never Saturday. I had reason to drive along the road this morning 12/2/2023 at 8:10 am and the road was mostly clear of parked vehicles. There was one car in the bay outside of the shops and nothing on the north side of Kingston Road at all. It seems clear to me that any issues causing delay to buses and blocking the cycle route between Raynes Park and Wimbledon are not being cause by local residents.

105

I want to object to the painting of double yellow lines on this road. I am a church goer and aged, with difficulty walking great distances. I therefore park on the road outside church for bible studies and events. Double yellow lines would make my church going more difficult. Please reconsider your decision.

115

I am responding to the consultation on proposals to restrict parking on Kingston Road between the railway bridge and Lower Downs Road. I worship at Dundonald Church, on that stretch of road, on Sundays. I am also in the church building on Tuesday and Thursday evenings. Resident parking restrictions apply to the streets around Kingston Road, but not at the weekend of after 6.30pm on week nights. The majority of the church activities take place at these times. We are mindful of our neighbours and are constantly reminded not to park in any of the surrounding residential streets. In fact, people have been asked to move their cars in the middle of the service on Sundays where they have done so. However, if further parking restrictions were introduced on Kingston Road, some members of our congregation would be left with no choice but to park in the surrounding roads. This would cause a nuisance for residents of these roads and is not something we wish to do. We want to have good relations with our local community. Moreover, there are a number of elderly and disabled people who attend the church who are not able to walk longer distances. I believe that introducing further restrictions would have an unintended impact on the more vulnerable members of our community. It may hamper the church's ability to welcome the elderly and the disabled and risks discriminating indirectly against those with the protected characteristic of age or disability. Dundonald Church is an important part of the Raynes Park community. It offers spiritual, as well as other kinds of help and support for a diverse mix of people. Members of the church also consider being part of a local community that is wider than the church to be a very important thing. We do not want to put our neighbours out and want to be respectful of their needs. I would ask the council to reconsider these plans and not to go ahead with them.

116

I am emailing upon hearing about the proposal to introduce double yellow line parking restrictions on Kingston road between Raynes Park station and Lower Downs Road.

I would like to express my objection to this proposal for a number of reasons.

1) Due to the consequential impact it would have on the neighbouring streets with regards to parking, causing significant congestion on much smaller roads.

- 2) Since the single yellow line already ensures cars do not park on the street during the busiest times of the week from Monday-Saturday. The only day when traffic is adversely affected is Sunday, and only for a few hours. These proposals seem to be a disproportionate response to the actual situation.
- 3) Due to the significant adverse impact this would have on vulnerable people accessing the local church on this part of the road, who receive care, warm spaces, food bank services, counselling and community. To deprive them of these basic needs would be a travesty, and an extraordinary thing for a local council to do.
- 4) Due to the fact that the local church has brought community spirit, engagement and life to the local Raynes Park area, something which should be celebrated not restricted by the council, with services provided for people of all ages and families.
- 5) The impact this would have on the residents of the flats above the church building, who would also unnecessarily be affected by these proposals.

I sincerely hope that the council reconsiders these proposals and determines that parking should not be further restricted beyond what it currently is, for the good of the community and the care of the most vulnerable in the local area.

117 Braeside Avenue SW19 3PU

I am responding to your consultation relating to changing the waiting restrictions on Kingston Road in Raynes Park. I believe that your proposal has been put forward to address concerns around congestion and caused by parked cars during Sunday services. I appreciate that your aims in this proposal are to promote cycling, walking, public transport use and benefits to all members of the community. I support these aims, but I have some suggestions which I think might help improve the proposal to meet these aims.

1. 24 hours restrictions are not necessary. In relation to the proposed double yellow lines, I appreciate that these would enable clear passage for buses and cyclists which can currently be impeded by lots of parked vehicles on a Sunday. However, the existing single yellow already achieves this effectively on other days of the week, by restricting parking until 6.30pm. Extending the single yellow to Sundays 6.30pm would also achieve the same aim, but would still allow residents to have evening visitors to their flats and the community to attend evening events at the church by car. Whilst I support your aim of encouraging cycling, walking and public transport use, I do also think that there are some members of our local community who feel uncomfortable or unsafe travelling by foot/bike/public transport in the evenings.
2. Kingston Road is wide enough to accommodate parking on one side. I know that the church congregation make an effort to park on one side of the street, but that this still causes problems whether parked vehicles on the other side of the street cause a pinch point. Your current proposal is for double yellows on both sides. I believe this is only necessary on one side of the road to remove the issues of pinch points.
3. Any changes to Kingston Road should reinforce the 20mph speed limit. I was pleased to see your recent change in the speed limit on Bushey Road to 30 mph, which helps to encourage through traffic to use this more appropriate dual carriageway route and protect Kingston Road and other local roads from additional traffic. Kingston Road is a very long straight road and although I very much support the 20mph limit in this location especially given the community activities at the church, it can be easy for drivers speed to creep up given the design of the road. Could this review of the waiting restrictions be used to reinforce the 20mph speed limit? For example, perhaps designing parking areas and yellow lines to alternate from side to side - providing at the same time control of parking to avoid pinch points but also to create a chicane effect? I am concerned that the current proposal undermines the 20mph designation.
4. A positive opportunity to promote safe walking, cycling and bus travel is being missed. Dundonald Church is clearly a destination which many people in our local area wish to access and I would like to see the council investing in improving the character and safety of Kingston Road, making sure that travel by active modes is encouraged. In particular I would like to see a zebra crossing to enable safe crossing between the Syndey Road bus stops. Many elderly people access Dundonald Church by bus and many of them find crossing Kingston Road difficult as there are no crossing facilities and (as noted above) the long straight nature of the street can make drivers inclined to speed. In addition to promoting safe bus travel, a crossing could promote safe walking and cycling. (There are good cycle routes via the Chase alley & Kingston Road and Syndey Road (crossing at the pedestrian crossing of Bushey Road, through to Whatley Avenue and Martin Way). A crossing could also link to the alley through to Abbott Avenue, encouraging pedestrians that way along quieter roads that Kingston Road and Lower Downs Road.)
5. Loading restrictions are unnecessary. The current proposals include double loading blips not only at the junction corners, but also along Kingston Road. I note that the flats above Dundonald Church already do not have any allocated parking. It is unreasonable to think that the residents will not want to receive deliveries and to load and unload goods or furniture. I do not believe that the concerns relate to occasional short-term loading and unloading and that alternative solutions should be trialled before imposing such a restriction.

I am copying this consultation response to the ward councillors and your Cabinet Member for Transport as I hope they will see merit in my suggestions and be interested in exploring them further.

119 Meadow Close Raynes Park London SW20 9JB

I'm writing to object to The Merton (Waiting and Loading Restriction) (Amendment No. *) Order 202* The Merton (Waiting and Loading Restriction) (A1) (No.*) Order 202* and the Schedules related thereto (together, the "Proposed Restrictions").

It is submitted that the Proposed Restrictions are (i) irrational, (ii) disproportional, (iii) in breach of an individual's legitimate expectation and (iv) indirectly discriminate.

It is submitted that the Proposed Restrictions are irrational because they are unreasonable. The restrictions are unreasonable because they:

1. directly restrict access to and the facilitation of local business and the services they provide;
2. indirectly will cause tension with local residents as vehicles will likely be forced to park on local residential side streets (whether or not in contravention of additional parking restrictions on those side streets);
3. indirectly likely increase the probability of imminent harm to the local community from additional vehicles on residential streets where children play; and
4. directly and indirectly have the opposite effect of their intent as it is likely that residential roads will as a matter of logic become more congested rather than along a non-residential road.

It is submitted that the Proposed Restrictions are disproportional because they go further than necessary to achieve any legitimate aim and, in addition, related to their indirect discriminatory effect outlined below as applied to those attending a church, also in fact disproportionately affect the public at large who use the buildings and local services on Kingston Road.

