

## NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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

**1. Title of report**

Proposed waiting restrictions borough wide 2022 Batch 2 (statutory consultation)

**2. Reason for exemption (if any)**

**3. Decision maker**

Councillor Stephen Alambritis, Cabinet Member for Transport

**5. Date of Decision**

26 - 4 - 23

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

14/04/2023

**7. Decision**

- 1) That the Cabinet Member considers the issues detailed in this report and:
- 1 Notes the result of the statutory consultation carried out between 10 January and 10 February 2023 on the proposals to introduce 'at any time' waiting and loading restrictions at various locations across the borough.
  - 2) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
  - 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-692-01 – 18 and 20 (see Appendix A).
  - 4) Agrees to put proposal Z27-692-19 (Westcroft Gardens) and Z27-692-04 Fern Avenue on hold while other options are fully explored.
  - 5) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

Site/Location	Drawing No.
Aylward Road (Cul de sac end)	Z27-692-01
Dennis Park Crescent	Z27-692-02
Canterbury Road	Z27-692-03
Fern Avenue	Z27-692-04

Elm Walk	Z27-692-05
Abbotts Road	Z27-692-06
Kent Close	Z27-692-07
Leamington Avenue	Z27-692-08
Abbotts Road	Z27-692-09
Church Path (London Playing field)	Z27-692-10
Wolsey Crescent	Z27-692-11
Rectory Close	Z27-692-12
Tennyson Avenue	Z27-692-13
Churston Drive	Z27-692-14
Dahlia Gardens	Z27-692-15
New Barns Avenue	Z27-692-16
Hadley Road	Z27-692-18
Westcroft Gardens	Z27-692-19
Gore Road	Z27-692-20

**8. Reason for decision**

To ensure that access and safety is maintained at all times for all road users.

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

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

**10. Documents relied on in addition to officer report**

Cabinet Member report dated 21/11/2022

**11. Declarations of Interest**

**12. Signature**

Signature  Date 26-4-23

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

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

IMPORTANT – this decision should not be implemented until the call-in period as elapsed.

**Committee:** Cabinet Member Report

**Date:** 11<sup>th</sup> April 2023

**Agenda item:** N/A

**Wards:** Various

**Subject:** Proposed waiting restrictions borough wide (2022Batch 2) 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: Mitra Dubet [mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

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## **Recommendations:**

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

- 1) Notes the result of the statutory consultation carried out between 10 January and 10 February 2023 on the proposals to introduce 'at any time' waiting and loading restrictions at various locations across the borough.
- 2) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-692-01 – 18 and 20 (see Appendix A).
- 4) Agrees to put proposal Z27-692-19 (Westcroft Gardens) and Z27-692-04 Fern Avenue on hold while other options are fully explored.
- 5) 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 outcome of the statutory consultation on the Councils' proposals to introduce 'at any time' waiting restrictions at various locations throughout the borough.
- 1.2 It seeks approval to progress with the above recommendations.

## **2.0 DETAILS**

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

### 3. CONSULTATION

3.1 The statutory consultation on the Council's proposal to introduce waiting and loading restrictions at various locations (listed in section 3.2 of this report and in appendix 1) was carried out between 10 January and 10 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.

3.2 Locations of proposals include (see Appendix 1 for drawings)

Site/Location	Drawing No.	No of Representations
Aylward Road	Z27-692-01	10
Dennis Park Crescent	Z27-692-02	1
Canterbury Road	Z27-692-03	0
Fern Avenue	Z27-692-04	3
Elm Walk	Z27-692-05	1
Abbotts Road	Z27-692-06	0
Kent Close	Z27-692-07	0
Leamington Avenue	Z27-692-08	0
Abbotts Road	Z27-692-09	0
Church Path (London Playing field)	Z27-692-10	0
Wolsey Crescent	Z27-692-11	10
Rectory Close	Z27-692-12	4
Tennyson Avenue	Z27-692-13	0
Churston Drive	Z27-692-14	11
Dahlia Gardens	Z27-692-15	0
New Barns Avenue	Z27-692-16	0
Hadley Road	Z27-692-18	0
Westcroft Gardens	Z27-692-19	3
Gore Road	Z27-692-20	4

3.4 The statutory consultation resulted in:-

- zero representations from Canterbury Road, Abbotts Road, Kent Close, Leamington Avenue, Church Path, Dahlia Gardens, New Barns Avenue and Hadley Road.
- 10 representations from Aylward Road, of which 3 are in support and 7 against.
- 1 objection from Denise Park Crescent.
- 3 objections from Fern Avenue also requesting additional yellow lines outside the Church in Chestnut Grove
- 1 comment from Elm Walk.
- 10 representations from Wolsey Crescent which are partially in favour of the restriction but some requesting yellow lines at the cul de sac be removed.
- 4 representations from Rectory Close 2 against and 2 comments.
- 12 representations from Churston Drive, 1 against and 10 comments
- 3 objections from Westcroft Gardens.
- 4 representations from Gore Road of which 2 are in support, 1 comment and 1 against

All the representations are detailed in appendix 2.

3.5 Ward Members of each affected Ward were informed of the proposed restrictions and the statutory consultation.

3.6 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.

## **4.0 PROPOSALS**

### **4.1 Aylward Road - Cul de sac**

Due to obstructive parking within the turning head of the cul-de-sac in Aylward Road, there have been representations from local residents regarding inconsiderate parking making turning maneuvers impossible resulting in unsafe reversing. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

### **4.2 Dennis Park Crescent**

The Council has received representation from a resident requesting yellow line restrictions to address the obstructive parking along Dennis Park Crescent. Following site assessment, it has been determined that with the road width being 6.8m the current manner of parking is causing obstruction to flow of traffic. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

### **4.3 Canterbury Road**

The Council has received complaint from a resident via one of the Ward Councillors raising concerns about the safety at the junction of Canterbury Road and Bristol Road. The resident relies on third party transport and although there is a yellow line across the entrance to her driveway, the yellow line is not long enough and vehicles are parking very close thereby causing sightline issues. A site visit determined that sightlines were adversely affected by parked vehicles. It is proposed to change the single yellow line to 'At any time' waiting restrictions (double yellow lines) and extend the restrictions by 5m. It is, therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access are maintained at all times. Please see attached plan in appendix 1.

### **4.4 Fern Avenue**

The Council received complaint from a resident via one of the Ward Councillors raising concerns about obstructive parking and safety in Fern Avenue. The road width is 5m and too narrow to allow parking on both sides; it is, therefore, necessary to introduce double yellow lines on one side of the road along its entire length. Additionally, the footway width is 1.8m and not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. The current manner of parking is illegal which is preventing pedestrians, wheelchair users and parents with buggies from using the footway. The cabinet Members is currently in discussion with Ward Councillors on the way forward. It is recommended that this proposal is put on hold while this discussion is taking place and for the Cabinet Member to make a decision thereafter. Please see attached plan in appendix 1.

### **4.5 Elm Walk**

The Council has received complaint from a resident via one of the ward Councillors raising concerns about the safety of the junction of Elm Walk and Southway due to vehicles parking at the junctions obstructing sightlines. A site visit determined that sightlines are adversely affected by parked vehicles. It is, therefore, recommended that the proposed waiting restrictions are

implemented to provide clear sightlines thereby ensuring safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.6 Abbots Road (opposite No 119)**

The Council has received complaints / concerns from a resident regarding obstructive parking and safety at the communal entrances in Abbots Road due to vehicles parking at the communal entrances obstructing sightlines and access. The proposed restrictions will address all these obstructive and safety concerns. It is, therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.7 Church Path (London Playing field)**

The Council has received representations from Green Spaces and Waste Services who are unable to gain access to the playing field due to vehicles parked within the cul de sac section of Church Path. It is, therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.8 Wolsey Crescent**

The Council has received complaints from some residents via a petition raising concerns, among other things, safety in Wosley Crescent due to vehicles parking on the footway and within the bend which obstruct sightlines and pedestrian access. It has been observed that illegal footway parking and obstructive parking both on the footway and carriageway is a serious problem which can be addressed by means of the proposed double yellow lines. 10 representations from Wolsey Crescent which are partially in favour of the restrictions but some requesting yellow lines at the cul de sac be removed. Giving consideration to the representations received, an officer attended a meeting with the Ward Councillors and residents. Additional investigation to the width and length of the cul de sac was carried out and officers have revised the proposal for cul de sac. It is important to note that waiting restrictions are proposed where parking cannot be accommodated without causing obstruction. It is, therefore, recommended that the proposed waiting restrictions are implemented as consulted in the rest of the road. In terms of the cul de sac, yellow lines be implemented only in the section leading into the cul de sac end ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.9 Rectory Close**

The Council has received complaints from some residents via one of the Ward Councillors raising concerns about safety due to obstructive parking at the turning head of the cul-de-sac in Rectory Close which makes turning maneuvers impossible. The residents feel that the current obstructive parking is a major health and safety hazard and poses a serious obstruction to emergency vehicles such as a fire engine and an ambulance. The proposed restrictions will address all these obstructive and safety concerns. Giving consideration to the representations received, an additional investigation was carried out and officers have revised the proposal for cul de sac to remove the double yellow lines at the rear of Nos 67 and 69 Grand Drive. The carriageway on this section of the cul de sac is wide enough to accommodate parking for two vehicles and large service vehicles would be able to turn. It is, therefore, recommended that the proposed waiting restrictions are implemented as consulted in the rest of the road, except at the rear of Nos 67 and 69 Grand Drive. Please see attached plan in appendix 1.

#### **4.10 Tennyson Avenue**

The Council has received complaint from a resident raising concerns about the safety of the junction of Tennyson Avenue and Kingsway due to vehicles parking at the junction obstructing sightlines. A site visit has determined that sightlines are adversely affected by parked vehicles. The proposed restrictions will address the obstructive and safety concerns. It is, therefore,



recommended that the proposed waiting restrictions are implemented to improve sightlines thereby ensuring safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.11 Churston Drive**

The Council has received complaint from a resident raising concerns about the safety in Churston Drive and its junctions with Shaldon Drive, Templecombe Way, Thurleston Avenue and at the bend (between properties Nos. 105 and 117). A site visit has determined that sightlines are adversely affected by parked vehicles. The proposed restrictions will address all these obstructive and safety concerns. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.12 Dahlia Gardens**

The Council has received complaints / concerns from a resident regarding obstructive parking and the safety at the communal entrances in Dahlia Gardens due to vehicles parking at the communal entrances obstructing access and sightlines. The proposed restrictions will address all obstructive and safety concerns. It is, therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.13 New Barns Avenue**

The Council has received complaints / concerns from a resident regarding obstructive parking and the safety at the communal entrances in New Barns Avenue due to vehicles parking at the communal entrances obstructing sightlines and access. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.15 Hadley Road**

The Council has received complaint from a resident via the local MP raising concerns about the safety along the bend in Hadley Road due to parked vehicles obstructing sightlines. A site visit has determined that sightlines are adversely affected by parked vehicles. The proposed restrictions will address all these obstructive and safety concerns. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

#### **4.16 Westcroft Gardens**

The Council has received representations from Waste Services who are unable to gain access due to parked vehicles all along Westcroft Gardens and in particular opposite the communal entrance to Meretune Court (where the bins are stored). They are therefore unable to maneuver their vehicle into the side of Meretune Court to get the bins. 3 objections from Westcroft Gardens. Giving consideration to the representations received, an officer and Cabinet Member made site visit to look other options to resolve access issues into Meretune Court. One of the options being explored is for the residents to have crossovers. The cabinet Members is currently in discussion with residents on the way forward. It is recommended that this proposal is put on hold while these other options are fully explored.

#### **4.17 Gore Road**

The Council has received complaint from some residents via one of the ward Councillor raising concerns about obstructive parking within the cul-de-sac of Gore Road. Although there are existing double yellow lines, they are not long enough for vehicles to be able to turn. This has caused damage to both properties and trees. A site assessment has concluded that the existing restrictions within the turning area does not facilitate the turning maneuver for service vehicles, an



ambulance or anything larger than a small domestic vehicle. The proposed restrictions will address the obstructive and safety concerns. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

## **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 narrow roads / footways; at bends, junctions, turning heads etc.
- 5.3 The proposed restrictions ensure clear sightlines, access and maneuverability for all road users especially for pedestrians, service vehicles and emergency services. Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and visitors 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.

## **6 TIMETABLE**

- 6.1 If agreed, the Traffic Management Orders could be made six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in 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 service vehicles / waste collection requirements. In the event of an incident, lack of action could put the Council at risk.

## **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. This will be funded from the budget identified for 2023/ 2024.

## **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**

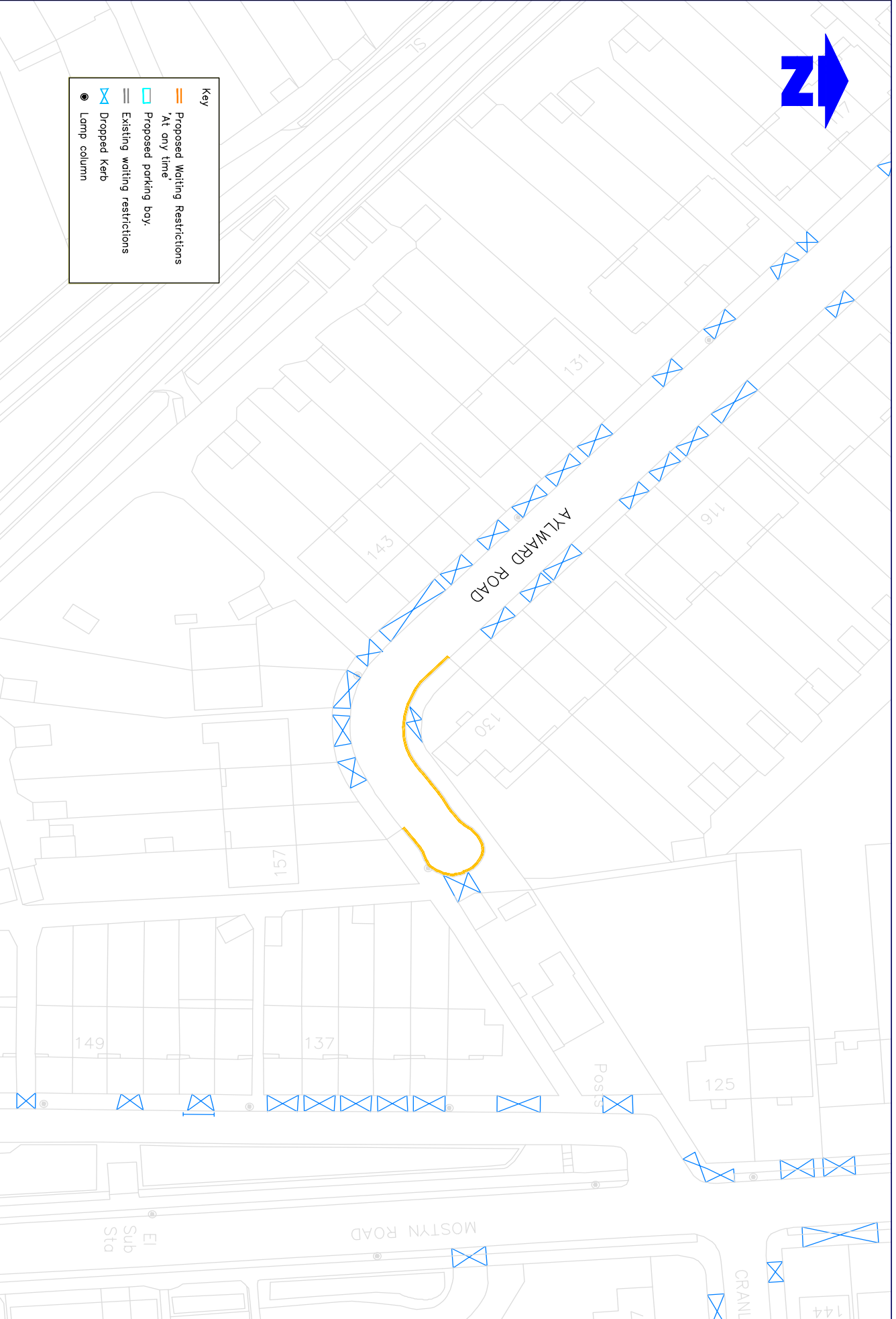
- 10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 10.2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



**Key**

- Proposed Waiting Restrictions At any time
- Proposed parking bay
- Existing waiting restrictions
- Dropped Kerb
- Lamp column