1. The recently built church has been a much-needed source of vibrancy for the area - architecturally and aesthetically pleasing and a catalyst for a positive socio-economic impact within the community. The council will note that activities for the local community available at the church include new mother groups with young children. It could not be the rationale intent of Merton Council to adopt the Proposed Restrictions which will likely prevent, disrupt and inhibit attendance at such activities at a time when the cost of living is soaring, families need support, and community initiatives, and engagement therein, are antidotes to loneliness and isolation. Consequently, the Proposed Restrictions are wholly disproportional. It is submitted that the Proposed Restrictions do not reflect the outcome of a circumspect cost-benefit analysis – the social cost outweighing the social benefit – their effect will be to deprive the community

and in particular the most vulnerable, of the opportunity to avail and ease of access to, for example, a designated warm space and a foodbank.

2. Churchgoers primarily attend church on a Sunday, with cars parked, allowing for generosity, between 9.30am and 12pm, 3.30pm and 5.30pm and 6pm and 8.30pm. This represents one day per week, at a weekend, for 7 hours, representing 0.04% of a week. Consequently, the Proposed Restrictions are disproportionate in fact, necessity and contrary to any cogent statistical analysis. Furthermore, the Council should note the published traffic statistics for Kingston Road at circa. latitude 51.411070 and longitude -0.21974 with respect to average annual daily flow and raw count detail suggest the average number of vehicles are not non-ordinary for this stretch of road nor do the statistics indicate a traffic or congestion problem relative to the national average. It would be helpful for the Council to outline what modelling it has utilised to conclude that these Proposed Restrictions are a necessary and proportionate means to accomplish their objective.

3. It is a disproportionate and irresponsible waste of taxpayer money to apply the Proposed Restrictions for the purpose of striving to eliminate an issue that has limited apparent nuisance. For example, it is worth noting that parking outside the church is stewarded and members are asked to park on the north side of the road only, allowing for a smooth flow of traffic on a Sunday when traffic is at a minimum. Direction is given by the church that vehicles do not park down the residential side roads and do not occupy residential parking, which is already severely limited. The evidence suggests reasonable adjustments have been made by the church in a considerate manner to residents. Consequently, the Proposed Restrictions are bereft of any proportionate realisation or accommodation of the mitigating actions and reasonable adjustments that appear to be undertaken by the church; the Proposed Restrictions are patently altogether disproportionate in scope, rationale and application.

It is submitted that the Proposed Restrictions are in breach of the legitimate and reasonable expectation that the public at large would have to attend local services or church by preventing them driving to and parking nearby the church and/or local services when there is no reasonable basis to prevent such acts.

1. It is submitted that those attending the church consider being part of this community an integral part of their lives. It is their legitimate expectation to attend a church on a Sunday unhindered either directly or indirectly. The Proposed Restrictions will restrict this legitimate and reasonable expectation.

2. It is submitted that Councillors have visited Dundonald Church on a Sunday to investigate the parking on Kingston Road and have fed back that they were satisfied with how members of the church were parking. There is no necessity to the Proposed Restrictions. The Proposed Restrictions deny the legitimate expectation of the public to worship freely and uninhibited from the interference of public authorities where such restrictions are not justified by proportionally applied regulations administered for a legitimate and necessary purpose.

The Proposed Restrictions are indirectly discriminate.

I wish to object to Merton Council's proposal ES/KINGSTON to ban parking on the north side of Kingston Road SW20 and to impose a double yellow line. I am a member of Dundonald Church (577 Kingston Road SW20 8SA), and as part of our community service, we hold frequent events for e.g. senior citizens and parents & toddlers, as well as regular church services each Sunday. In all cases, it is necessary to have some parking space. If the roadside parking is removed, a significant number of members of the community who are not able to use public transport or are less mobile will be disadvantaged.

I therefore urge you to either drop or at least consider modifying this proposal.

121 Wessex Avenue SW19 3DT

I would like to object to the proposal to introduce double yellow lines on the north side of Kingston Road in Raynes Park SW20. Dundonald Church in Kingston Road is used by many people in the community and is designated a 'warm space' for any who wish to use it. Therefore, on Sundays, parking is essential on this stretch of road for church users, especially for senior citizens and disabled members of the community. So please would you reconsider this proposal.

122

I strongly object to the proposed double yellow lines on Kingston Road. This proposal will force cars to park down the "apostille" roads leading off of Kingston severely impacting residents. The roads are narrow and residents regularly battle to get in and out as cars battle to find points to pass or turn around. Besides the obvious frustrations, it will increase air quality and noise pollution. Those unable to find parking will end up dropping off and picking up people there by doubling the number of trips/cars traveling up and down the road during the time it is supposed to be improving things. Having double yellow on one side would make a lot more sense. Or encouraging traffic flow onto Bushy Road which is a dual carriageway reducing Kingston from being part of peoples rat run!

To conclude I am quite alarmed that at a time of such dire financial constraints for local councils, time and money might be wasted on such a venture.

123 Chase Side Avenue SW20

I would like to raise objections to the proposal to introduce double yellow lines on both sides of the Kingston Road from Raynes Park station to Lower Downs Road as proposed in ES/KINGSTON.

I understand the challenge for the Council in managing parking and traffic flow in this area as I have lived locally and attended Dundonald Church for over 20 years. However, I think the current proposals will have a negative impact on the local community for the following reasons:

1. A total restriction of parking on Kingston Road will force people to park in the Apostles and other local residential roads which will cause inconvenience to local residents.
2. Removing the option for those attending Dundonald Church to park within walking distance of the church will prevent the elderly, vulnerable and those with young children from attending as they cannot come by public transport. This will have a significant impact on them as they lose the support that the church provides with a consequent impact on their mental health and their participation in the local community.

The church has worked hard to manage parking to ensure it has as little negative impact as possible on Sundays which is when the road is quietest. I would therefore propose that the Council considers double yellow lines on one side of the road only which would achieve its aim to improve traffic flow without preventing Dundonald Church from serving the needy in our local community which it has sought to do for over 25 years. I look forward to seeing revised proposals to deal with this situation.

124

I am writing in response to the consultation on the Kingston Road Proposed Waiting and Loading Restrictions. People from all sections of the community are welcomed to Dundonald Church throughout the week. Those attending on Sundays are particularly sensitive to, and respectful of, the residents' parking provisions in the adjacent roads, known as The Apostles. To this end parking in the immediate area is stewarded by church members to ease congestion and inconvenience to our neighbours in local streets. To facilitate this community concern cars are parked only the North side of Kingston Road which is not heavily trafficked on a Sunday. Many visitors to the church cycle or use public transport for their journeys but this is not a viable option for many elderly people and those with young families/children with special needs especially since there is no stair-free access to Raynes Park station platforms 3&4 if coming by train. To withdraw the parking on Kingston Road will actively discriminate against a significant number of people who, owing to their disabilities of whatever nature, can only access the church by using private vehicles. I trust that this response will be given full consideration by the Council as they consider the proposed Waiting and Loading restrictions.

125

I would like to OBJECT to the 'Proposed waiting restrictions (double yellow lines) Kingston Road - between the railway bridge (Raynes Park station) and its junction with Lower Downs Road' I am a member of Dundonald Church and think this restriction will cause great difficulty to members who use this community centre and currently park along the North side in front of the church and the undeveloped site. It will also potentially cause issues with the neighbours as parking will instead be on the local side streets which will affect relations with the community. Moreover, we have elderly members and people with limited mobility that use the church; these proposals will severely affect them as access for them will be very difficult.

127 Hillcross Avenue, Morden, SM4 4EX

As a local resident and a member of Dundonald Church, I wish to voice my objection to the proposed parking restrictions on Kingston Road. I believe that a suitable arrangement that is fair to all (local residents, commercial enterprises and church goers) can be found. Local residents don't want their already limited parking to be reduced, commercial enterprises want their customers to have easy access to their businesses. Several of the people attending Dundonald Church are elderly or disabled and would thus find it difficult to attend church if these restrictions were imposed. I walk to Dundonald Church (1.6 miles), however, my wife who is 71 years old and suffers from severe arthritis, uses the excellent public bus service. I would greatly appreciate it if consideration could be given to other solutions to this problem. For example, partial pavement parking as is allowed in nearby Martin Way and Cannon Hill Lane may help. Another possibility would be designated parking for disabled people who could display a disabled person sticker on their windscreen.

128 Kenley Rd, London SW19 3DS

I write to object the traffic management order currently out for statutory consultation, with the above reference. While undoubtedly there are traffic issues in and around Kingston Road this TMO is poorly considered and highly likely to push the issues into surround streets rather than actually manage the issue. The proposed scheme fails on each of it's intended benefits, It does not create a safe cycle route as it forces cyclists back into mixed traffic at several points - such transitions are the highest risk points in a cycling route from a cyclists perspective. It does nothing to improve public transport infrastructure. It does not allow any significant or adequate designated space for those using a car due to disability or inadequate public transport provision. The loading restrictions are particularly prohibitive for blue badge holders using communal spaces such as Dundonald church meaning they will not be able to park or unload anywhere near the church. Has a appropriate assessment on the potential disproportionate impact on persons with this protected characteristic been undertaken? Parking restrictions that are 24/7 fail to take into account the dramatically reduced public transport provisions out of hours and at the weekend, particularly a Sunday.

129

I am a member of Dundonald church and would like to object the proposals to add a double yellow line to Kingston Road, on which the church stands. If the proposal goes ahead, this will impact parking on Sundays significantly, and members of the church like us, who have to drive, will have to seek parking in the Apostles roads leading off Kingston road, where parking is already severely limited almost none of the houses have off-street parking. This may cause friction between the residents and the church who is trying to serve the local community. Local roads will become more congested as a result and the Apostles are already quite difficult to navigate as all these roads are cul de sacs, meaning that cars often have to reverse to the nearest available parking space for an oncoming car as two cars cannot comfortably pass one another. If the roads are congested with fewer empty spaces, this could cause accidents as the spaces to reverse into will be more limited and having to reverse all the way down the entire road can be very dangerous for pedestrians. In addition, elderly and disabled members of Dundonald church will not be able to be dropped off, which would discriminate against them as they will not be able to come to church as they used to. At the moment, church members park on only on the Northern side of Kingston road, adjacent to the church side, and the parking is stewarded, which means that there is a constant flow to traffic. As a church, we have always tried to park considerately, and councillors have visited and was satisfied with the current parking situation. May I implore you to reconsider this proposal and to keep the status quo as these restrictions will have a huge impact on many people who rely on the church for social, mental and spiritual support who might not be able to attend the church if a double yellow line goes ahead.

130 The Downs London SW20 8HP

Having read your notice concerning parking restrictions on Kingston Road, I appeal to you to work with management at Dundonald Church to find a compromise to the congestion on Sundays. Many church members will be severely limited in their ability to attend Sunday services with others simply unable to attend. Please reconsider your plans in the interests of compromise.

132

I am writing in regard to your proposal to introduce waiting restrictions on Kingston Road. I am a member of Dundonald Church and am very concerned about this proposal. It will have a significant impact on the elderly, disabled and young families ability to attend Church on a

Sunday. This is discriminatory. Furthermore, should this be implemented, I expect that the majority of people who normally park on Kingston Road will park on the apostles which will add more disruption. I regularly attend Dundonald Church and we are regularly reminded to park considerately and there are stewards on duty to direct parking. The Church is a key part of the Raynes Park community and provides an extensive range of support and services to the local community, free of charge and is vital to many people's wellbeing. Restricting parking on Kingston Road would severely limit the access many vulnerable people have to its services and in my opinion, this is totally unacceptable. I strongly urge you to reject this proposal.

133

I write to object to the above proposed parking restrictions currently under discussion. I am a member of the congregation at Dundonald Church. As a single mother to a toddler and a secondary carer to my elderly and vulnerable mother I drive them both to the Sunday service. Travelling by alternative means isn't an option for us and neither is parking further away to then walk. The team at Dundonald marshal the parking very successfully and safely. We park respectfully, avoiding the residential roads, using the North side of the road. Double yellow lines would make this impossible and we would be forced to encroach upon the residential roads already under pressure for adequate spaces. If we were unable to park close to the church building we would be significantly impacted to the extent that it could stop us attending. This feels unfair and discriminatory. Please reconsider the proposal.

134

I would like to register an objection to the plan to introduce double yellow lines on Kingston Road in Raynes Park. I currently use Kingston Road to park when I drive to church on Sunday evenings, and would not be able to get to church if I couldn't park, due to my family situation. I believe that the church is helping to bring business to the area during the week, and is open to everyone for a variety of uses both during the week and at the weekend, but without parking at the weekend, its principle purpose will be thwarted - if a church can't look out for the vulnerable and sick, how can it truly look out for the community it's part of? I am also very surprised at the report of so many complaints about Kingston road - I have spent a fair amount of time there at various times - certainly at the moment there are many road works which slow things down and I can imagine residents being worn down by them over time, but over the past seven years, I have yet to see any problems arising just because of parking on the Dundonald church side of the road.

135

We have received notice of the proposed parking restrictions on Kingston Road and strongly object to this proposal. Our family are members of Dundonald Church and therefore travel to the building several times a week. We have three young children and find that there is often no space for buggies on the buses, requiring us to travel up to 1 hour for what is essentially a 5-minute journey. In heavy rain and the cold winter it is very difficult, especially for our 1 year old twins, to endure a long wait for an empty bus. We have no family locally, and so the church and it's members provide emotional and mental support for us, we would be greatly disadvantaged if we were unable to travel to church or our children are distressed every time we need to make the journey. We also rely heavily on some elderly families who regularly attend the church, and they would very much struggle to keep going regularly if they are unable to drive there. Please would you reconsider this proposal as it would greatly impact us.

136

I am writing in response to the consultation on the Kingston Road Proposed Waiting and Loading Restrictions. My wife and I are in our late 70s . Given our age and stage we find the ability to travel by car facilitates our access to a variety of places which otherwise we could not visit. We regularly attend Dundonald Church and are grateful for the for the existing ability to park on the Kingston Road - parking as requested on the North side of the road. At the prescribed permitted times for parking there we have found that the main traffic flow is down Bushey Road (A 298) and that there is no congestion problem on the Kingston Road when vehicles are parked. The proposed changes will have the following effects: The withdrawal of this access to the Dundonald Building for elderly and others, such as those with disabilities and families with young children; A reduction in the already restricted parking space in the area which, given the lack of residential off road parking, will negatively affect everyone living in it as well as those visiting it, and have a knock on affect on business.

137

I would like to object to the waiting and loading restrictions proposed for Kingston Road as outlined in the current statutory consultation (reference - ES/Kingston). I am a member of Dundonald Church and I am particularly concerned that these proposed restrictions will significantly impact the vulnerable and elderly members of the congregation, who require drop off or parking access to the church in order to attend. The church is integral to these individuals' (and others') lives, providing them with hugely important spiritual, mental and community support, and I am very concerned that the restrictions will substantially impact their ability to attend each week. The church actively manages the parking situation on a Sunday (with specific parking stewards) to ensure that church members and visitors park on the north side of Kingston Road, ensuring the smooth flow of traffic on a Sunday when traffic is at a minimum. However, the proposed restrictions will remove this option

for church attendees and force them, instead, to seek parking along local resident streets. This will further increase tensions between the church and local residents, causing frustration on all sides and worsening the situation (not improving it). Finally, Dundonald Church is an important part of the local community, providing necessary and valued support and services, and I am concerned that these strict parking restrictions will prevent people from attending and lessen the positive impact it has on society. Please would you reconsider this proposal.

138

Grand Drive, London, SW20 9DZ

I am writing to object to proposed changes to parking on Kingston Road. I have seen how much impact the new Dundonald Church Building has had on our community. The youth groups alone are so brilliant for our young people-keeping them engaged and occupied. There are many community activities based at the building which will be significantly impacted for those that cannot use public transport due to medical conditions and disabilities. I believe this proposal to limit parking will make things worse for the community and also the parking in adjacent roads. I formally object to the proposal.

139

I am writing to oppose the proposed waiting and loading restrictions for Kingston Road in Raynes Park. The proposed restrictions are a disproportionate response to some of the challenges of local parking, fail to work with the local community and Dundonald church and potentially constitute a breach of the Equality Act by indirectly discriminating against individuals on the basis of protected characteristics (not just faith and belief). The Council should consider alternatives. I would make a number of comments to support my opposition:

- While parking along the north side of Kingston Road on evenings and Sundays clearly narrows the road, I am unclear whether this causes anything more than inconvenience. While this may have drawn complaints, I would welcome the Council providing both the evidence of more serious (potential) harms and that this is worse than for other areas of the Borough with on street parking (and would therefore justify additional restrictions not considered elsewhere).