Notes  
Do not scale from this drawing

Item	Revisions	Drawn	By	Date	Checked	By	Date

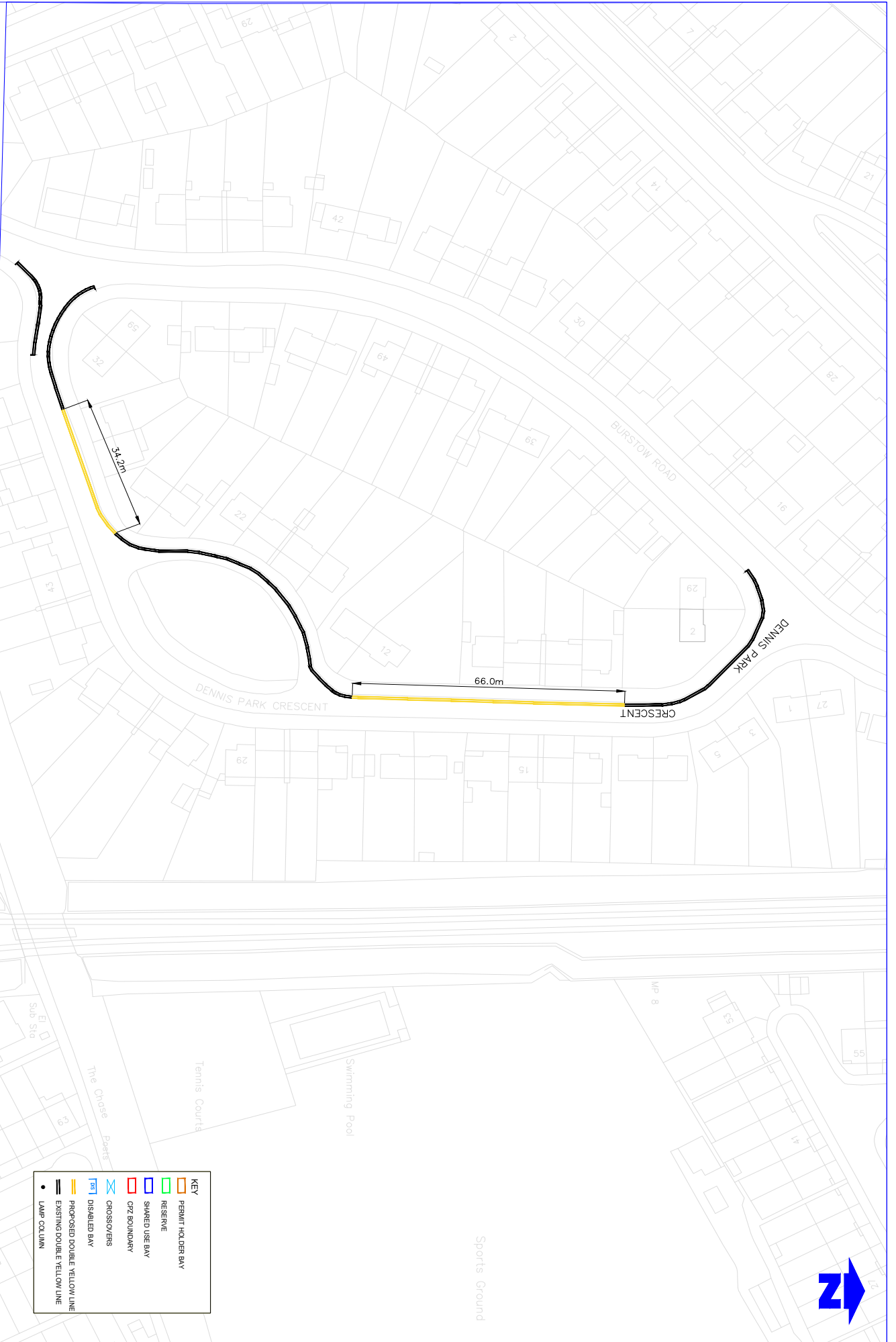
**Sustainable Communities**  
environment & regeneration  
FUTURE MERTON

PA	TD	PA	TD
10 Jan 2021	10 Jan 2021	10 Jan 2021	10 Jan 2021

**PROJECT**  
Controlled Parking Zones  
WAITING RESTRICTIONS  
AYLWARD ROAD  
DESIGN LAYOUT

**merton**  
Merton Civic Centre  
London Road  
Morden, Surrey  
S14 5DX  
www.merton.gov.uk

Drawn by: Z27-692-08  
Reviewed: -  
Consultant: CONSULTATION  
Scale: 1:500



Notes  
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Rev	Reason	Drawn	Sig	Date	Chk'd	Sig	Date

**Sustainable Communities**  
Environment & Regeneration  
TRAFFIC & HIGHWAYS

PA	SC	PA	SC
JUN 22	JUN 22	JUN 22	JUN 22

WAITING RESTRICTIONS	TITLE
Z27	DENNIS PARK CRESCENT PROPOSED WAITING RESTRICTIONS

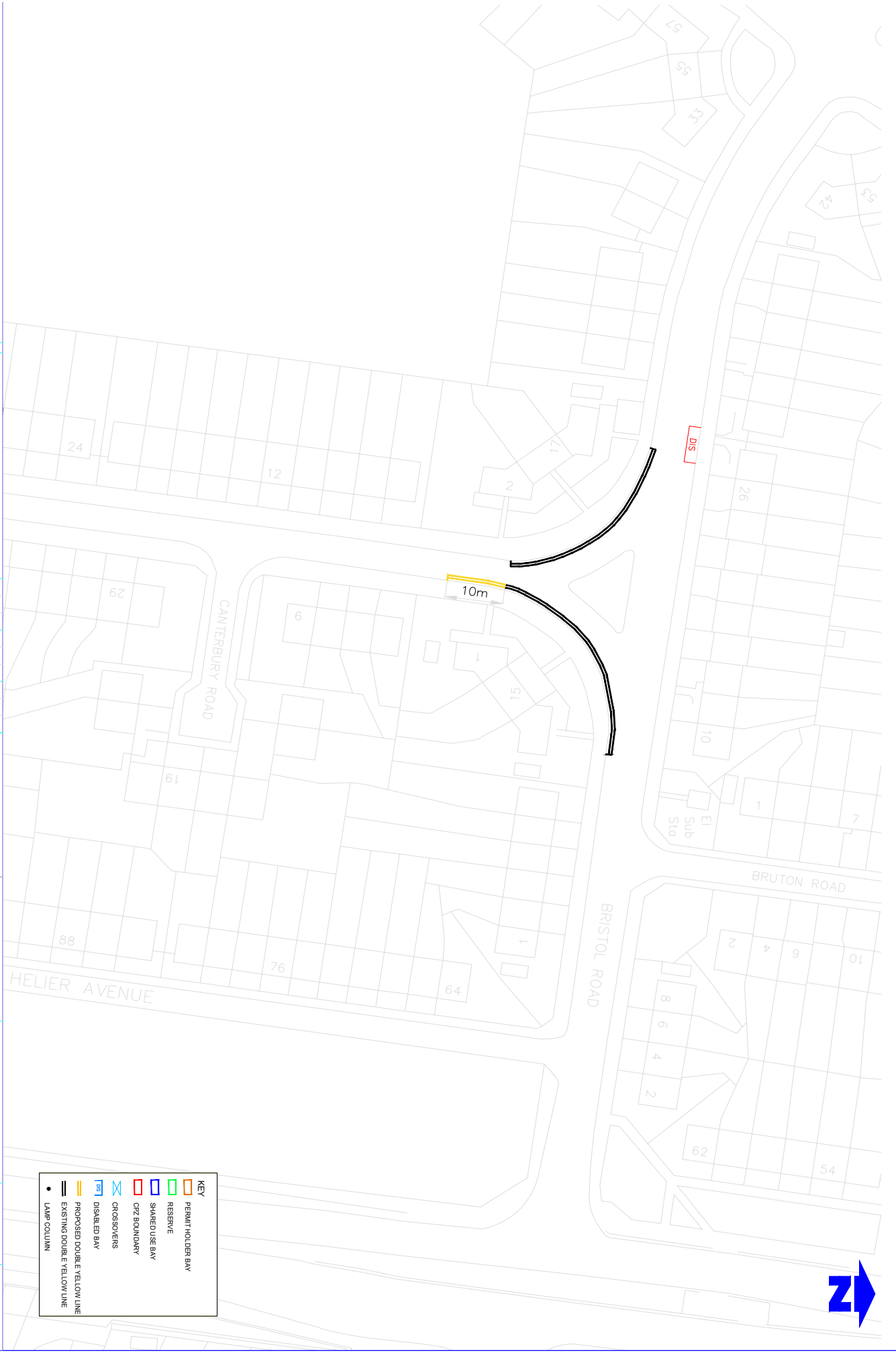
Merton Council  
London Road  
Merton SM1 3DX  
www.merton.gov.uk

227-692-02  
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**KEY**

- PERMIT HOLDER BAY
- RESERVE
- SHARED USE BAY
- CPZ BOUNDARY
- CROSSOVERS
- DISABLED BAY
- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- LAMP COLUMN

Notes  
 or not scale from this drawing



Plot	Number	Area	Use	Owner	Notes
1	1	100sqm	Residential	John Smith	
2	2	120sqm	Residential	Jane Doe	
3	3	150sqm	Residential	John Smith	
4	4	180sqm	Residential	Jane Doe	
5	5	200sqm	Residential	John Smith	
6	6	220sqm	Residential	Jane Doe	
7	7	250sqm	Residential	John Smith	
8	8	280sqm	Residential	Jane Doe	
9	9	300sqm	Residential	John Smith	
10	10	320sqm	Residential	Jane Doe	
11	11	350sqm	Residential	John Smith	
12	12	380sqm	Residential	Jane Doe	
13	13	400sqm	Residential	John Smith	
14	14	420sqm	Residential	Jane Doe	
15	15	450sqm	Residential	John Smith	
16	16	480sqm	Residential	Jane Doe	
17	17	500sqm	Residential	John Smith	
18	18	520sqm	Residential	Jane Doe	
19	19	550sqm	Residential	John Smith	
20	20	580sqm	Residential	Jane Doe	
21	21	600sqm	Residential	John Smith	
22	22	620sqm	Residential	Jane Doe	
23	23	650sqm	Residential	John Smith	
24	24	680sqm	Residential	Jane Doe	
25	25	700sqm	Residential	John Smith	
26	26	720sqm	Residential	Jane Doe	
27	27	750sqm	Residential	John Smith	
28	28	780sqm	Residential	Jane Doe	
29	29	800sqm	Residential	John Smith	
30	30	820sqm	Residential	Jane Doe	
31	31	850sqm	Residential	John Smith	
32	32	880sqm	Residential	Jane Doe	
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**Sustainable Communities**  
 environment & regeneration  
**TRAFFIC & HIGHWAYS**

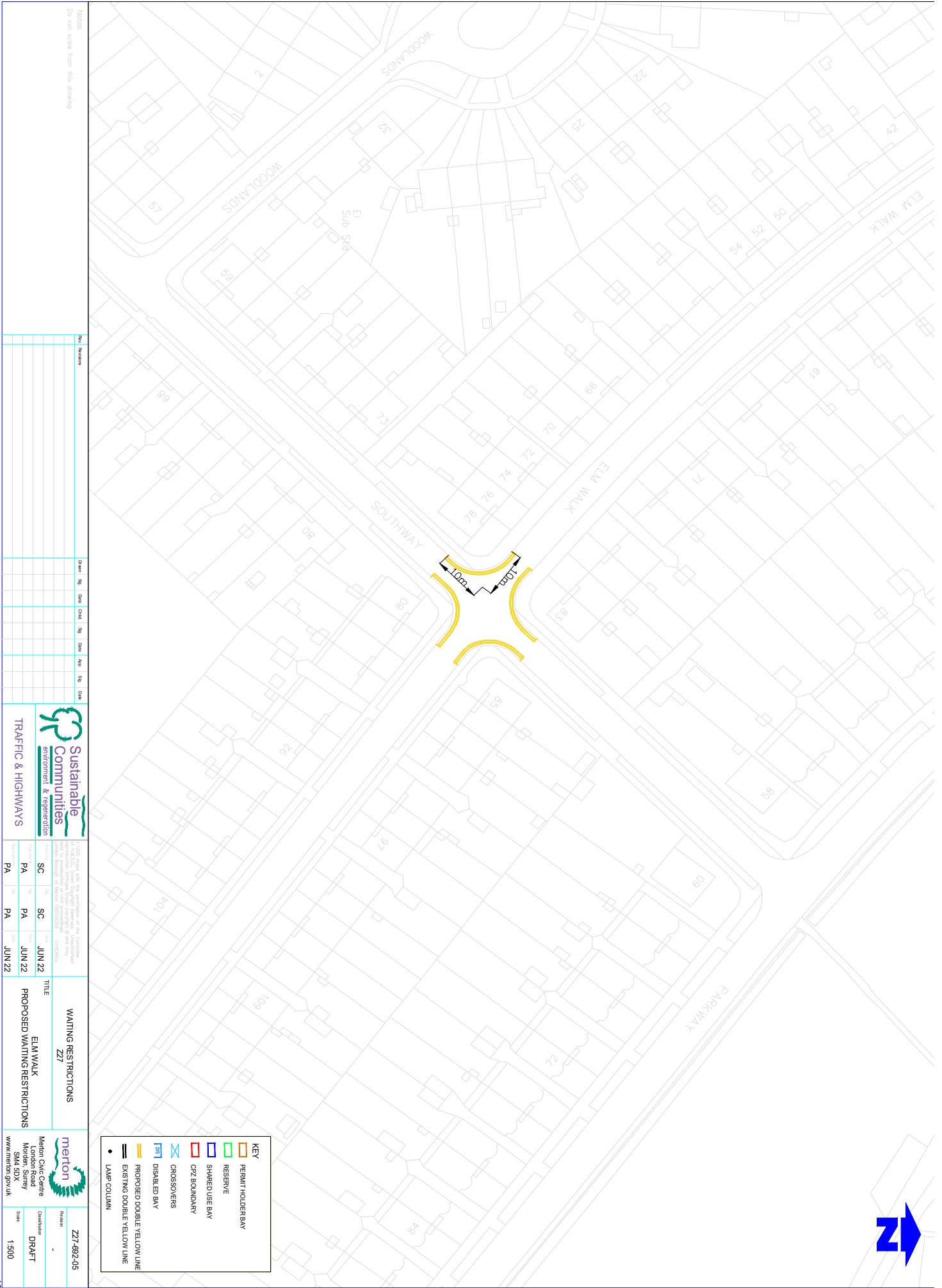
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**KEY**  
 PERMIT HOLDER BAY  
 RESERVE  
 SHARED USE BAY  
 C/PZ BOUNDARY  
 CROSSOVERS  
 DISABLED BAY  
 PROPOSED DOUBLE YELLOW LINE  
 EXISTING DOUBLE YELLOW LINE  
 LAMP COLUMN

**merton**  
 Merton Civic Centre  
 London Road  
 Morden Surrey  
 SM4 5DX  
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Reference: Z27-692-03  
 Date: JUN 22  
 Scale: N.T.S.