- Dundonald church has sought to work with residents to mitigate the parking issues that arise from being a growing church with a range of community and youth activities. The number of onsite parking spaces was limited by Planning (and TfL through refusing to relocate the bus stop) for the new building and residents have long raised concerns about church users parking in the Apostles. Those attending church have therefore been encouraged to park considerately along the north side of Kingston Road. There has previously been engagement with local Councillors to agree this approach. It is worth noting that Council enforcement of the unused dropped kerbs along the length of the former Manuplastics site has made considerate parking more complicated.

- I am disappointed that Merton have not published an EQIA in respect of these proposals. Putting these restrictions in place would appear to be targeting users of Dundonald church without publishing a robust evidence base for doing so. There is some anecdotal evidence locally (e.g. via Next Door) that complaints about the parking are coterminous with disagreement with the faith and belief of the church. Indirectly these restrictions would disproportionately impact not just on the grounds of faith and belief, but those who could not attend the church without driving e.g. those with young children, the elderly and the vulnerable. Given the potential breach of the Equality Act I am disappointed the Council do not seem to have considered this.

Preventing parking along Kingston Road would therefore either stop worshippers from being able to attend the Church and/or would displace parking into neighbouring roads with a greater impact on local residents (and a likely spiral of further restrictions). I would therefore encourage the Council to not jump to a Traffic Order. Limiting parking to the north side of Kingston Road (with evening and weekend restrictions along the south side), not enforcing the existing dropped kerbs and working with the Church to monitor parking would appear a more constructive approach. I would warmly invite the ward Councillors, the Cabinet Member and officers to join us on a Sunday morning or an evening when the church is running community events to see what can be done to balance the various interests in our local community - I'm sure the Church office could arrange something.

141

1. Parking in the "Apostle" streets is already very challenging and stressful for some residents. At present, those visiting friends and family in those streets and on the Kingston Road itself and those attending Dundonald Church, are able to park on the Kingston Road in the evenings and at weekends. That enables the Apostle residents to park in their own streets near to their homes. If double yellow lines prevented parking on the Kingston Road, all visitors, guests and church attendees would be forced to drive into the Apostle streets and try to find spaces there. This would cause chaos and residents would feel "trapped" and unable to move their own cars in case they then couldn't park again upon their return.

2. My family attend Dundonald Church on Sundays and, like most church members, we walk to church whatever the weather. However, when our parents visit us and want to attend our church with us, we have to travel by car because of their age and inability to walk far. Being able to park on the Kingston Road on Sundays and in the evenings facilitates that and makes it possible for our parents to attend. We are aware that many other church members bring their relatives, friends and/or neighbours to church by car every week because their age and/or physical disabilities would otherwise prevent them from attending. With this in mind, it seems that the council's proposals would deeply and negatively impact the most vulnerable in our community. How tragic and unjust it would be if by imposing the planned restrictions, the council prevented the elderly and people with physical disabilities from attending their church. Whilst the council may not value the spiritual benefits

of church, surely they can understand the very real benefits for all of us of being part of a church community and receiving friendship, care and physical and emotional support. These council plans would instead lead to greater isolation, loneliness and potentially worsen physical and mental health.

3. Preventing church members and visitors from parking also seems wholly unjust and perhaps discriminatory given that the Dundonald Church building has recently been rebuilt at considerable cost to the church family. The council supported that new church building and the streets and highways teams were fully aware of what was planned and of the implications. Changing the parking restrictions now and preventing church members and visitors from parking on the Kingston Road would be a real, gut-wrenching blow to a church which is seeking to love and serve the local community.

4. There are better, less extreme and less harmful measures which could be taken to reduce any problems of congestion on the Kingston Road. Please would the council consider allowing cars on the north side to park on the pavement (widening the available street for passing traffic) or introducing short sections (e.g. 4 car lengths) of double yellow lines (no parking at all times) at various points on the Kingston Road to provide safe passing zones. If these were well designed and placed correctly, cars could still be allowed to park on most of the Kingston Road, but main traffic could safely pass along the road. This would ensure that buses and emergency vehicles could always get through.

5. Probably the current restrictions - the single yellow lines which prevent parking during the day, Mon-Fri - are already more than sufficient. Despite living and working in the vicinity, I am unaware of any serious problems of congestion. In my view, there is more of a problem caused by cars being driven too fast down the street - often at 30 to 40 mph (or upwards). I suspect that by preventing parking at all times, these new council proposals would simply worsen that problem and that speeding would become a much greater issue for the council to contend with and cause a real threat to public safety.

I urge you to take a further look at this situation and not to proceed with your current plans.

142 Elm Walk, Raynes Park, London, SW20 9EG

I'm incredibly concerned about the proposed changes to the parking on Kingston Road and adjacent roads. As a member of the church and resident of Raynes Park for 30 years, I find it baffling that for such a limited period of time in the week where parking is increased, such a severe restriction is to be implemented.

Whilst I appreciate many more cars do indeed park on the roads on Sunday, for a few hours, in no way is this ever dangerous or illegal. Extensive and continual efforts are made every week to ensure parking does not impose inconvenience on local residents of local streets such as the Apostles for example.

Perhaps most importantly, it seems incredible that for ~3% of the hours in a week (Sunday 3 x 2hr) a complete ban on all parking on the road for the whole week is being proposed. I also find it perplexing that you are entertaining this complaint around parking causing traffic to be slower, or require vehicles to wait for on-coming traffic to pass, when you have implemented traffic calming schemes elsewhere that are fully intended to do this, to slow traffic down. Martin way and the chicanes built near Joseph Hood park are one example. As would be the single lanes built on Toyneebe Road very close to the church, would be another such example.

This strikes me as somewhat hypocritical.

The church itself is a central hub of service to the community offering groups for mums and toddlers to attend; holiday groups for the elderly and vulnerable, a coffee shop serving the community with "donation only" charging and school holiday groups for children too; with many, many more groups and ways of loving and serving the community. It seems strange, for such an organisation to be singled out and targeted in the manner this proposal is suggesting.

I sincerely hope and trust that a balanced understanding of the situation and over-all sense of true feeling within the whole community will prevail. And look forward to seeing these proposals dismissed.

My personal postal address is: *** Elm Walk, Raynes Park, London, SW20

143

I am writing to express my concern regarding proposed waiting restrictions on Kingston Road. I fully appreciate and endorse the need for the council to act when there are concerns relating to safety and traffic movement. However, I believe the proposals would cause more problems than the ones it seeks to resolve. We want to ensure that we are thoughtful to our neighbours and don't park in the Apostles or on the shops side of the road. We are working hard to get this message across to our congregation and are active in our encouragement to leave the car at home for those who can. Double yellow lines will mean fewer places to park and greater frustrations for the residents near Dundonald Church. Dundonald Church is a multigenerational church. We are delighted to be serving all ages in our community. Most of us can walk to church, which is wonderful. But, many of our elderly members would find the challenge of nowhere to park very distressing. Those giving lifts would be given an extra burden when they are being so kind in helping less mobile members attend. I am a teacher in a local school and together with my colleagues we have seen a significant rise in stress and anxiety in the young children we teach and their families since lockdown. We are all aware of how beneficial it is for families to have somewhere to go and have a 'part-of-something-bigger-than-me' mindset; to belong to a community of like minded people . At a Dundonald Church many new families have specifically said they feel welcome.

A place where other adults can support, give advice or simply be a friend is greatly appreciated. This outward looking focus is a major part of what the church seeks to do and this is why so many families from across the borough find a home with us. So many of our families arrive on foot, by bike or bus. It is wonderful to see this diverse community arrive and come together on Sunday mornings to find a common purpose and worship together. However, we do have a fair few families who have children with ASD and other challenges. They have stayed with us because they have found a welcome, a place where they can find support and strength. Restricting parking and therefore creating a barrier to coming to church would impact these families. This must not happen. I am confident that we all aim to serve our community better and together, we can make sure that all are welcome and given every opportunity to come along on Sundays without unnecessary hindrance and restriction.