Notes  
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Rev	Number	Date	By	Check	Date	By	Date

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Reference: **Z27-692-05**  
Drawing: **DRAFT**  
Scale: **1:500**

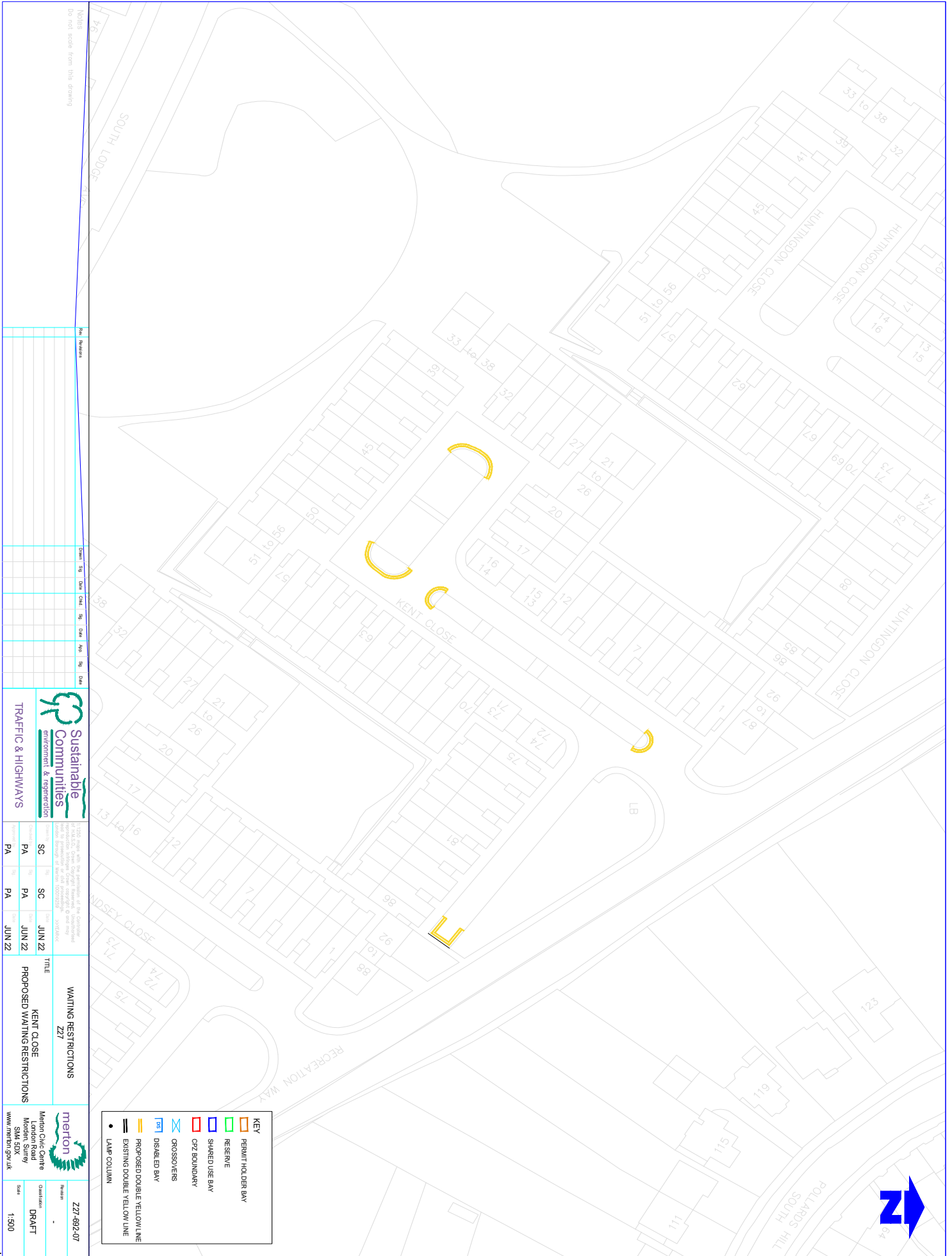
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- PERMIT HOLDER BAY
- RESERVE
- SHARED USE BAY
- CPZ BOUNDARY
- CROSSOVERS
- DISABLED BAY
- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- LAMP COLUMN









Notes  
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No	Revision	Date	By	Check	Date	By	Check

**Sustainable Communities**  
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**TRAFFIC & HIGHWAYS**

Consent	By	Date	Notes
PA	PA	JUN 22	1:300 scale with the permission of the Controller of Merton Council. Other Councils have been consulted to produce a plan of the site and surrounding area.
PA	PA	JUN 22	

TITLE
WAITING RESTRICTIONS KENT CLOSE Z27
PROPOSED WAITING RESTRICTIONS

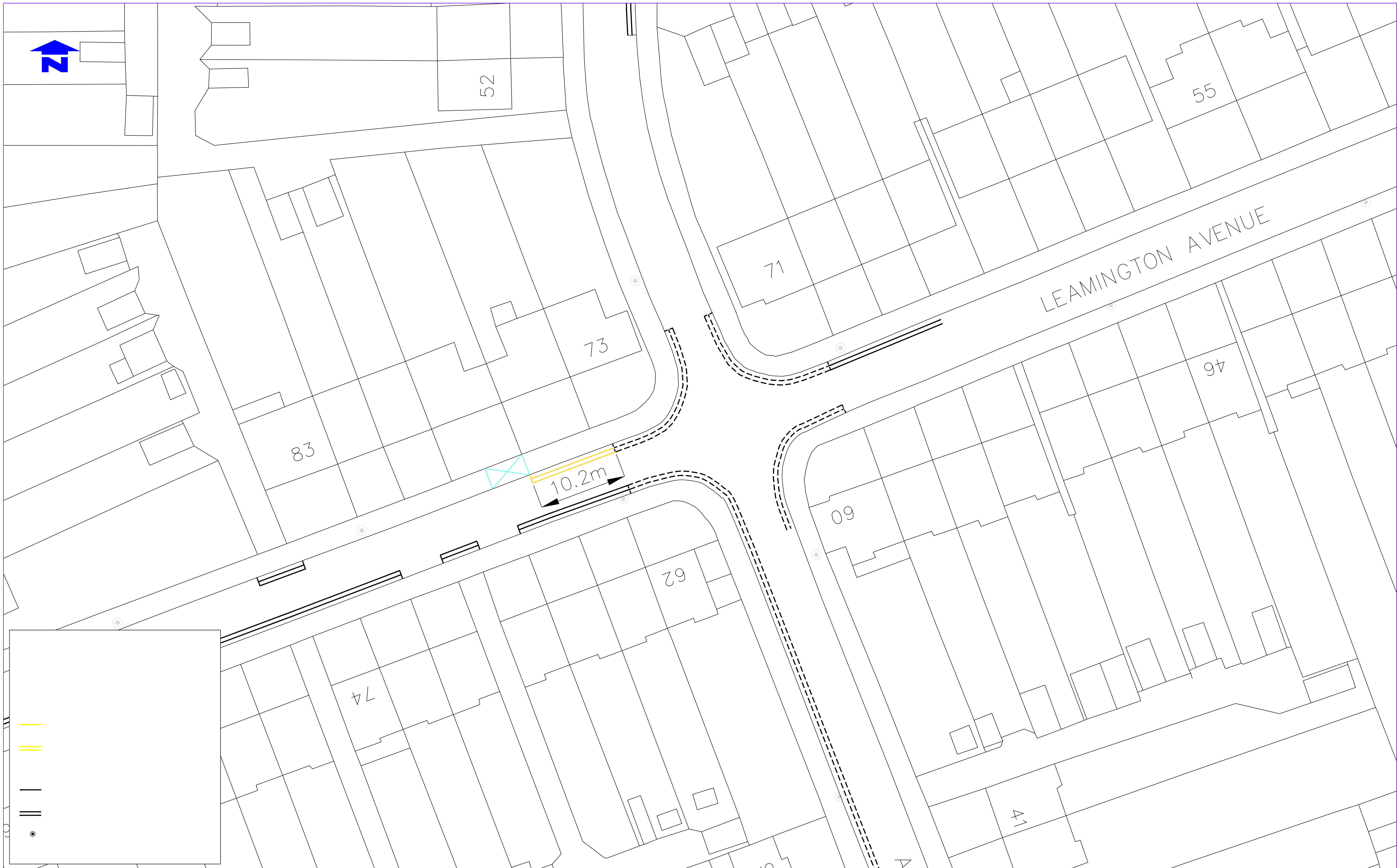
**merton**  
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Revision: Z27-692-07  
 Description: DRAFT  
 Scale: 1:300

**KEY**

- PERMIT HOLDER BAY
- RESERVE
- SHARED USE BAY
- CPZ BOUNDARY
- CROSSOVERS
- DISABLED BAY
- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- LAMP COLUMN





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Drawn by SC	Sig. SC	Date
Checked by PA	Sig. PA	Date
Approved by SC	Sig. PA	Date

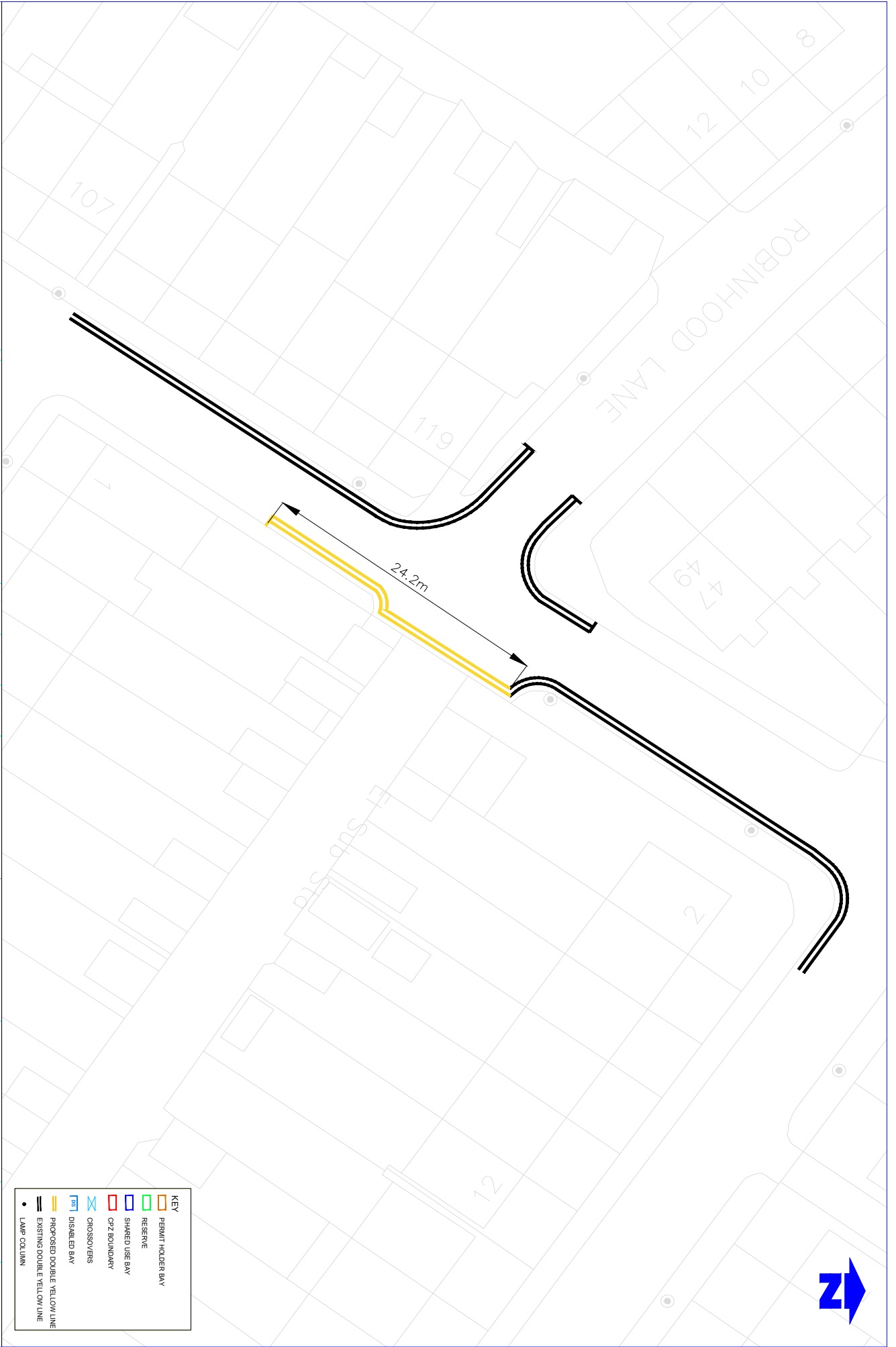
PROJECT	WAITING RESTRICTIONS Z27
TITLE	PROPOSED WAITING RESTRICTION

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Drawing No.	Z27-692-08
Revision	.
Classification	CONSULTATION
Scale	NTS



Notes  
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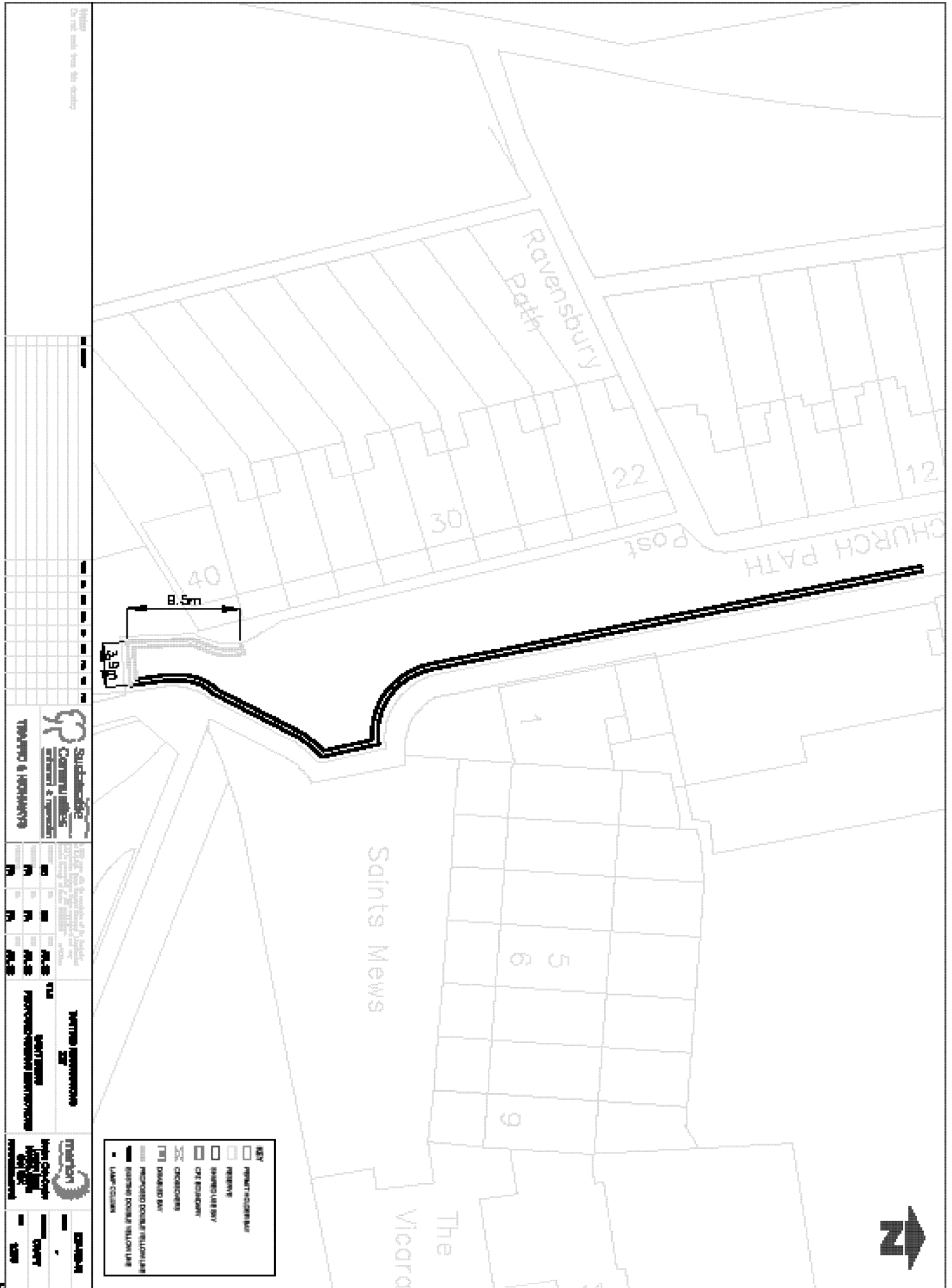
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	RESERVE
	SHARED USE BAY
	CPZ BOUNDARY
	CROSSOVERS
	DISABLED BAY
	PROPOSED DOUBLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	LAMP COLUMN



PA	SC	JUL 22	PA	SC	JUL 22
PA	SC	JUL 22	PA	SC	JUL 22

TITLE	
WAITING RESTRICTIONS	Z27
ABOTT'S ROAD	
PROPOSED WAITING RESTRICTIONS	

 Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk		Status Z27-692-09 Character DRAFT Scale 1:200
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**KEY**

- PROPOSED FOOTPATH
- RESERVE
- SHARED LANE WAY
- CPT FOOTWAY
- CYCLEWAY
- TREATED SURFACE
- PROPOSED DOUBLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINE WITH LAMP COLUMN

**Scale**  
 1:1000  
 1cm = 10m

**North Arrow**

**Legend**

1	2	3	4	5	6	7	8	9	10
Proposed Footpath	Reserve	Shared Lane Way	CPT Footway	Cycleway	Treated Surface	Proposed Double Yellow Line	Proposed Double Yellow Line with Lamp Column	Proposed Footpath	Reserve

**Scale**  
 1:1000  
 1cm = 10m

**North Arrow**

**Legend**

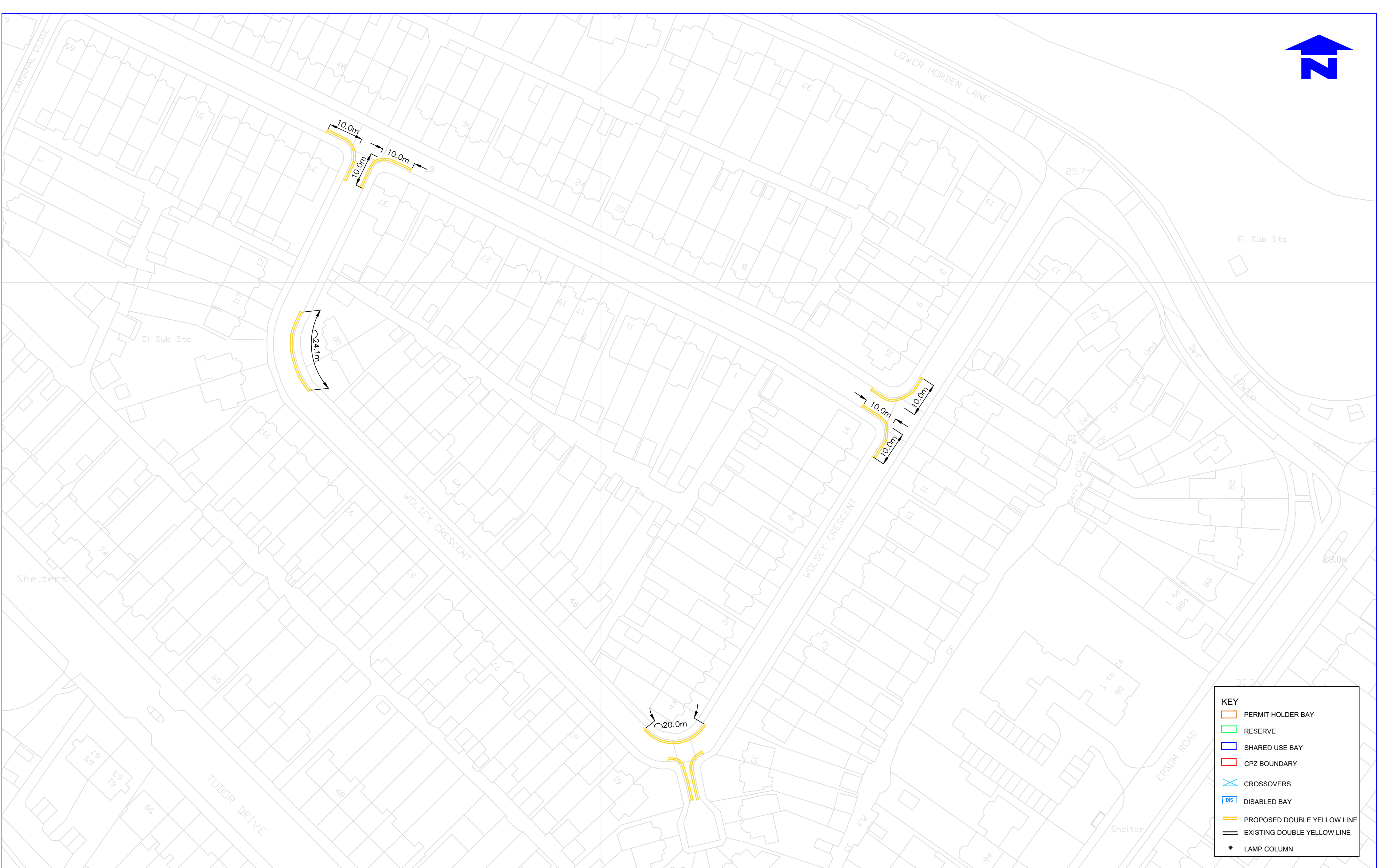
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Proposed Footpath	Reserve	Shared Lane Way	CPT Footway	Cycleway	Treated Surface	Proposed Double Yellow Line	Proposed Double Yellow Line with Lamp Column	Proposed Footpath	Reserve

**Scale**  
 1:1000  
 1cm = 10m

**North Arrow**

**Legend**

1	2	3	4	5	6	7	8	9	10
Proposed Footpath	Reserve	Shared Lane Way	CPT Footway	Cycleway	Treated Surface	Proposed Double Yellow Line	Proposed Double Yellow Line with Lamp Column	Proposed Footpath	Reserve



KEY	
	PERMIT HOLDER BAY
	RESERVE
	SHARED USE BAY
	CPZ BOUNDARY
	CROSSOVERS
	DISABLED BAY
	PROPOSED DOUBLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	LAMP COLUMN

Notes  
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Rev.	Revisions

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

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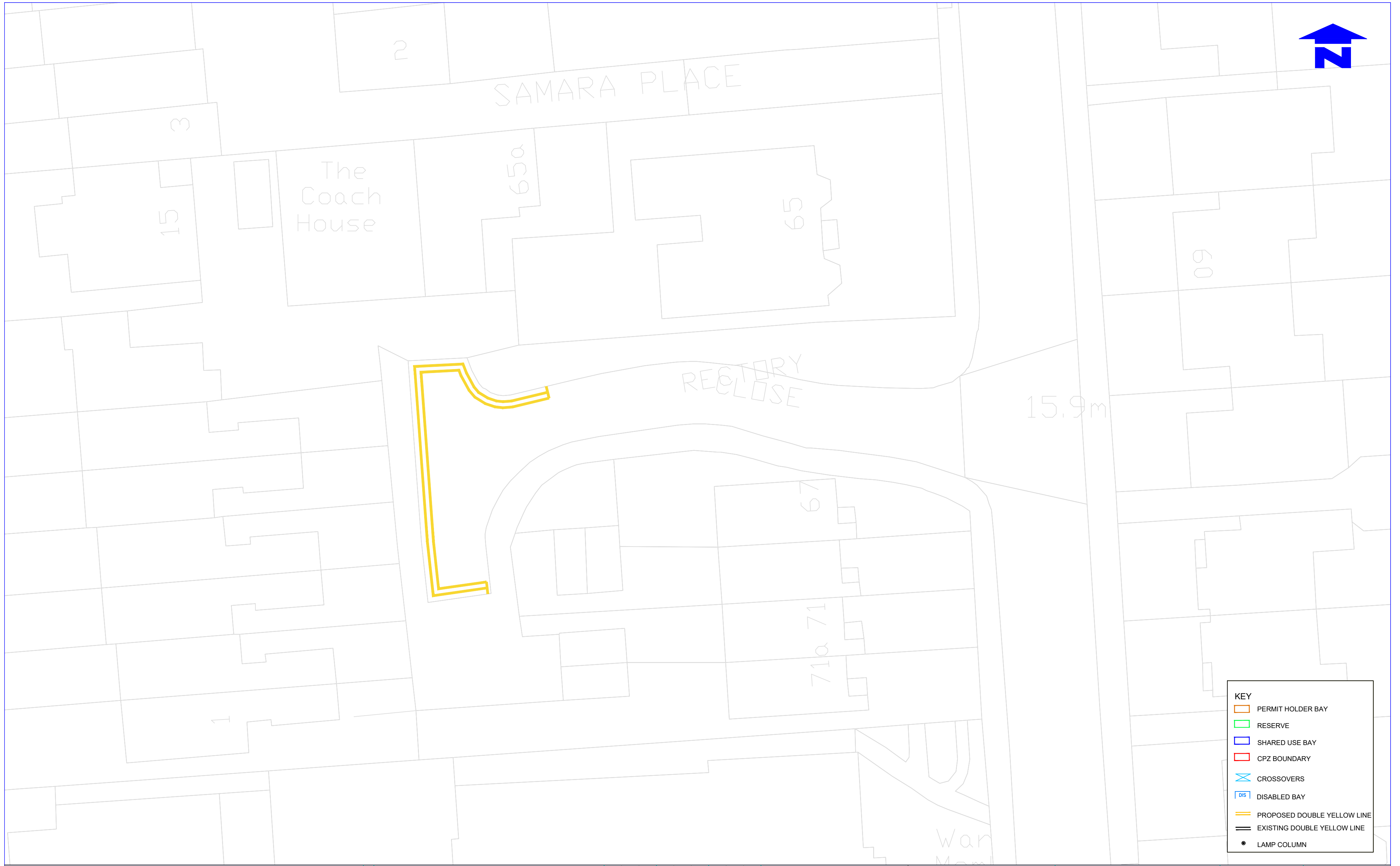
Drawn by	SC	Sig	SC	Date	JUL 22
Checked by	PA	Sig	PA	Date	JUL 22
Approved by	PA	Sig	PA	Date	JUL 22

WAITING RESTRICTIONS  
Z27

TITLE  
WOLSEY CRESCENT  
PROPOSED WAITING RESTRICTIONS

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SM4 5DX  
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Z27-692-11
Revision
Classification DRAFT
Scale N.T.S



KEY	
	PERMIT HOLDER BAY
	RESERVE
	SHARED USE BAY
	CPZ BOUNDARY
	CROSSOVERS
	DISABLED BAY
	PROPOSED DOUBLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	LAMP COLUMN

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

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Drawn by	SC	Sig.	SC	Date	JUL 22
Checked by	PA	Sig.	PA	Date	JUL 22
Approved by	PA	Sig.	PA	Date	JUL 22

TITLE
WAITING RESTRICTIONS Z27
RECTORY CLOSE PROPOSED WAITING RESTRICTIONS

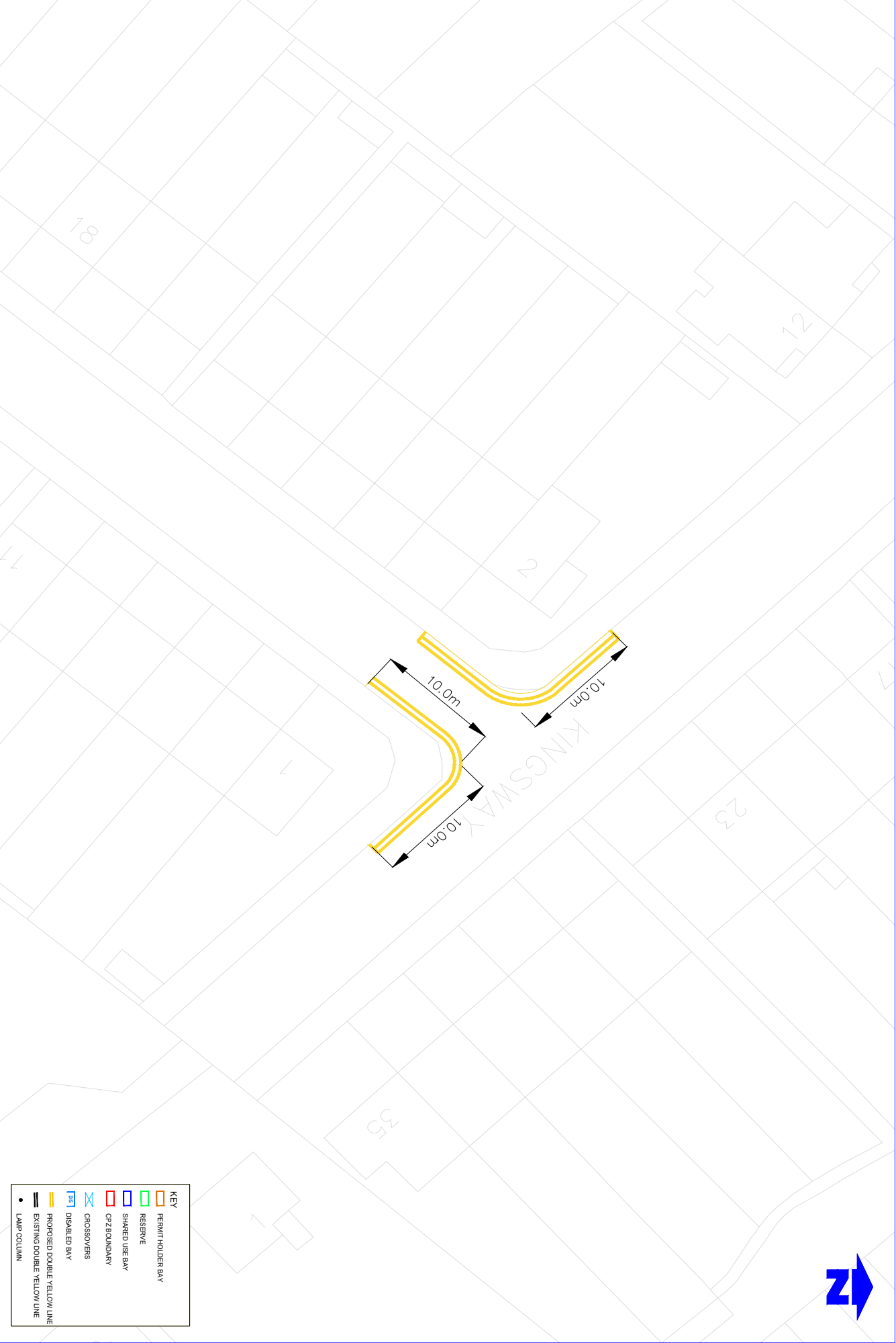
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Z27-692-11	
Revision	-
Classification	DRAFT
Scale	N.T.S



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Rev	Revision	Drawn	By	Checked	By	Date



**KEY**

- PERMIT HOLDER BAY
- RESERVE
- SHARED USE BAY
- CPZ BOUNDARY
- CROSSOVERS
- DISABLED BAY
- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- LAMP COLUMN



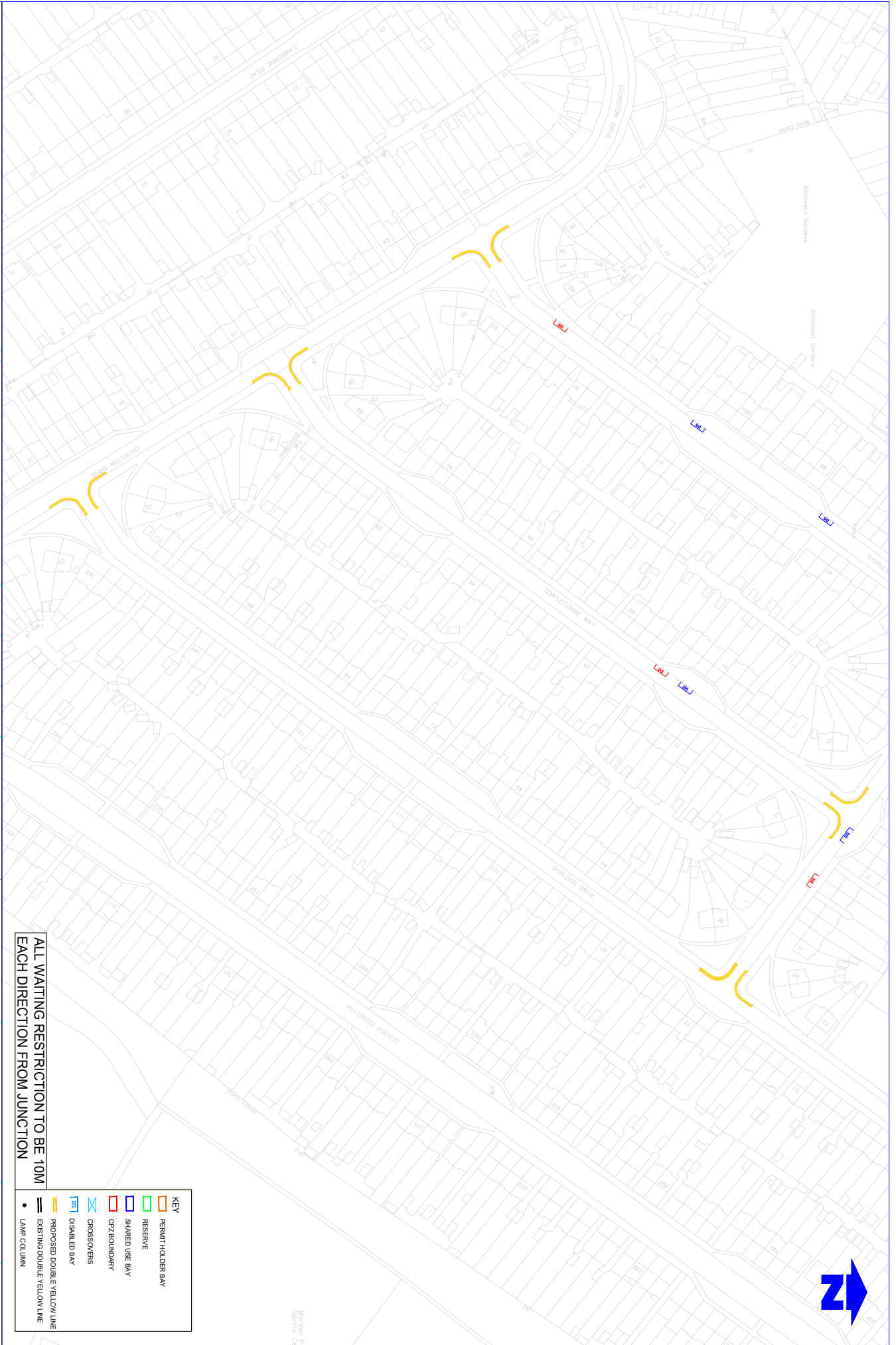
Version	By	Date	Description
SC	SC	JUL 22	
PA	PA	JUL 22	
PA	PA	JUL 22	