144

I am writing to object to the proposed parking restrictions on Kingston Road. The double yellow lines will mean that it will be impossible to park on Kingston Road at any time. Right now the parking restrictions allow parking on Sundays and in the evenings. At these times the Dundonald Church building is most often in use. The people who use the church building, those who drive, will have nowhere to park. At the moment the church drivers are encouraged to park on Kingston Road, down one side only, to avoid causing any congestion down the side roads (the Apostles) and to allow the newsagent to have a couple of available parking spaces. If you implement this parking restriction these drivers will not have any option but to park on residential streets, either in the Apostles, or Abbott Avenue or other streets. Is the congestion on Kingston Road really bad on a Sunday or in the evenings? In my view, No. I have witnessed cars or buses having to wait until oncoming traffic has passed through... but I've not yet witnessed a very long wait for traffic in either direction. On balance then, in my opinion double yellow lines will undoubtedly result in more upset and aggravation in the community than the current parking arrangements. Thank you for allowing my comments to be taken into account in this consultation.

145

I would like to object to the proposed parking restrictions for the Kingston road outside Dundonald church. (**ES/KINGSTON**) I feel it would be unduly penalizing the members of the church, and would not solve the actual issue: parking for the residents of the nearby residential roads. Making the churchgoers unable to park will mean that many won't be able to attend, and for many people it is their only source of community, socializing and support. This would be especially impactful for the elderly and disabled members who may not have any other means of transportation. All it will accomplish will be less parking for the local residents around the building, of which I am one. Please reconsider this proposal, as it will only exacerbate the issue of lack of parking spaces.

146

Oxford Avenue, SW20 8LS

I am a local resident, of ** Oxford Avenue, SW20 8LS, and an attendee of Dundonald Church on Kingston Road. I would like to raise my objections to the proposals. It is my opinion that the concerns are unfounded, that the proposal would exacerbate the issues of parking, cause undue harm to vulnerable people and that the proposal could be seen to be discriminatory. The proposal cited that the reasons for the double yellow lines are due to 'obstructive parking' causing a 'traffic congestion' and 'safety hazard.' While not specifically referencing the church in the proposal, it is clear that due to previous comments and public consultations that this is the result of a continuing complaints being raised by local residents about church attendance-related car parking. Travel to the church by car is discouraged, yet it is necessary for many to drive to church. This would particularly be the case for young families, those with disabilities and elderly members of the congregation. These people would find parking a further distance away to be an extreme inconvenience that would absolutely restrict their attendance. The proposal would force those vulnerable groups still hoping to come to park down the residential roads opposite. This is not an ideal situation. The proposal as it stands would disproportionately affect these vulnerable groups. They would be restricted from attending church or taking part in the many church activities throughout the week that support these people. Removing their easy access to these vital spiritual and community services would be a great cause of harm. This harm would be directly caused by the proposal. At it stands, the church makes every effort to avoid attendees parking down the roads opposite the church (aka the Apostles), and to only park on the north side of the road. This allows for a smooth flow of traffic, particularly on a Sunday when traffic is at a minimum (and when parking is most necessary for church service attendance). As a local resident and car owner, I do not see or experience the parking at its current situation to be 'obstructive' or a great cause of 'congestion'. The proposal does not specify why the parking situation is causing a 'safety hazard.' I do not share this opinion as a local resident. Safety would be more at risk should the same number of cars be attempting to park in the local area without the provision of this side of the road. The cars would not disappear should the proposal be put in place, as the cars are there for the purpose of people attending this church, particularly vulnerable people who are not able to park a great distance away. The need to park would not be removed, rather the opportunities to park would be restricted and cause a significant issue in the surrounding area. The proposal does not specify the nature of the complaints that have been made. However, it would seem curious to suggest double yellow lines be proposed solely on the stretch of road where parking currently takes place for church attendance. The council must be careful that it is not seen to be in breach of the Equalities Act, which makes it unlawful to discriminate based on Christian belief. The complaints that I myself have been privy to in the past about parking have been discriminatory in this way. There are some local residents who do not like the church because of the Christian beliefs held by the church. If the proposals could be deemed to be connected to complaints of this nature, then it would be at risk of contravening Equalities legislation. Additionally, the proposals as they stand could be interpreted to unduly penalise members of Dundonald Church and therefore discriminate against a group of people by their religious belief. It is my view that the complaints raised are unfounded, and that the proposal being brought forward would exacerbate existing pressures around parking. The proposal would have a disproportionate

impact on vulnerable people attending vital community services offering spiritual and practical support. The proposal seems to be targeted at members of the church who park on that side of the road, and this targeting could be connected to discriminatory complaints that have been made. I hope to have made it clear why I object to these proposals.

147

I am writing to lodge my objection the proposed waiting restrictions Kingston Road (reference ES/KINGSTON). I attend Dundonald Church and the community, spiritual and social benefits that it brings are integral to my wellbeing, and I am sure this is the same for the many others in the church who are reliant on a car to travel, and consequently on being able to park on Kingston Road. I do not feel it is fair if I were able to benefit from church attendance purely on the basis of being able to cycle or use public transport, whereas those who are less able to do so are not. Additionally, I do not believe that the proposed solution will be an improvement over the current situation, as those reliant on a car to attend church will be forced to park down local residential side streets instead, increasing demand on already restricted parking for residents. I cannot see how, if I were a resident of these surrounding streets, that this is preferable to church attendees being able to park on Kingston Road. I am aware why some may feel it is necessary to consider alternative solutions to parking on Kingston Road, but I do not feel that the proposed solution as it stands would be an effective one. Thank you for taking the time to read my submission.

148

Grand Drive SW20 0JB

I wish to object to the proposed Orders (above), for Waiting, load and parking restrictions to the above-mentioned road (Kingston Road). There is a very popular church building on this road ie. Dundonald Church (at 577 Kingston Rd, Raynes Park, London SW20 8SA), where their ageing congregation will completely stop attending church on Sundays. This will be a great shame, if this restriction is allowed as it will affect many families wanting to be part of a worshipping community, as their privilege and right on Sundays. Secondly, in an age, where a high percentage of retail purchases are done online, not having the ability for goods to be delivered near to one's home, makes no business sense. Please contact me if there are any queries.

149

I wish to strongly object to the proposed introduction of double yellow lines on Kingston Road. The church is an essential part of the community, serving it in so many ways. By restricting access to the building it will greatly impact the work it does and the community it serves. Here are some of the ways in which we practically love our neighbours day to day: We have a coffee house that is open every day of the week which is also registered as a warm space with Merton Council We have an active compassion ministry with links to Wimbledon Food Bank and Faith in Action and provide for many different areas of counselling and money advise to our community. We host a free weekly toddler group and various seniors gatherings for our community. Both of which are hugely valued by the young, elderly and vulnerable in our society. We offer free English classes and an international café for internationals and refugees in our community. The church is aware of the cars visiting and that park on Kingston Road, for a couple of hours at various points in the day on a Sunday, and we love our neighbours by stewarding the roads to ensure our members only park on the north side of Kingston Road and never on the Apostles in order to ensure we create minimum impact to the neighbours we love and serve. Kingston Road is a 20 mph zone and the flow of traffic is slow and not restricted unduly by cars on the North side. As a mum with young kids and not on a direct bus route it would make it very hard for me to get to the building early on a Sunday morning. If I couldn't park on Kingston Road then I couldn't get to church and this is where I work and serve almost every single day. I do hope you reconsider the proposal.

150

I am writing to object to the proposal to introduce double yellow lines along Kingston Road. I am a member of Dundonald Church and live locally in Wimbledon Chase. I walk to the church, but some members of our congregation come from further afield. Amongst these are some who are elderly or disabled and it will significantly impact on their ability to attend the church and meet their human right to observe their faith in a church of their choice. The proposal is also going to be counterproductive. It will encourage people to park in the Apostles roads themselves, something that is actively discouraged by the church at present. The period in which cars are parked outside the church pertains to a few hours on one day of the week. The proposal is discriminatory in its target of one entity, when for the great majority of the week there is no issue at all. I respectfully ask that you withdraw this proposal.