**TITLE**  
TENNYSON AVENUE  
Z27  
PROPOSED WAITING RESTRICTIONS

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Author: Z27-692-13  
Revision: -  
Description: DRAFT  
Scale: 1:200





**ALL WAITING RESTRICTION TO BE 10M  
EACH DIRECTION FROM JUNCTION**

KEY	
	PERMIT HOLDER BAY
	RESERVE
	SHARED USE BAY
	CPZ BOUNDARY
	CROSSOVERS
	DISABLED BAY
	PROPOSED DOUBLE YELLOW LINE
	EXISTING DOUBLE YELLOW LINE
	LAMP COLUMN

NOTES  
Do not scale from this drawing

Rev	Revision	Date	By	CHK	SH	Date	App	By	Date

**TRAFFIC & HIGHWAYS**

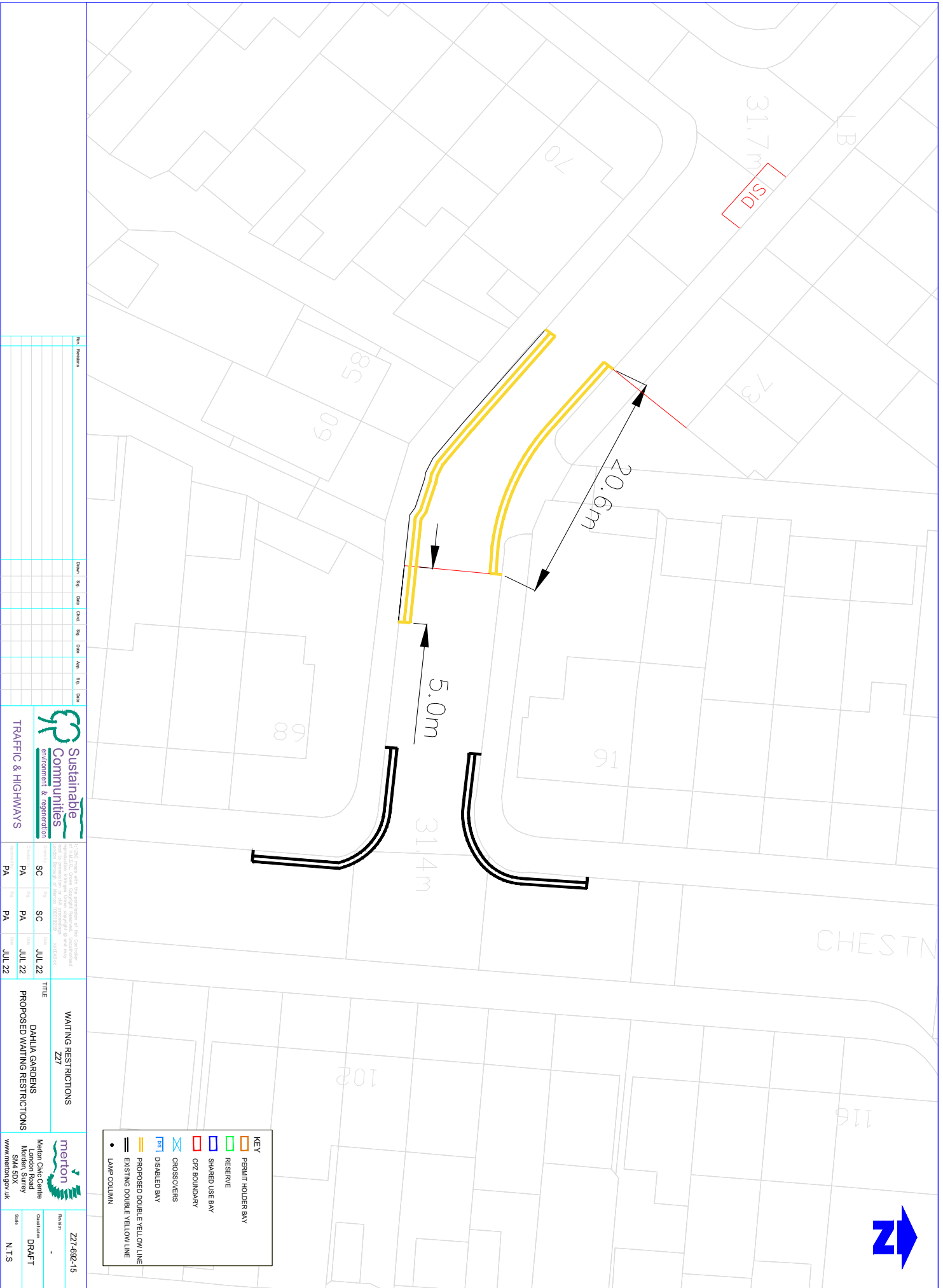
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PROPOSED	DATE	TITLE		
PA	NO	SC	JUL 22	WAITING RESTRICTIONS Z27
PA	NO	SC	JUL 22	CHURSTON DRIVE AREA PROPOSED WAITING RESTRICTIONS

Revision	Number
	Z27-692-14

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Rev	Revision	Drawn	Sup	Date	Chkd	By	Date	App	By	Date

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Rev	Revision	Date	By	Date	By
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PA					

TITLE	DATE	BY
WAITING RESTRICTIONS Z27	JUL 22	
DAHLIA GARDENS	JUL 22	
PROPOSED WAITING RESTRICTIONS	JUL 22	

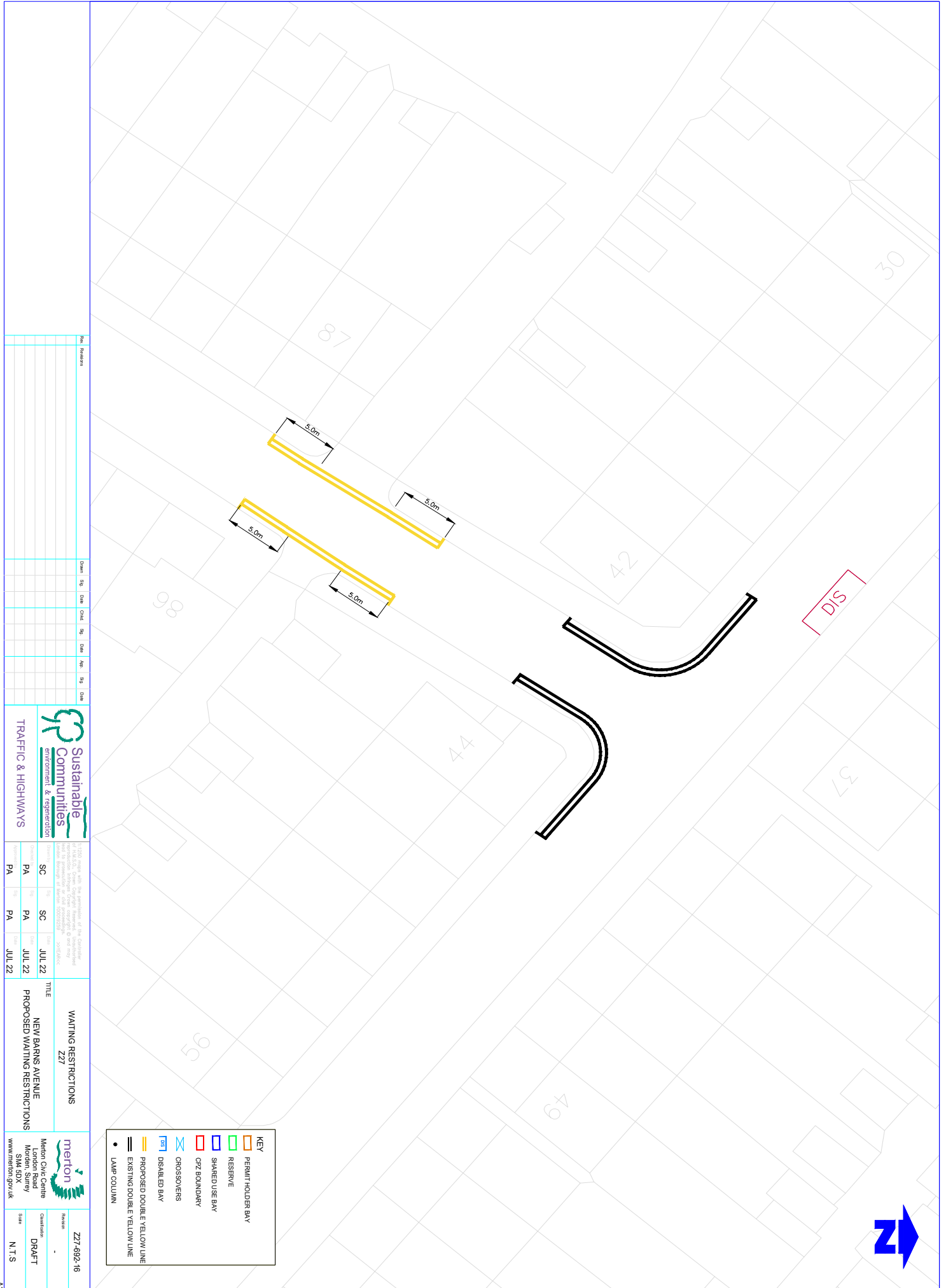
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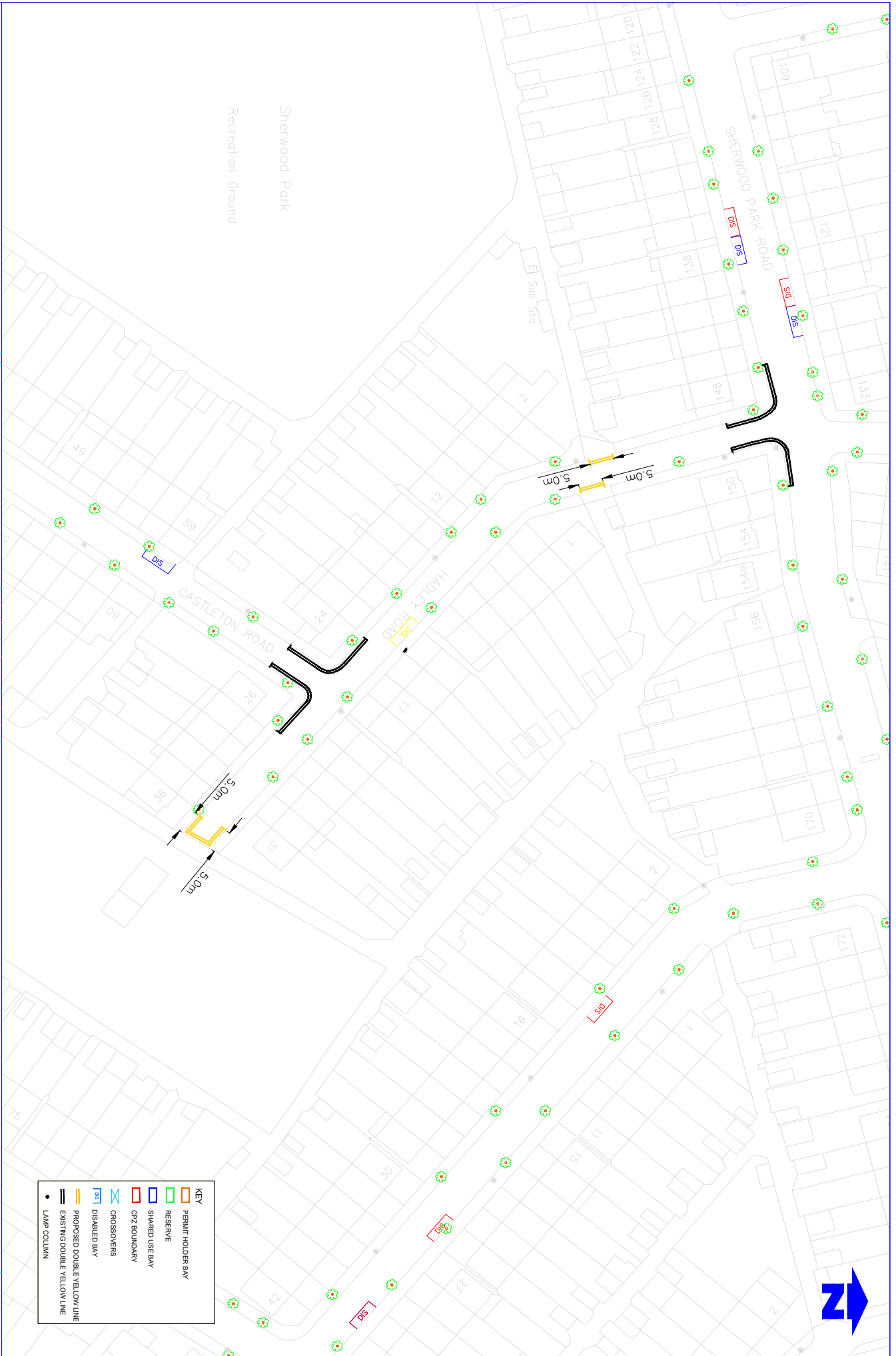
Revision: Z27-692-15  
 Custodian: DRAFT  
 Scale: N.T.S.

**KEY**

- PERMIT HOLDER BAY
- RESERVE
- SHARED USE BAY
- CPZ BOUNDARY
- DISABLED BAY
- CROSSOVERS
- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- LAMP COLUMN







Notes  
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Drawn	Sig	Check	Sign	Date	Appr	Sign	Date



TRAFFIC & HIGHWAYS

Version	Issue	Date	Description

PROJECT  
WAITING RESTRICTIONS  
Z27

TITLE  
HADLEY ROAD  
PROPOSED WAITING RESTRICTIONS

PA	SC	PA	SC	PA	SC	PA	SC	PA	SC	PA	SC

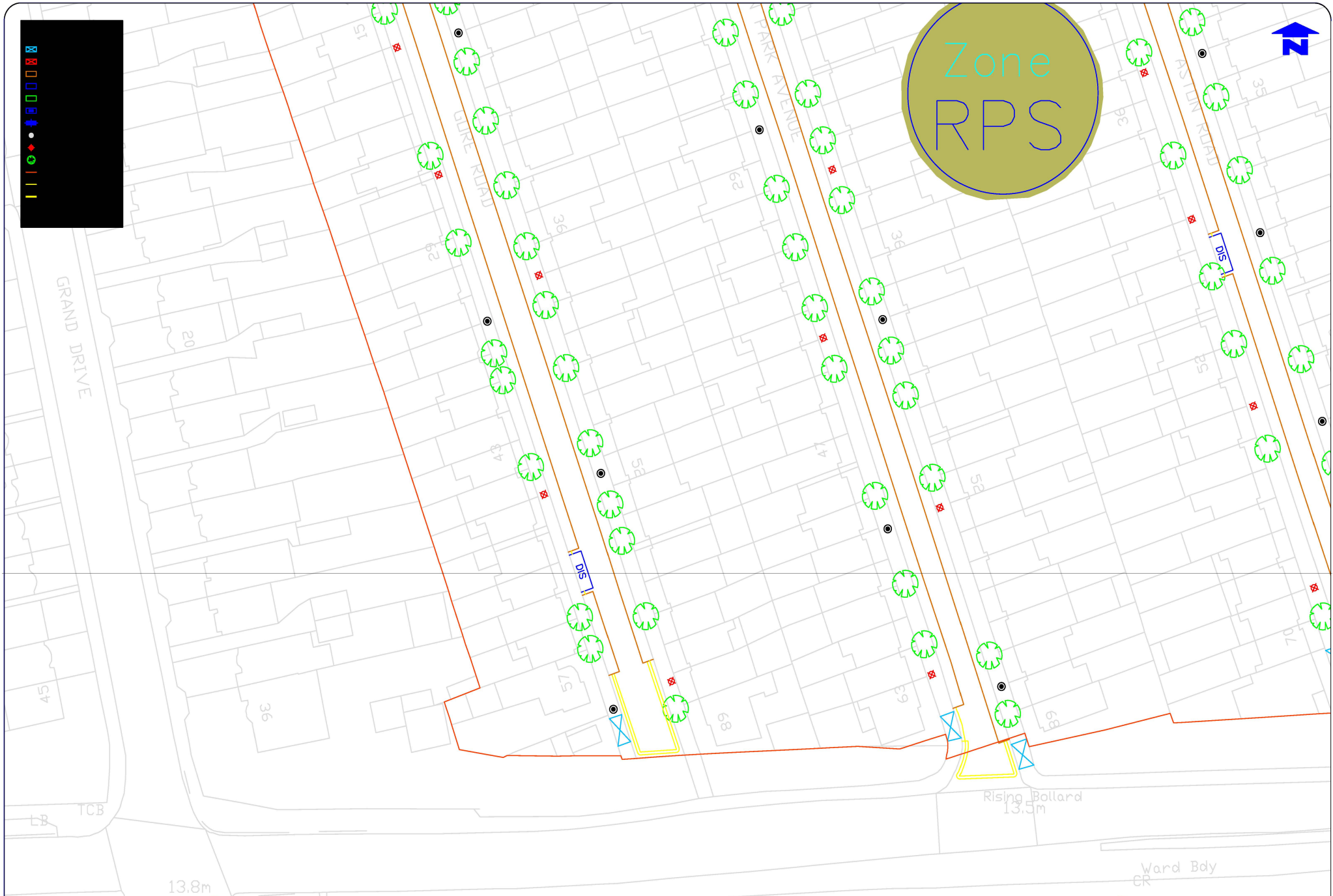
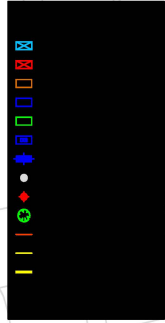
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Date/Rev  
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 Scale  
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 1:500









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Zone RPS - Hours of Operation - Mon-Fri : 8.30am-6.30pm



Zone RPS - Raynes Park



## Representations in support

## Aylward Road, SM4

**004**

As an Aylward Road resident affected by the obstructive parking my household would like to strongly support the proposed double yellow lines and thank you for bringing the proposal forward. As a point of accuracy on the plan attached to the notification letter, both 155 and 157 Aylward Road have cross overs.

**008**

I am writing to give my support to the proposed waiting restrictions on Aylward Road. As the owner of house \*\*\* I would also like to clarify that I do have an existing vehicle crossover which is not indicated on the proposed plan. The fact there is already a crossover is a key safety issue and why I fully support the restrictions beginning adjacent to my property outside house number \*\*\*. Already the small stretch of unmarked road between my crossover and the one on the bend for \*\*\* is used extensively for commuter and van parking as well as residents up the road who own multiple vehicles and treat the cul de sac as their free car park. Even now a vehicle has been seemingly abandoned outside for nearly 2 weeks probably while someone has gone away. Often vehicles will overhang my crossover when trying to squeeze in the space, completely blocking sight-lines for potential pedestrians as well as restricting the maneuverability to get on and off my own driveway which came at a considerable cost. This is also a problem for vehicles exiting the alleyway opposite on the odd number side of the road as they are left little space to turn out onto the main carriage way as unlike other streets in Merton Park, Aylward does not widen opposite the rear alleyways. The poor elderly gentleman at \*\*\* has an even bigger problem. Not only is his crossover located on a bend but he regularly also has to contend with vehicles overhanging his crossover (despite having a white indicator line painted) and then cars parked up the side of his house along the stretch down towards the turning head. Often these vehicles will also mount the pavement restricting access for pedestrians - I have 2 young kids and find the parking up and down our whole road dangerous. As someone who previously lived on streets with residents parking scenes I wish that Aylward Road would implement one. Being the only street in the area without makes it a danger as commuter vehicles line up and down the street from 7am fighting for the available spaces to then walk off to Wimbledon Chase, South Merton or Morden stations. There has been discontent down our street since the letters were issued - mainly from said multi vehicle households, who feel that the space outside 130 between mine and my neighbours crossovers should remain parking as well as the road adjacent to the side of 130 up to the circle. I however totally disagree and do not believe they understand the danger having vehicles parked in these spaces causes the residents who actually live around them. As I have already highlighted it makes my crossover very difficult to maneuver on and off in total safety having 1 sometimes 2 vehicles squeezed in as the road goes around a bend which is then made blind. I would also like to add that my son has additional needs and is in fact a blue badge holder. Thank you for considering my feedback as someone who lives with this parking nightmare and is going to be most affected by the proposed changes. I look forward to them being implanted in full.

**015**

I am writing with regard to the proposed waiting restrictions in Aylward Road, reference ES/WR2022B2. Whilst I agree that the turning circle should be double yellow lines, I do not see the benefit of double yellow lines along the straight section of the road (north side). There is plenty of room within the circle area outlined in which to make a 3-point turn. By applying double yellow lines along the straight section of the road, this will in effect loose 2-3 car spaces. With an ever-increasing demand for car spaces for families, room needed for workmen/care service vehicles, I do not think this is a sensible option or with any additional benefit and in turn could create a knock-on effect further down Aylward Road.

**Against****Aylward Road****005**

I oppose the introduction of double yellow lines. LBM states it has received complaints from the Community regarding dangerous and obstructive parking. I have lived in Aylward Road for at least forty years and have never heard any such complaints. The vast majority of home owners have their own driveways and the only remaining parking spaces on the road are in the cul de sac end of Aylward Road which is where you are proposing waiting restrictions. Your measures, apart from raising yet a bit more revenue, would prevent the legitimate use of roadside parking by visitors to families in the road and, moreover, prevent parking by Care

Staff looking after sick and disabled residents. Often, these spaces are occupied by builder's vans working on houses in the road. I therefore strongly oppose your proposal

**011**

I am writing to object to your proposal to paint double yellow lines at the end of Aylward road. With so many houses now having their own drives there is very limited parking spaces for those who don't or for anyone else wishing to visit. The 2/3 spaces on the left hand side are a welcome relief for those who can't find anywhere else to park and don't interfere with any houses on that side because there aren't any! If you really feel the need to spend money on lines in order to cater for a nimby or two please can you keep the painting to just the turning circle in order to retain the spaces.

**020**

I am writing in regards to the proposed double yellow lines for Aylward Road.

Can we firstly point out that no dropped kerbs are shown on the map you sent outside house numbers : 128, 155 and 157 Aylward Road. We see no reason at all to lose the parking spaces that exist outside No.130 and continue around the corner towards the alleyway. They provide four very useful parking spaces for residents and their visitors. We are aware as residents at \*\*\* Aylward that parking in the turning circle at the end of the cul de sac by the three posts does cause problems, so parking restrictions there could be beneficial.

**038**

I am writing in regard to the proposed I double yellow lines for Aylward Road.

Can we firstly point out that no dropped kerbs are shown on the map you sent outside house numbers : 128, 155 and 157 Aylward Road. We see no reason at all to lose the parking spaces that exist outside No.130 and continue around the corner towards the alleyway. They provide four very useful parking spaces for residents and their visitors. We are aware as residents at \*\*\* Aylward that parking in the turning circle at the end of the cul de sac by the three posts does cause problems, so parking restrictions there could be beneficial.

**044**

This road is a nightmare to park in for people who do not have a dropped kerb or who have visitors. At the moment the only way that visitors can park, is in the area that has been proposed to have yellow double lines applied. Tradesmen will be unable to bring their tools and equipment to premises in what is already a difficult area to park. Also commuters will be moved further down the road making it even more difficult for residents in the cul de sac and the rest of Aylward Road. Please look carefully at the implications of this situation and how it will affect people living here.

**045**

I am writing in response to the to consultation letter dated 10 January 2023 regarding the Proposed waiting restrictions (double yellow lines) for Aylward Road. I object to the proposal put forward. I have set out below my comments in respect of the proposal. My first comment relates to the accuracy of information set out in the map. The diagram provided in the consultation fails to take into account the dropped kerbs outside the following properties: 157, 155, 128, 120. These errors mean that the consultation is disingenuous as it suggests that there are alternative options for parking at this end of the road, when these are not available. The nature or volume of the complaints received are not clear from the consultation letter so it is difficult to determine whether the solution proposed addresses those complaints. I have tried to call you to better understand the issues that have been raised with the council. However, despite leaving a voicemail on 3 February and having tried 4 further times on different days to contact you, I have not been able to discuss this with you which has limited my ability to provide a response that is more comprehensive and considered. For example, if there was a concern about the length of cars parked, was a single yellow line with restrictions considered? My view is that the proposed double yellow line restrictions will unnecessarily restrict parking on the road in places where there appears to be no reason to restrict parking. I appreciate that when there are cars parked in the area of the 'turning area', this makes it difficult for access to the garage for 127 Mostyn Road. And therefore in my view a smaller area for yellow lines can be justified. However, I see no reason why double yellow lines are required for the area outside 130 (opposite 145). In my view, this area easily and safely can enable a car to be parked without any undue problems for others. In addition, I see no reason to restrict parking at the area opposite numbers 155 and 153 (adjacent to no 130's fence). My view is that the road is sufficiently wide enough for the those houses to safely reverse with cars parked there. The proposal will mean there will be no room for any visitor parking at the impacted end of the road. As noted above, the diagram provided does not reflect the current position regarding dropped kerbs. Without knowing the nature of the complaints, this seems a very disproportionate response given there are a number of places to park which appear to be safe. The proposals will cause more parking congestion in the area, and will cause further issues for those who live further up the road who are unable to have their kerb dropped due to trees on the pavement. Cars for any businesses, for example, tutoring of children, in the road will no longer be able to have visitors parking safely outside on the

road. There is a potential that they may then choose to 'wait' on the double yellow lines, increasing pollution in the area, given there will be no where for them to park. Cars frequently park on the pavement in the corner behind the 127 Mostyn at the present time. Making it particularly difficult for people with children, pushchairs and wheelchairs to safely walk. This inappropriate parking could increase if there are more limited parking options on the road if the proposals were to be implemented, as drafted. Currently cars drive very fast down Aylward Road cul-de-sac end once they realise they have taken a wrong turn and missed the Leafield turning. They drive quickly down the road, turn at the end and then drive quickly back. Currently they have to turn carefully and considerately due to cars being parked adjacent to the fence at 130. However, if there are no parked cars whatsoever in their way, it is likely that they will also turn at a much higher speed making it more dangerous to those walking on the pavement. Please note that the pavement in this area can be busy in particular with children travelling to and from school and having cars speedily driving and turning could increase risk for walkers. Creating a car free area at this end of the cul-de-sac could also increase the likelihood of children playing in the road (despite there being a park just rough the alley way - Mostyn Gardens). This could cause distress to those at 130 if ball games are played as it will cause damage to their fence. And more importantly, following the comment above, cars speeding down the road could knock into an unsuspecting child who is playing in this area if they do not brake in time. Current cars parked keep children away from playing in the road - the risk for no parking in this areas is that the children are under a false impression that they will be safe, increasing their risk of being unsafe. In conclusion, the proposed double yellow lines seem inappropriate, will cause behavioural impacts where it is unclear whether these had been considered as they were not mentioned in the consultation. I therefore I object to the proposals in the consultation as they are described

**047**

We are writing to you as residents who have lived at \*\*\* for over 20 years and strongly object to the proposed scheme to add waiting restrictions in the form of double yellow lines adjacent to our home.

The scheme is unnecessary and would greatly impede on my ability for me to park my own vehicle and will leave no place for visitors to our house.

There is room for 3-4 cars only now and taking that away would cause unnecessary stress for us. We have a reduced aspect being on the invert of the bend and cannot create a wide driveway as other properties have done.

It is fair to say that during Covid times and until recent months our cul-de-sac has suffered from a few back to back construction projects and it is these works that have caused the parking issues. Now that they have finished works we have a sensible and fair balance of parking on the road. The turning circle I believe is already marked or may need re-painting but since this has been previously marked, vans and vehicles are now able to turn freely.

There are many other areas where the budget for this would be better served; the lack of traffic calming on Cannon Hill lane junction with Aylward and a real cry for double yellows around there to avoid accidents.

I have witnessed many near misses and witnessed a full-on collision all caused by cars speeding Cannon hill lane from the Martyn way end towards Aylward junction where it bends and narrows due to dense parking. or re-paint the Keep Clear at the junction Cannon Hill Lane into the Kingston road, a real bottle-neck at times.

or address the uneven road surface created during re-surfacing parts of our which causes chronic water pooling because the rain water cannot run over the ridges and builds up on all a number of the drives which no have no kerb edge to steer the water.

Please consider to redirect the council money to better areas and also avoid to cause us such stress.

**Dennis Park Crescent SW19**

**013**

I write to make representation 'against' the proposed waiting restrictions (yellow lines) in Dennis Park Crescent. There is rarely any obstructive or dangerous parking in our road and on that very rare occasion, as you must already know, we can refer it to parking services & have the offender ticketed. There is nothing to be gained from painting yellow lines on the road. Not only is it a waste of money but would also be an eyesore in our lovely conservation area. I would find the 34.2m section opposite my property, particularly offensive. From my point of view, it is to be avoided at all costs.

**Fern Avenue CR4**

**018**

I live on Fern Avenue and am concerned about proposals to put double yellow lines.

1. The parking problems did not exist before the installation of the electric charging points in Chestnut Rd. The 3 charging points take up about 5 parking spaces and consequently this has pushed the parking on to Fern Avenue some from people going to the shops.

2. I assume the complaints are about blocking the pavement. If this is the case then I feel an option to yellow lines could be white lines painted on the pavement to demarcate the parking area without blocking the pavement to pedestrians and pushchairs. This has been done in nearby streets without the need for double yellow lines the length of the street.

3. If it's possible could someone meet me in the street to discuss possible solutions.

I know other residents are not happy about these proposals.

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**024**

I have been moved to write to you upon receipt of your proposed waiting restrictions from the north-east side, between its junction with Chestnut Grove and its junction with Sherwood Park Road.

As a resident for 27 years we have never encountered problems to the traffic flow, dangerous parking or obstructions until recently and that is due to the fact that Fern Avenue, since April 2016, has been a road where vehicles can park on the pavement with the minimum gap of 1 metre for pedestrians and wheel chair users can pass. This has never been clearly reflected on the road and vehicles park on the road rather than on the pavement and this causes obstructions as there is sometimes no space to drive through.

Its fair to say that the number of cars which park in the section outside St Michaels Catholic Church has increased over the last few years.

The main issue we have on Fern Avenue is residents in number 26 do not use their drive and take up space in front of the church, then this causes parking issues for numbers 22, 24 and 28. From properties 20 onwards on both sides of the road towards Sherwood Park Road have no issues with obstructiveness or dangerous parking and this does not cause any disruption to the flow of traffic.

The proposed parking restrictions will undoubtedly present problems for residents of Fern Avenue.

We have all lived amicably but the proposals will cause friction between residents if there is very limited available space to park.

The security of our vehicles would be compromised should I have to park away from my home.

There are 3 pensioners who should not be expected to walk home in all weathers after having their vehicles parked elsewhere if they cannot park on Fern Avenue close to their home

The painted lines will devalue the price of the property as potential buyers may be put off because of this and limits parking.

I at times need to use a van for my job and having this parked elsewhere can jeopardise the security of the vehicle as there have been many thefts of vans recently.

If proposed double yellow lines are enforced upon residents, visitors to these properties will have to park outside where these are not introduced and there are no spaces to park as the majority of properties have driveways, but not big enough for visitors to park.

I'd like the committee to consider to put yellow lines outside the church. The main entrance to the church is via Chestnut Grove so this shouldn't pose an issue. I would also like the committee to consider putting up 2 signposts either end of Fern Avenue reflecting safe pavement parking.

I feel the above suggestion provide a practical and fair solution to this problem as it benefits the community of Fern Avenue including the supporters and opponents of the proposal to place yellow lines outside the section of the road outside the church, then residents can park on their drive way and or considerately outside their house on the pavement thus ensuring there are no obstructions to traffic.