152

I am writing to object to the proposals for additional parking restrictions on Kingston Road. My family live in Cannon Hill Ward and regularly attend Dundonald Church. The Church is attended by hundreds of people whose ability to worship together on Sundays, and to participate in mid week activities is crucial to their faith. A number of these people are elderly, disabled or have young children. Some also travel from outside of the borough. These people need to be able to park outside of church. If they cannot, they will either park on The Apostles (exacerbating parking issues there, which are a frequent source of complaints to the church) or not come at all (which would be even worse, as it

would deprive them of their ability to practise their faith and deplete the church's membership and vitality. In addition, the church is a responsible and significant part of the local community: it contributes to foodbanks, help for international students, events for the elderly, carol services for the community and a range of other things. These would all be negatively affected by these proposals. I have attended church at this site almost every Sunday for over 10 years and have never witnessed a situation on Kingston Road which could be regarded as unsafe. I would therefore respectfully invite you to reject these proposals.

154

I would like to object to the proposed double yellow lines being put down Kingston Road. It would disadvantage and be discriminatory to the elderly and vulnerable people who attend Dundonald church. We are a church family, and it would be very upsetting if we couldn't meet together due to the fact the council has decided to put double yellow lines on the road. I also feel it is discriminatory towards us Christians who go to church as no one parks on the road Monday to Friday so it would just affect us Christians so please be kind to us and let us park on Kingston Road in a Sunday. Thanks for considering.

155

Kirkley Road SW19 3AY

Responding to this consultation is necessarily constrained by the absence of evidence about the alleged obstructive parking and its impact on traffic flow and safety. It is unsatisfactory that the Council seeks to curtail freedoms without (i) being satisfied that there is a problem; (ii) being specific about any problem(s) that it has identified; and (iii), as safety is mentioned, conducting a risk assessment. I comment as a Merton resident and a member of Dundonald Church. The proposed restrictions on parking on the north side of Kingston Road would impact on the Church by making it more difficult for some members, in particular some of the elderly and some families with small children, to attend Sunday services and meetings on midweek evenings. The issue of parking was considered before the Council granted planning permission for the Church's new building. There was an understanding that the Church would seek to minimise members' car parking and to limit it to the north side of Kingston Road. As was promised then, the Church has discouraged car use in general and parking in the "Apostles" roads and on the south side of Kingston Road in particular, and has encouraged members to walk, cycle, and use public transport. We also now arrange with Dial-a-Ride for some of the disabled and more elderly attendees at our monthly afternoon tea for senior citizens to be brought to our building and returned to their homes (instead of using volunteer car drivers), the bicycle storage area at the front of the Church is well used, and we have recently made arrangements for more cars to be parked on the PaG site adjacent to the Church (to the east) on Sundays. The proposed ban on parking on the north side would change the problem (if there is one), not solve it. As with any new parking restrictions, some motorists will seek and find alternative parking places, which may include the "Apostles" roads, the south side of Kingston Road, and Abbott Avenue. No ideal solution is available: what we have had since Dundonald Church moved to 577 Kingston Road in 2008 is a reasonable compromise. The case has not been made for changing it.

156

Please do not enforce double yellow lines on Kingston Road. My mother has difficulty moving and as we live in Worcester Park, driving is essential to ease her transport to and from church. Church is essential to our lives and if we had to use another mode of transport, that would put significant stress on her body, potential causing more health issues, and her chances of getting to church.

158

Stratton Road SW19 3JG

We write with regard to the proposed waiting restrictions on Kingston Road, to express our objections. As members of Dundonald Church, we recognise the frustrations that some residents may feel with increased numbers of parked cars. However, the church serves hundreds of Merton residents, and the proposed restrictions would prevent many from accessing their community support in the form of church attendance. There are many who can only attend because of the current parking set up, and were this to change, they would no longer be able to attend a service or community meeting. Double yellow lines on both sides of the road would seem to be far too reactive and restrictive. It would especially impact the elderly, disabled and families with young children. Is there not a halfway measure e.g. on just the south side of the road that would serve better? This would ensure easy passage for all vehicles whilst allowing access to a place of worship, which should be a basic right of Merton residents. Thank you for your consideration.

159

I write regarding the proposed restrictions to be introduced along Kingston Road. I am a member of Dundonald Church which would have a hugely negative impact by these restrictions. The church is attended by many people who live locally, many in the opposite roads, and many that already cycle or walk to church from further distances. The church has a wide demographic of young families all the way through to senior citizens in fragile conditions. The church takes care of all these people from both the church and local community so well through its various outreach groups from parent and baby/toddler groups to senior citizen afternoon teas and holiday clubs at various times. These are all open

and attended not just by church members but many local residents too. Additionally, the church is a registered Warm Spaces venue. You will also be familiar with Merton's own Merton Together scheme, which is described as supporting the community by connecting residents in need of help with the right support, and promoting ways to volunteer, donate and care for the vulnerable... You can see that Dundonald Church therefore a very outwardly active place looking to love and serve the area and is full of people who hold these values very strongly and the church itself has for many years been actively fulfilling this mandate. These opportunities are made possible because the church is accessible for all, and by all means of transport. If the church had its own parking space you can be sure the members would gratefully use it. Sadly it does not. The church, as a local resident itself, would be greatly damaged by these new restrictions. Implementing this restriction does not promote Merton's investment into a place that cares greatly for the local community and the vulnerable, and indeed goes against its own "Merton Together" ethos. I am aware the church have always sought to direct people to be considerate of its local neighbours and not to park on the Apostle Roads. The only other parking option therefore is along Kingston Road. On a Sunday, which of course would be the predominant day, it naturally becomes a busier road for short periods through the day, like it would anywhere there is a popular venue. But it does not cause obstruction, accidents, or any sort of danger due to these cars being parked for a short period of time. I can understand it might be a minor inconvenience to have parked cars but does this outweigh the greater good the church does through its venue and members that attend? The road is a wide road and buses going along can still easily travel along the road. The church have also implemented parking wardens which highlights how much it cares for the local residents. By removing the ability to park along Kingston Road, members will be left with very little choice but to park on the side streets which it has always sought to avoid doing. What are the other options? What solution can the Council provide for parking where there is a great need for a local business or community space if it is removing a perfectly good and useable space? There are very few options so removing the option there is that doesn't impact the local residents directly is not sensible or helpful to the local residents. I understand that Merton seeks to draw a balance between the needs and wishes of local residents with the needs of local businesses and organisations. I hope this submission can provide some light on how the imposing of the restriction would unfairly disadvantage an organisation that strives and seeks to do all the right things for the local community and residents.

160

I am writing to object for the ES/KINGSTON proposal. Here are a few reasons for my objection:

1. Dundonald Church is my community and family, and is a hugely important aspect of my life. I rely on my church for support in various areas of life, social, mental and spiritual health and it is by far the top priority of my life to maintain and regularly attend. Having parking restrictions will severely restrict this hugely important part of my life, especially because I live in Esher, and have no choice but to drive and park near the building.
2. In order to love our neighbours well, parking outside Dundonald Church is stewarded wearing hi-vis jackets and members are always asked and reminded to park on the North side of the road only, allowing for a smooth flow of traffic on a Sunday when traffic is at a minimum. This also ensures vehicles to not park down the residential side roads and not occupy residential parking, which we recognise is already severely limited.
3. I have been told that the councillors have visited Dundonald Church on a Sunday to investigate the parking on Kingston Road and have fed back that they were satisfied with how members of the church were parking.
4. The proposed restriction will greatly reduce parking spaces and cause friction with local residents as vehicles seek to park down the local residential side streets instead, and we as church family would not want to cause any inconvenience to our neighbours.
5. The vulnerable and elderly visitors to Dundonald Church would not have drop off or parking access to the church building and will be discriminated against. Please bare in mind that a large portion of visitors to our church are vulnerable or elderly and are unable to walk or use public transport, and again they will be discriminated against.
6. Finally, by removing the opportunity to park on Kingston Road under the existing single yellow line restrictions, visitors to our church will be unduly penalised, and also the local shops, and even the neighbours will be penalised for not having the flexibility of parking.

I hope my points will be considered with careful examination and thank you for your time and concern.