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**037**

Thank for your letter dated 10/1/23

I would like to object to the proposed waiting restriction (double yellow lines) in Fern Avenue, Mitcham.

I understand that the proposals are being made as you have received complaints from the community regarding obstructive and dangerous parking

Fern Avenue consists of 4 houses and a church (no9), one side of the road and 14 houses on the other side.

I live on the side that has the 4 houses and St Michael's Catholic church, all these properties have off street parking.

The opposite side has 14 houses and all have off street parking except 2!

One resident who lives on the opposite side has a drive for 1 car but has 3 cars within the household.

The problems with the parking, exists alongside the church where there is a pavement which 3 or 4 vehicles may be parked. Most of the vehicles bump up on the kerb.

In addition, the entrance for the church is on Chestnut Grove NOT Fern Avenue.

Also, the council have placed 3 electric charging points for electric cars on Chestnut Grove, the corner of Fern Avenue.

This has impacted on those who wish to park on Chestnut Grove as there is 3 less parking spaces for drivers. I have lived on Fern Avenue for many years and never had an issue with parking.

Why should my/our visitors not be allowed to park on our road or near my house especially as there has been a spate of cars being broken into or undesirables checking if car doors are locked!!

In the locality, most of the surrounding roads have off street parking so where would any visitor of ours have to park there cars/vehicles! What about the security of the vehicles?

For eg, Dahlia Gardens, Elm Gardens, Beech Grove, Almond Way, Conway Gardens, Hazel Close, Top of Sherwood Park Road (near the Pollards Hill roundabout) – all have off street parking!

I cannot see how putting double yellow lines ALL along the proposed side will make a difference as the only issue with parking is outside the church.

If the double yellow lines are imposed then this will cause friction with the neighbours.

Over the years, Fern Avenue has been used as a rat-run so you could consider making the road One-Way or putting speed humps.

You could also consider kerbside parking ONLY outside the church (No 9)

I hope this will be taking into consideration as the proposed waiting restrictions will cause a major inconvenience for my household and the other residents of Fern Avenue, Mitcham. I await your response.

### **Elm Walk SW20**

**009**

To whom it may concern:

I am writing regarding the current consultation, to which I have no objections.

However, I would also urge you to repaint the street markings on Southway at the junction with Elm Walk at the same time as painting the double yellow lines. These junction markings which indicate that drivers on Southway should stop at the junction and that they do not have right of way are very faded to the point where they cannot be seen.

As you may be aware, there was a serious road traffic accident at this junction in 2022 due to a driver coming down Southway and failing to stop. As one of the homeowners directly on this corner, we regularly see cars, vans, motorcyclists/scooters and bike cyclists failing to stop at this junction and I feel its only a matter of time before there is an accident that results in a death. Many thanks for your consideration with regards to this.

### **Wolsey Crescent**

**001**

Thank you for the notification regarding the proposed waiting restrictions (double yellow lines) in Wolsey Crescent. I live in the small cul-de-sac in Wolsey Crescent which comprises of 8 houses. I agree that there have been issues with irresponsible parking in Wolsey Crescent, particularly on bends in the road, and fully support the proposal for the double yellow lines on the bends, including the entrance to the cul-de-sac. The small road leading from the actual cul-de-sac is only one car wide, so no car can ever park on the road, and we already have a traffic control should a car park partly on the pavement, as there has to be a metre space on the pavement, which is extremely prohibitive now a new street light has been erected and prevents this. Parking on the beds is problematic for us, it is often very difficult to exit due to large vans and cars that seem to be continually parked on both sides of the bend and also opposite. Not helped by the fact that there are two houses in Wolsey Crescent, further up, just past the Alley Gate (around 66/64) that appear to be selling high end cars from the premises, so there are often cars with trade plates parked. However, I do object to the need to put double yellow lines around the whole cul-de-sac. The 8 (43-57) houses that comprise the cul-de-sac ALL have dropped curbs, so people are not able to park in the road area, and they don't. There is no exit or footpath from the cul-de-sac to anywhere, so the only people that come into the cul-de-sac are those that live there or visit the residents living there, and parking is and never has been an issue in the cul-de-sac. The double yellow lines, are not needed, nor wanted, and would in fact serve no purpose whatsoever. If, when our dropped curbs were installed, we had been given white lines, which were put outside some houses when they resurfaced the paving in Wolsey Crescent and allowed people who had not got dropped curbs to have them, the white lines would go around the whole of the cu-de-sac, but I assume they were deemed to be not needed when we all had pours done. The cul-de-sac is a nice quite little area, with very little traffic, other than the residents coming and going. It is also true that because there are never any cars parked in the road of the cul-de-sac, service vehicles are able to easily access residents property when any emergency vehicles or utilities vehicles are needed for works to be undertaken in the properties. I cannot see a reason why the lines need to go all the way

round the whole small close, when in fact it is not a road at all, but an enclosed area used purely for access and exit purposes for the home owners and no one else. On a lesser but very important point for the 8 residents who live here, it would completely spoil and ruin the very small, pretty and homely aspect of the close and I am sure will also affect the value of the properties to have double yellow lines outside, for no good or valid reason.

**001a**

I am in receipt of your letter of 10<sup>th</sup> January 2023 concerning the above - a letter which is very poorly presented with the plan on the reverse almost indecipherable. Nonetheless, responding to your letter, I formally object to the proposals.

I have lived in the Wolsey Crescent for over 20 years and been a vehicle owner for the whole of that time. During this considerable period of time, I cannot recall any occasion when my progress has been restricted by poorly parked vehicles. This is unquestionably true in the cul-de-sac section of the Crescent bounded by numbers 43 - 57 inclusive, where I live.

It is clear that these proposals are seeking to cure a problem that doesn't exist, are guaranteed to aggravate residents and, consequently, are the worst kind of gratuitous waste of tax-payers money.

**002**

As a resident of Wolsey Crescent, I have today received the notification regarding the introduction of yellow lines at certain sections of Wolsey Crescent. Whilst I have no objections to the proposal I would like to bring to your attention that this does not address one of the fundamental problems in this street. As is often the case the car is being put before the person and this is what is happening here once again.

I understand that vehicles are allowed to park on the pavement in this road and are supposed to leave a 1m tolerance for pedestrians, this rarely happens and as a result you have to walk in the road, additionally there are some huge hedges that encroach vastly onto the pavement at one end of the road, both of these issues are neither monitored or addressed.

I have a disabled relative with mobility problems and it greatly worries me when she has to walk in the carriageway to visit me.

**014**

Thank you for your recent letter dated 10/01/2023 informing us of the proposal for double yellow lines at Wolsey Crescent. My partner and I live at \*\* Wolsey Cres, Morden SM4 4TB. Based on the published plans, we understand that parking outside of our house is going to be restricted once the yellow lines are introduced.

We understand the Council's decision to impose the parking restrictions as the street is narrow and service vehicles cannot pass through at normal speed due to the tight space. The introduction of the double yellow lines will require a complete redesign of our driveway as we are a growing family and we have two cars.

We accept that the driveway will need to be redesigned, however, we would like to ask if the kerb between our house (number \*\*) and the next-door neighbours (number \*\*) can be dropped by the Council. The length of the kerb that needs to be dropped is approx. 3 meters.

We believe this is a good trade-off given that parking will be completely restricted outside of our house without our control.

Please feel free to contact me if you would like to discuss our request further.

**016**

I have tried to contact you via telephone on several occasions however not had much luck. I received a letter in the post regarding proposed double yellow lines on Wolsey Crescent SM4 4TD. I have attached a photo of the diagram sent to us however I believe there needs to be double yellow lines on the other side of the road as well (arrow pointing to where also needs double yellow lines). Everyday there is several vehicles parked here mainly vans which restricts people going round the corner to see on coming cars. Also where they are parked on the pavement this has meant when pushing my buggy has resulted in me going into the road to get past (again difficult to see cars coming around the corner). On the other corners on the road and neighbouring roads all are going to have double yellow lines on both sides which is safer for both pedestrians and vehicles. Thank you for making the roads in this area a lot safer for all. I look forward to hearing from you.

**022**

With reference to the proposed waiting restrictions on Wolsey Crescent, I agree with most of the proposal, but feel that there are two spaces which should be preserved for parking.

There is very limited space available for people visiting homes in Wolsey Crescent already. The two spaces which I feel should be allowed are on the two corners either side of the Cul-de-sac as these seldom cause an obstruction or problem, especially being on the outside of the bend. This is in contrast to the inconsiderate parking which happens frequently on the corner opposite, on the inside of the bend, and affects visibility for vehicles driving around that corner as well as restricting width available for larger vehicles.

As an additional comment, I would like to say that it is the parking of large vans which causes the most difficulty in the whole area, especially with some vans which appear to have been left in the same place for a considerable length of time and often close to corners. Perhaps regulations regarding the parking of commercial vehicles could also be looked at? I hope these comments are of assistance.

**040**

I am writing to raise my objections to the Proposed Double Yellow Lines Installation in the close from No's 43 to 57 Wolsey Crescent where the close widens out and all houses have dropped curbs. The Double Yellow Lines around the corners at No's 39/41 and No. 59 should only extend to the where the close widens.

My justification to the above is that:

- 1) I have lived at No. 51 for more than 45 years and in that time I can count on the fingers of one hand the number of cars that have parked in the close which have NOT been visitors to a house in the close!
- 2) The Double Yellow Lines will potentially deter tradespeople from accepting work if they cannot park their work vans close to the house that they will be working in.
- 3) Large lorries such as construction supplies and refuse collection always reverse in.

Paul Atie mentioned that the close was originally intended as a turning area. I have never seen a car or lorry drive into the close with the sole intention of turning round. Cars that have driven up Wolsey Crescent with the intention of turning to drive back down Wolsey Crescent drive just past the close entry and reverse into the narrow close entrance and drive out, This is the reason why the Double Yellow Lines should be the full length of the narrow section of the close entrance to stop potential accidents happening.

**042**

I have lived at my address in Wolsey Crescent, for 70 years, so i know this road quite well

I live on the cul-de-sac where the purposed yellow lines, are going all the way round it.

The yellow lines at the bends in the road seems a good idea, as lorries etc. sometimes have trouble going through them.

The yellow lines round the cul-de-sac, why, i thought the council were there to help our lives not make them worse.

Where should our guests, workmen, family etc. park while visiting, parking on the street is difficult now and will be worse with yellow lines at the bends are added.

The off street parking, which every house on the cul-de-sac has, was paid for by the owners of houses, we gave our front gardens up for this, nothing to do with the council, we seem to be penalized for this.

Please be fair

**043**

We write to express our concern about the proposed extension of double yellow lines on the corner of Wolsey Crescent and Cardinal Avenue Numbers 10,12,14 and 16 have dropped kerbs and white lines so only deliveries need to park on these corners There would be nowhere else for them to park.

We await with interest the Council decision

**046**

I am as requested once again outlining the concerns for the proposed double yellow lines around the cul-de-sac of 8 houses (43 – 57 Wolsey Crescent). Whilst there is no objection to the yellow lines on the corners and the bend opposite the cul de sac in the main drag of Wolsey Crescent, and agree these are needed to stop inconsiderate parking, the continuation of the double yellow lines in the cul-de-sac is questioned. I believe this has already been outlined, in that every single one of the 8 houses have dropped kerbs, so there is never, and has never been, an issue with parking as pointed out to Cllr Kenny and Cllr Williscroft when they visited last week and yesterday with Mr Atie.

As a practicing social worker in Adult Social Care, and one that worked for 23 years in Merton, I think it is reasonable to highlight and be taken into consideration the major impact these double yellow lines would cause for those for residents that are in need of regular and ongoing support from health professionals and carers. Bearing in mind the age demographic of the residents in the cul-de-sac, 6 of the 8 houses have, shall we say senior citizens living in them. Some residents have had and continue to have, regular on ongoing visits from health professionals on a daily basis. Carers who provide support may visit 3-4 times daily and each visit will be not less than 30 minutes, and likely to be a minimum of an hour in the morning. Other professionals such as Physio/O/T's etc, professionals, if the double yellow lines are put around the cul-de-sac, who will be massively impacted, severs have equipment to use, and yellow lines mean there will be nowhere for them to park. The majority of the houses in Wolsey Crescent, certainly since the resurfacing of the pavements, have dropped kerbs. Many of those residents also now have white lines, which I understand, in terms of traffic enforcement, do not count, BUT, they do allow the residents of those houses to allow parking in front of their driveway on the road. The residents in the cul-de-sac would not be given that option, if the double yellow lines



extend around the cul-de-sac, so carers, district nurses, O/T and physio's etc. would find parking exceptionally difficult, if not impossible. As has already been pointed out, there has never been any issues with inconsiderate parking within the cul-de-sac, it is an access route to our homes only, it is not a road as such, and there is no access to anywhere else. It is definitely not, nor ever has been used as a "turn around space" as was mentioned by Mr Atie, the waste management vehicles never ever have any issues in getting in or out, and in fact as they always reverse into the area, it will be easier for them once the double yellow lines are on the bends. Therefore it is very difficult to see the rationale for putting double yellow lines all around the cu-de-sac, and dare I say it, a complete waste of money for the Council, for a small area that is not a road, goes nowhere only to the houses, has never been a parking issue, and every house has a dropped kerb, It will have either now or in the future cause issues for the residents of the 8 houses whose access this area is.

### **Rectory Close**

#### **019**

I am writing to express my objections to the proposed waiting restrictions (double yellow lines) in Rectory Close SW20.

The proposed restrictions will severely affect my ability to park at my home which is No 1 Rectory Close. I work for the NHS in a community role as an occupational therapist and i am dependent on my car for my work. I need to be able to park close to my house to bring equipment and work related items in and out. Waiting restrictions will impact on my ability to do this. I use my house as a base to visit my dependent clients and rely on easy access in the cul de sac to allow this to happen.

I don't feel there has been any negative impact on traffic with the current arrangement and they work well for the majority of the residents.

I would like the new proposal to be rejected as it is not suitable for the location, not required and a waste of resources.

Please do not hesitate to get in touch.

#### **020 & 23**

I write with regard the above waiting restrictions (double yellow lines) in Rectory Close. As an owner occupier of \* Rectory Close for over 20 years I feel the proposal extreme. While not necessary, I agree they may be useful to a lesser extent than suggested. The limited spaces for friends and family is an issue as we are, to lose 2 spaces on the Grand Drive side of the close to "assist the movement of traffic" is frankly bizarre and makes no sense whatsoever.

May I suggest that the proposal be reviewed and the double yellows on the Grand Drive side of the close (behind 67 and 69 Grand Drive) not "installed". Please feel free to contact me on the number above if you wish to discuss.

#### **032**

In response to your letter dated 10/1/2023 to residents in Rectory Close, I am emailing to inform you of my very strong objection to your proposal to introduce waiting restrictions by our parking space. We live in number \*\* Grand Drive and access to our property is also achieved via rectory close.

I understand that you have only had a complaint from one resident and therefore I feel that your proposal to install double yellow lines (over an area which is essential parking for the residents) is not only extreme but also disproportionate to the level of complaint. There is no obstruction of traffic in this area or limitation to the movement of traffic, as described in your letter. As you point out, it is a cul-de-sac meaning that the only movement of traffic in this area is residents parking in their drives. The area which you have proposed to restrict is essential parking for family and friends.

As someone who works in a Local Authority setting, I feel that this is a very poor use of tax payers money. You will not only have to fund the works, but also the cost of a traffic officer; this is not good use of money and frankly goes against what I have been taught when working for a Council, which is to spend money as if it were coming out of your own pocket. The money which this will cost would be much better spent going towards a speed camera on Grand Drive instead. I would also like to point out the counter-argument for this change which you're proposing. If these spaces become unavailable then you will find traffic will instead be parked on the main road (Grand Drive) which causes huge delays to the Emergency Services, Public Transport and your own services such as rubbish removal. I'm sure that the council would not want to be responsible for restricting the movement of traffic on such a busy road.

I sincerely hope you take these points into consideration please when making your final decision on this matter.

#### **041**

Further to your letter dated 10/01/23 regarding the proposed waiting restrictions (double yellow lines) to Rectory Close, I am writing to inform you of my very strong objections to this proposal outside my house and in the road that I live on. I am the owner of \* Rectory Close.