161

I am writing with regard to "Proposed waiting restrictions Kingston Road". My family have been attending Dundonald Church since last year, I live in Walton-on-Thames, so the proposal would put us in very difficult position in both financially and physically. I understand you are encouraging people to use public transport, but for us it is almost impossible to use public transport to attend church regularly (we attend the church 2-3 times a week). In addition the recent national railway strikes as well as continuing engineering works over weekends suggest that we cannot use or trust public transport in a regular basis. There is no direct trains and no bus route, the proposal would put us in very difficult situation. Please consider the people like us who travel outside of area to come to church- I am sure the church will try best to manage the parking situation in a better way in the future. Thank you for your understanding.

162

I wanted to write briefly to express my concern at the proposed restrictions to the parking on Kingston Road from Raynes Park Station to Lower Downs Road. I am aware that there have been concerns about the parking which is primarily on one side of the road along that stretch, as it is widely used by the congregation who attend Dundonald Church. This is predominantly in the evenings and then obviously on Sundays. Cars are not left there permanently or overnight. I am one of the many people who attend that church and for both regular attendees and visitors and those who are elderly, vulnerable, needing lifts, who have mobility issues or just travel from a further distance, perhaps with multiple children and prams and all sorts, that being able to park on the road outside the church is crucial for them in terms of being able to come. The impact would be huge if double yellow lines were placed all along there and many simply wouldn't be able to come anymore. I understand that officials from the council have been along to inspect the situation on Sundays and actually have been satisfied with how the parking was operating there. My understanding is that by being able to park there, particularly in the evening, this has meant that people haven't needed to park on the Apostles Roads alongside and that if that parking was no longer available, that would only increase people's likeliness of needing to park on the residential roads, which surely would be far less ideal for those who live on those streets as it means that they themselves wouldn't be able to park outside their own houses, whereas by parking outside the church, those streets can continue to be a priority for the residents. I do hope that these plans will be reconsidered as it is crucial for the life and attendance of the church that people are able to get there and I would worry about the impact on both the church and the community where it no longer possible.

163

I am writing to object to the proposed parking restrictions on Kingston Road. It caused me a great deal of distress to learn of this proposal as it would often prevent me and other people I take to church from attending which is the single most important part of our week. At the moment, when I drive, I am able to park along this part of Kingston Road every Sunday and in the evenings. I also bring other church members as they are not able to either drive, cycle or walk. In order to be considerate to local residents, I never park on the other side of the road or in any of the 'Apostles' roads opposite. I suspect that if these proposals were to go ahead this is exactly what would happen and many other congregants would have no alternative but to park in local residential roads. By far the majority of the church members do either walk or cycle into church however this simply is not possible for many of the more elderly or vulnerable members and those who live further away from the Dundonald church building. Even though I personally live further away, I do actually cycle for much of the time when I come to church, however this is not always possible and furthermore I am often called to bring vulnerable members to church which is a very important part of their week. I personally would have to turn down any appeals from vulnerable members to assist them in getting to church. Not being able to come to church would isolate them potentially causing much sadness - if not mental health issues. Most of these vulnerable people will not be in possession of a blue badge and are just simply either elderly or infirm and relying on their more able brothers and sisters to drive them to church. I am one of the able members so please do not implement this double yellow-line proposal. Before a recent house move, I lived in Raynes Park for nearly 23 years and from my experience, this part of Kingston Road (A238) is one of the freest running A roads in the whole of Merton. I have personally never experienced any congestion here at all. A change in parking restriction here does not seem at all necessary. In fact, additional parking restrictions here, as proposed, would have a detrimental effect on the surrounding roads and could cause upset in the local community because of the knock-on effect. The current parking arrangement works well. Please reconsider the affect the parking restrictions would have. Thank you for considering my point of view in this consultation.

164

Toynbee road sw20 8sh

I would like to formally object to the Proposed waiting restrictions Kingston Road. It will create extreme problems elsewhere including significant issues on abbot and toynbee roads. I feel it is not an problem at the moment.

166

Merton Mansions, SW20 8DQ

I write in objection to the proposal of introducing and imposing waiting and loading restrictions (double yellow lines) in Kingston Road and the adjacent roads - Ref: ES/KINGSTON. As a local resident and frequent user of this road - as a pedestrian, cyclist and driver - I have never witnessed the particularly obstructive parking, congestion (except when there are roadworks) and safety hazards others have clearly complained about and I feel that it is generally safe and easy to use this road. I would consider that it might be beneficial for all users of this road if a zebra crossing were perhaps installed - perhaps between Sydney and Chestnut roads or Whitfield Court or perhaps as far down as Dorien Road - to increase the number of safe crossing points for pedestrians & to help keep the traffic flowing safely with crossing pedestrians at front of mind. Kingston Road itself is wide for a 20mph street, to which it has been converted from 30mph since 2020. Therefore, when cars are sensibly and considerately parked or stopped, during the limited hours they are permitted to be currently, there really is no issue with safety, or traffic flow due to issues stemming from this road. My concern is that double yellow lines would most likely only cause further trouble for the few, precious and likely already struggling small businesses situated along the road, completely unnecessarily. Not only that, it would severely impede a number of vulnerable, disabled and elderly residents, from across the borough and beyond, who are unable to walk or use public transport, from being able to attend Dundonald Church for a number of the meetings and activities it runs, as it seeks to expand its outreach, service and support to the local community in a brand new, brilliantly resourced building for doing just that. This is a building that Merton supported the approval of rebuilding for these purposes recently. These individuals in particular greatly benefit from the social, spiritual, emotional, wellbeing and community support that the church provides. It is a hub of life, integral to their lives & those locally who use it. Losing access with the removal of available parking would discriminate against and cause costly isolation to the vulnerable particularly. This would be a severe loss to them, the wider local and church community to whom they contribute invaluable, and the tax payers' purse, in terms of the well-known associated consequential costs of the vulnerable being isolated. Within the potentially vulnerable category, I would include

single women (of whom there are many), or men, who may attend evening meetings at the church but live more remotely, some distance from a public transport stop in Merton or adjoining boroughs. These individuals would tend to car share to attend meetings safely, where required. During the hours that parking/waiting is currently permitted along the Kingston Road and church and community meetings or events are being held, the church endeavours to ensure that parking outside Dundonald Church is stewarded. Church members are asked to park on the North side of the road only, allowing for a smooth flow of traffic on a Sunday and during some evenings, when traffic is at a minimum, with the intention to be loving and considerate towards the community. This also ensures that vehicles do not park down the residential side roads or occupy residential parking, which is already severely limited. My concern is that, since the proposed restriction would enormously reduce parking spaces outside the church, it is likely that it might cause friction with local residents, as visitors in vehicles would seek available parking down local residential side streets instead. There is no off-street residential parking down the local side streets for residents. There would therefore likely become an increase in difficulty and frustration for local residents, shop consumers or delivery drivers and some church attenders in seeking parking, as residential roads become more congested and likely less safe consequentially. I would like to add that most of those attending Dundonald Church and local eateries either walk, cycle or use public transport to make their way. For the extensive number of reasons above I ask that you please carefully consider the enormity of the wider implications of imposing such a change, which I foresee would only be more detrimental, obstructive and damaging to the local community than the current situation. I believe the current set up can possibly be improved upon and certainly maintained with good communication and the community working together. I would plead therefore that you do not proceed. With many thanks and kind regards.

167 The Park Great Bookham Leatherhead Surrey KT23 3LN

I write in response to the council's statutory consultation in respect of parking restrictions on the Kingston Road in the vicinity of Dundonald Church. I have been attending the church with my wife and family for many years and the proposal, if it were to go ahead, would prevent us from any future attendance. My wife and I are senior citizens and we travel from Bookham to the church by car. We could not realistically make the journey by public transport. Apart from our own difficulties with the proposal, the church would not be able to provide all of the services it seeks to provide to its members and other members of the public, throughout the week. The local residents would not wish parking to be increased in the side roads that they use for their own parking. The church is part of the community as a whole and it supports various aspects of peoples lives, not just Sunday services. Please would you give your consideration to the effects such a proposal would have for the local and wider community as a whole.

168 Cannon Hill Lane SW20 9HL

I wish to object against the proposed waiting and loading restrictions for Kingston Road. The proposals will significantly affect the lives of church goers at Dundonald Church. The proposal appears to be discriminatory against the church (i.e. God) and especially the elderly and vulnerable. The church provides invaluable community service – with people not able to easily access it, this will be threatened, further reducing quality of life in Merton and further impacting people's wellbeing. Whilst we support making Merton safe to live in and solving the significant issues regarding movement of traffic, there appear to be other more significant areas of concern compared to the occasional parking of church attendees in Kingston Road. Kingston Road is already a 20mph road, thus, if this speed limit is enforced and serving its purpose, the road should already be relatively safe. I live on a supposed 20mph road and because this is not followed by motorists, people's lives are in danger every day (there are many schools in the area). Perhaps some enforcement of the speed limit, would improve safety not only in Kingston Road but other more dangerous roads in the vicinity. Regarding traffic movement, Hartfield Road, for example, seems to be a bigger problem – with cars consistently parked all the way along the road, only 1 car can pass down the road in one direction. This causes significant traffic problems and public transport delays. On Kingston Road, with cars parked (for the specific limited times of church services), two cars are sometimes still able to pass each other in the road (especially at 20kph). We also support cycling, walking and use of public transport. However, many people are scared to cycle, due to speeding cars and congestion. Public transport services are unfortunately failing – buses are delayed most of the time and cancelled at the last minute. Therefore, it is not an easy switch to alternative methods. Please could you consider removing the proposal, and supporting the wellbeing of residents, instead of implementing discriminatory measures against Christians and residents, which could have unintended consequences on the pocket of complaining residents.

169

I reject to the scheme.

171

I would like to objection to the plan to introduce double yellow lines on Kingston Road in Raynes Park. I currently use Kingston Road to park when I drive to church with my three young boys on Sunday afternoons and would not be able to get to church if I couldn't park, due to my family situation. I believe that the church is helping to bring business to the area during the week, and is open to everyone for a variety of uses both during the week and at the weekend, but without parking at the weekend, its principle purpose will be thwarted - if a church can't look out for the vulnerable and sick, how can it truly look out for the community it's part of? I have yet to see any problems arising just because of parking on the Dundonald church side of the road.

172

I wish to raise an objection to the proposed parking restrictions on Kingston Road. I am a resident of Wimbledon and go to church at Dundonald church on Kingston Road. I frequently travel there and to visit friends living off Kingston Road. I travel by bike a bus and have never found any issues whatsoever when I cycle or get the bus. The traffic flows fine never seem to be backed up, maybe only temporarily when the bus pulls in but that won't be fixed by the parking restrictions. The restrictions will severely limit those able to travel to church, especially who are more vulnerable or like our elderly people, who get lifts from other church members who will find parking difficult with the new restrictions. We have tried to be considerate to our neighbours by using public transport/walking/cycling if we can and not parking in the Apostles. The parking restrictions will just create more of an issue in the Apostles as will force people to park on the surrounding streets which won't be good for the residents. Many thanks for taking into consideration everyone's views as you make this decision.

175

Hillcross Avenue SM4 4EX

I am writing in regard to the proposal for adding double yellow lines along Kingston road outside Dundonald Church. I would like to object to the adding of the double yellow lines. There are a lot of elderly and vulnerable people in our community that attend Dundonald Church who rely on motor vehicles in order to attend, double yellow lines would make this extremely difficult and stressful for them.

176

I am writing to object to the proposed double yellow line restrictions. These changes will lead to further congestion in the residential parking area which will be the alternate parking. Thank you for your considerations.

Officer's comments

The above proposals are as a direct result of receiving complaints about safety and access due to inconsiderate and obstructive parking.

Upon being made aware of safety and access issues, the Council undertakes a site assessment and determine the appropriate extent of restrictions. Every effort is made to minimise the extent of restrictions which is primarily determined by the width of the carriageway and the footway.

Section 4 of this report dealt with issues in the representations submitted to the council. See comments on other points raised by the church, residents and the church members below.

In response to the suggested alternatives proposed by the Church:

a) *Maintain the status quo and reassure complainants that the church have been instructed to be vigilant in preventing parking in the Apostles.*

The proposed restrictions are to remove obstructive parking along Kingston Rd and ensure that access and safety is maintained for all road users at all times. It will also safeguard against the potential demand for parking when the new school opens. With regards to parking in the Apostles, should the residents petition the Council to address parking associated with the Church, the Council will consult the residents within the zone on the operational periods of the zone.

b) *Maintain the status quo at least until proposed constructions on either side of the Church site have been completed and assess the impact on parking then.*

At the pre-app with the applicant, the proposed double yellow lines were declared; had the Council not have plans for the restrictions, we would have sought funding from the applicant to introduce the restrictions as a

mitigating measure to address school related traffic and parking on Kingston Rd. Currently there is an access and safety concerns that require immediate attention.

- c) *Provide a zebra crossing near the church to provide better safety for pedestrians crossing the Kingston Road and so encourage more frail church members to walk to church.*

Zebra crossings are introduced within the desired line and currently there is no evidence of a concentration of footfall at a specific location. A zebra crossing cannot be introduced within the bus stop and would not be prudent to introduce one outside the shops as it would prevent parking and loading /unloading. The need and location of a zebra crossing would need to be identified. It should also be noted that a need for such a crossing was not identified by the Church as part of their transport assessment. With the removal of bumper to bumper parking, anyone wishing to cross the road can do so as they will have clear sightlines as would drivers.

- d) *Provide double yellow lines with signage on the south side of the road (opposite the church) except outside the shops*

The entire length of Kingston Road has been assessed and as part of a good design when considering extent of restrictions, all relevant key factors such as cycle lane, carriageway width, footway width, bus stops, areas outside the shop etc have been considered.

- e) *Provide more kerb spaces on the south side of the road to provide for drivers tempted to park unhelpfully e.g. there is space for kerb bays between Dorien and Dupont Road, between Dupont and Sydney Road and between Bronson and Chestnut Road.*

Safety takes priority over parking and due to sightline difficulties and level of risk, parking at or close to junctions cannot and will not be permitted. The Council has already provided partial footway parking between Dupont Road and Chestnut Road where it is safe and convenient to do so.

Other factors that were part of the planning process were also in line with promoting sustainable travel measures.

In conclusion the proposed restrictions will allow the Council to safeguard all road users and compel the behavioural change regarding use of active travel and use of public transport. It is not for the Council to facilitate the parking needs as requested by the Church. The proposed restrictions will also assist the Church to meet their travel plan and parking management strategy requirements.

Parking in Kingston Road on Sundays.

Appendix 4

Kingston Road

Proposed waiting & loading restrictions

Statutory consultation

January 2023



Dear Resident/Business,

Proposed waiting restrictions (double yellow lines) Kingston Road - between the railway bridge (Raynes Park station) and its junction with Lower Downs Road – statutory consultation

The Council has received numerous complaints regarding the obstructive parking that is taking place along Kingston Road causing traffic congestion and safety hazard.

To address this problem the Council is proposing to change the existing single yellow line to double yellow lines and to change the existing loading restrictions to at 'any time' loading restrictions along the length of Kingston Road between the railway bridge (Raynes Park station) and its junction with Lower Downs Road. This will ensure that the road is clear of parked vehicles thereby ensuring safety and access at all times.

For details of the proposed restrictions please refer to the plan overleaf. A clearer plan can be viewed on the Council's web site <http://www.merton.gov.uk/Kingstonwr>

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (Wimbledon and Wandsworth Times), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made no later than **17 February 2023** quoting reference **ES/KINGSTON**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation by emailing trafficandhighways@merton.gov.uk or to **Environment & Regeneration Department, future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX**.

All representations along with officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Transport. **Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.**

RAYNES PARK WARD COUNCILLORS

(contact details of Ward Councillors are provided for information purposes only)

Cllr Chessie Flack: chessie.flack@merton.gov.uk

Cllr Matthew Willis Email: matthew.willis@merton.gov.uk

Cllr Victoria Wilson Email: victoria.wilson@merton.gov.uk

Cllr Stephen Alambritis Cabinet Member for Transport stephen.alambritis@merton.gov.uk