I believe that you have only had one complaint from one resident, and the proposal to install double yellow lines across most of Rectory Close is incommensurate to the level of complaint received. I feel that it is quite an extreme reaction to one complaint. There is no problem with the movement of traffic as suggested – Rectory Close is a cul-de-sac, not a main through road. The only people that park there cause no issues. The area that is proposed to have double yellow lines takes away valuable and vital parking for the residents of the Close and it will take away parking for family, friends, visitors and indeed residents if they have more than one car. I am also concerned about the aesthetic of having double yellow lines painted across my driveway and the Close. I am unable to see how this is a good use of taxpayer's money – not only the cost of installing the lines, but also the employment of a traffic officer to monitor this.

Furthermore, I am concerned that if this valuable parking is taken away then we will see an increase in people parking on the main road – Grand Drive – which is not only dangerous, but a massive obstruction of traffic and its movement – it is a very busy main road and having people park on it causes severe traffic delays to buses, emergency services and causes blind spots for people coming out of Rectory Close. Restricting the movement of traffic on Grand Drive would be so much worse than a few people parking in Rectory Close.

I really hope that these points are taken into serious consideration when making your final decision on this issue.

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### **Churston Drive.**

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#### **021**

I've lived in Churston Drive opposite Thurleston Avenue for nearly 33yrs. It was only because a visitor happened to walk right by the small sign approx. 20ft up Thurleston and alerted me to it that I was aware of your proposed waiting restrictions at all. If you pull into my photo you can just about see the edges of your sign curling round the lamppost on the r/h side just under the 20mph signage. There's similar signage in Templecombe Way & Shaldon Drive but I've been unable to find any notification in Churston Drive whatsoever.

I don't in principle object to the basis of this proposal but reaching more than 20ft up the side roads is likely to lose residents 1or2 parking spaces in each of the side roads when space is already at a premium in a road where driveways is not an option due to the grass verges.

3x small signs, wrapped tightly round posts so as to be barely visible from distance is so wholly insufficient that a sceptical person might think you didn't want your residents to have any say in the changes that are being made to our streets. Nobody could reasonably think this constitutes adequate notification to those who may be affected by these proposed restrictions and wish to make representations, or at the very least simply know about them.

Please consider more adequately informing my neighbours and your residents of this proposed scheme.

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#### **026, 027, 28 & 033**

I am writing to propose the 10m double yellows proposed for Templecombe Way. Whilst we have no need to use those spaces on a daily basis, there is such little parking for residents that when family are visiting these spaces have often been used. Equally there is so much residential building going on this is often used as overflow. For visibility and turning into the road the markings that are already there are sufficient but need to be adhered to/possibly made more visible.

Additionally I feel the lack of personal notification to residents has made this a very 'sneaky' proposal to get this past without objection. I walk our dog daily and have not seen these notifications on selected trees and was only made aware of the proposal due to neighbourly notification.

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#### **029**

Regarding: Proposed Borough Wide waiting restrictions WR2022B2 - Churston Drive

Regarding the proposal of yellow lines on Churston Drive, I just feel this will further restrict parking which is already tight.

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#### **030**

Your proposal to introduce double yellow lines at 3 junctions on Churston Drive gives me cause for concern. During the daytime I cannot see any issue with this - parking is usually available. However from around 4pm onwards the opposite is true and every last few inches of space is used.

As your proposal would remove valuable parking spaces what is being put forward to compensate for this. Will green space be adapted so more cars can park off the road in front of houses - current rules do not allow this - are you considering amending these? Alternatively could the distance of the restrictions into the side roads be reduced so as to maximise available parking spaces?

Without some form of alternative being granted I can only see issues ahead with this proposal.

**031**

I am writing with reference to the waiting restriction proposed along Churston Drive. I feel that 10 metre long double yellow lines in each direction from the corner to be excessive. This will only move vehicles to park somewhere else it will not stop vehicles parking. My fear is that residents may take the option to pave over their front gardens which in turn causes more damage to the environment. The drains and sewers hardly cope with the amount of rain full now maybe the council could spend some money/time on keeping the drains/sewer clear. Maybe shortening the double yellow lines to 5 metres? Also as Churston drive is used as a rat run during rush hour times maybe consider making Churston Drive no entry from Cannon Hill Lane as the bend is very tight for two way traffic.

**033**

I've lived in Churston Drive opposite Thurleston Avenue for nearly 33yrs. It was only because a visitor happened to walk right by the small sign approx. 20ft up Thurleston and alerted me to it that I was aware of your proposed waiting restrictions at all. If you pull into my photo you can just about see the edges of your sign curling round the lamppost on the r/h side just under the 20mph signage. There's similar signage in Templecombe Way & Shaldon Drive but I've been unable to find any notification in Churston Drive whatsoever.

I don't in principle object to the basis of this proposal but reaching more than 20ft up the side roads is likely to lose residents 1 or 2 parking spaces in each of the side roads when space is already at a premium in a road where driveways is not an option due to the grass verges.

3x small signs, wrapped tightly round posts so as to be barely visible from distance is so wholly insufficient that a sceptical person might think you didn't want your residents to have any say in the changes that are being made to our streets. Nobody could reasonably think this constitutes adequate notification to those who may be affected by these proposed restrictions and wish to make representations, or at the very least simply know about them.

Please consider more adequately informing my neighbours and your residents of this proposed scheme.

**034**

I write I relation to the above proposed waiting restrictions.

I live at \*\* Templecombe Way and am not in favour of this proposal. As this means there will be no parking for the Churston Drive residents as its always their cars that occupy that section of the road. Meaning more of these cars will congest around 68 Templecombe Way which is already a narrow road.

I am very concerned that you see this as an investment. Rather than using tax payer monies for yellow lines that are not needed. May I draw your attention to the lack cleaning and investment in the upkeep of the road. Much of the pavements are cracked and in an awful condition. The road Templecombe Way is seldomly cleaned. Please see photographs. I look forward to hearing from you.

**036**

I live on Templecombe Way and don't feel I have been consulted or can see what this policy is trying to achieve? I've never seen an accident or problem at the junctions. I don't know why it is being done and at best it is going to stop 4 cars parking that belong to residents or to see residents - it is not a location where people park to go to shops, schools or train stations.

In short it looks to be a waste of time and will make residents lives worse.

**Westcroft Gardens.**

**006**

Thank you for sending me your proposal to introduce double yellow lines on Westcroft Gardens.

I called your office to suggest some changes to your suggestion but was directed to only sending this in an email.

Your proposal will not effectively support large refuse and large emergency vehicles to go into Meretune Court as the 'swing' that is needed should come from the Martin Way access to the road. For example double yellow lines need to be put outside No.8 by the tree and also 3 metres on the flats side (opposite No.10). I say this because all cars are parked over the current lines so this will negate the issue from exiting/accessing the flats. Your diagram misses that there is a disabled bay outside No.12 so this would need to be factored in. Another option could be to link with the homeowners of No.8 and No.12 to support them having driveways/crossovers. I have attached some photos showing the cars parked as I have referred to. The area with the brown Honda and Blue Ford cars should be double yellow. The swing from flats needs these changes otherwise the lorries will come on my drive, which I complained about previously (might I add no response has come from the Council Leader to date)

I hope you take the above into consideration when deciding on the proposal. I'm happy to meet your engineers when planning the next steps.

**007**

I refer to your letter dated 10 January 2023.

I own and live at \* Westcroft Gardens, so have a direct interest in the current proposal.

The parking availability at the Martin Way end of Westcroft Gardens has worsened considerably since we have bought our property 8 years ago, principally due to (1) the council refusing our application to have a drop curb outside our property (which would have removed the parking space on the road outside our property), (2) people parking to use Sainsburys, (3) parking due to increased usage of South Merton train station and (4) properties that own multiple cars on Martin Way and in Meretune Court itself using Westcroft Gardens to park their "other" cars.

I appreciate that refuse collections are important for Meretune Court and have directly been impacted by difficulties for refuse collection vehicles to access the drive way as our car has been damaged by such vehicles, which the council has had to cover the cost of repairing.

However, has the council physically come to view the area? The proposed yellow lines on the plan (which are very difficult to see on the back of the letter) appear to cover the disabled parking space of my neighbour at \*\* Westcroft Gardens, which the council had to approve. Is the removal of this space the intention of the council for this proposal? Having discussed the proposal with the owner, he is very upset with the proposal but does not feel there is any appropriate recourse to contest the application and has tried and failed to discuss the application directly with anyone at the council.

Further, another key issue is actually the parking space next to the entrance to Meretune Court, which if that is not also dealt with, there would still be an issue turning a large vehicle. This does not appear to be considered in the proposal.

Further, if parking spaces are removed in this area (and the proposal appears to remove 3 spaces) it makes parking our one car very difficult on the road and therefore I would like to raise a request (which I have done previously to the council) for a specific resident's parking bay for 8 Westcroft Gardens in a sensible place on the road. I would suggest outside 2 / 4 Westcroft Gardens, but happy to discuss. I have a young family and therefore a car is a necessity and due to double yellow lines being imposed up the rest of Westcroft Gardens and the increased number of drop curbs successfully acquired over the past couple of years, there is physically no space to park our car unless near to our property.

I would appreciate a physical meeting with the relevant parties to come and review the situation, as I feel there are sensible suggestions to solve the issue and help residents of the area. As the letter proposes to be from a "future Merton" member, causing more issues for families living in the area would seem to go against this premise.

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**048**

I apologise for the late representations and hope these may still be taken into account.

I wish to object to the proposed introduction of waiting restrictions in Westcroft Gardens to facilitate access for refuse vehicles to Meretune Court. My family has lived in Westcroft Gardens for over 40 years and this has never previously been raised as an issue.

Residents who rely on street parking have already been badly affected by years of spaces being lost as a result of the creation of parking spaces in front gardens and the recent introduction of extensive double yellow lines in Westcroft Gardens with the result that it is often impossible to park within reasonable distance of home. The proposed introduction of yellow lines to facilitate weekly collections from Meretune Court will further exacerbate this situation. Meretune Court was not built to accommodate this size of vehicle and alternative arrangements should be considered by the building management team to facilitate acceptable carrying distances to refuse vehicles waiting in Westcroft Gardens.

If waiting restrictions are proposed these should be limited to times required for refuse collections and not blanket restrictions.

I also believe the proposed restrictions will remove an existing disabled parking bay although the plan provided is of a very poor quality and difficult to read. A clearer plan is required to enable effective consultation.

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### **Gore Road**

**012**

After reviewing the online plans, I am largely in favour of the proposal if there is no option for the council to purchase some of the private land at the end of the road to make a turning circle. There are 2 points I would like to make:

1 - the drawing appears to include the addition of a disabled parking bay where there currently is not one. Given we are now to lose at least 2 parks at this end of the road, I am worried that this new bay will take even further parking room for an already over crowded parking situation. Why has this new addition been added with no mention in the summary document?

2 - as mentioned above, we will be losing at least 2 (if not 3 spots) if this plan happens, will 2 of the pay and display parking spots at the beginning of the road be converted to permit parking only? I would suggest this is a reasonable request given the spaces that are being removed at the end of the road. I look forward to hearing back regarding these concerns

**017**

I have been concerned about this issue and attended the planning meeting in which the proposals re the building of the new house at the end of the road. I remain concerned that Thames Water were never actually consulted in relation to this project before its construction. I am assuming that there is now no possibility that the land owned by them (Thames Water) at the end of the road, and which would suffice as an adequate turning circle, can be purchased by Merton? Kindly confirm.

I am broadly in agreement with the proposals, as I consider it highly important that there is access for emergency services in particular.

However, this having been said there is little parking in the street as there is, and as I am directly affected by this proposal living at \*\* Gore Rd, it is of particular concern to me. I have on occasion at to park either very far down the road or on occasion in a different street having to walk back to my home, alone, in the dark. This is a particular issue to me as I was mugged in this road some years ago. There are a fair number of single women and mothers with children who live in the street as well as other more vulnerable residents.

I would therefore suggest, to ease the situation, that the parking meters be removed from the end of the road, and those spaces be converted to residents spaces. The pay and display spaces could, for example, be moved to the next street, as they have a turning circle at the end of their road, or some other provision can be made for them along approach road.

Please also note there is no disabled parking space outside.

I look forward to hearing from you

**024**

I wish to register my objection to the proposed parking changes for Gore Road as outlined in the council's letter to residents dated 20th January 2023 (Reference: ES/WR2022B2). Grounds for Objection:

Gore Road is already short of parking spaces, and despite being a one car household we regularly find there are no spaces available on the road to park our vehicle, and reducing the number of spaces on the road further is only going to make parking availability on Gore Road worse. We have a small baby, and a number of other households on the road have families with babies and young children, and when we cannot park on Gore Road it makes getting our family safely in and out of the vehicle very difficult.

Reducing the parking availability on Gore Road will adversely impact the safety of families getting into and out of their vehicles. Additionally, when no parking spaces are available on Gore road, people tend to leave their vehicle in the middle of road (blocking it entirely) to load / unload their vehicles near to their properties. On occasion I have returned to the road to find an unattended vehicle blocking the road halfway along (due to lack of parking) for 10 minutes or more. This creates a blockage which is potentially hazardous to residents in the event of an emergency, and would potentially prevent emergency service vehicles reaching properties further down the road. Again reducing the number of spaces on the road will only encourage this behaviour and increase the regularity with which the road is blocked entirely. Such blockages also make any increased turning space redundant as vehicles have to reverse back from the blocking vehicle to exit the road, as they cannot pass the blocking vehicle to get to the turning space at the end of the road. As for the turning space at the end of Gore Road, there is already sufficient space to turn even a large vehicle around at the end of the road, as everyone has been doing for years, and anyone competent in manoeuvring their vehicle shouldn't have any difficulties turning around their vehicle in the space currently available. In summary, it is my view that the proposed changes are not needed and make the road less convenient for residents and would adversely impact the safety of young families on the road.

**025**

I live at no \*\* Gore Road and for some reason only found out about this proposal by chance - no official notification at all.

1. If drivers obeyed the existing parking lines there wouldn't be a problem. During the week when there is parking enforcement presence people generally observe the existing lines.
2. Gore Road has limited parking spaces already and particularly Friday and Saturday evenings and Sunday morning and evenings the road parking is full. I avoid ever going out by car because its usually not possible to park on return. I drive only a few times a week.
3. Larger vehicles are becoming more common at the Bushey Road end whether they are large work vans or excessively large 4x4 'cars', this reduces parking even more.

4. If you make the turning area larger this will encourage even larger vehicles to come down the road and attempt to turn around. There will be the same issue with occasionally damaged cars just caused by bigger vehicles.

5. Delivery vans will 'hover' whilst there is no warden and this will block the turning area and cause even more jams, scratched cars etc.

If you insist on making this change (which I hope you don't) please make sure only the minimum spaces are lost, say a maximum of one each side of the road.

Another time please make sure all the close residents are consulted because this will affect my use of the road and I do pay for this 'privilege'.

### **Officer's comments in response to the representations**

All 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.

Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and their visitors but it is the Council's statutory duty to ensure that 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.

The plan provided is just an illustration as crossovers applied for before and after the plan was produced would be constructed if they meet the crossover criteria. Therefore, the question of the accuracy of the plan provided is not relevant. Crossovers do not form any part of the statutory consultation and there is no requirement to define them.

With regards to parking restrictions, in general the Council reacts to complaints from residents, road users, and other members of public. Following a number of concerns regarding obstructive parking and hindered access particularly for emergency services and service vehicles along the above roads, site surveys have been carried out and it has been concluded that the road widths and footway widths are insufficient to safely allow parking.

The minimum road width for vehicular access should be 3.2m, although emergency services ask for 3.5-4m. Additionally, where possible a footway width of between 1.8 to 2.4m should be maintained to facilitate wheelchair users, mobility scooters and those with pushchairs. Footway parking in London is illegal unless there is an Exemption Order which and parking on grass verge is not permitted under any circumstance.

The Council has a statutory responsibility to ensure safety and access are maintained at all times and following our assessment the Council has no alternative but to propose the restrictions. Although the proposed parking restrictions are likely to increase demand in the neighbouring roads, in the absence of a CPZ, there is no provisions to prioritise parking and given the site constraints, there is no provisions to increase additional safe parking.

Parking on the footway is illegal unless exempt through a Traffic management Order which can only be made if the footway is of sufficient width and appropriate construction. However, in general in the absence of any complaints, the Council does not undertake any enforcement; however, as per legislation and adopted practice, where the footway is too narrow, footway parking cannot be legally permitted.

The proposed parking restrictions at the junction will address sightline and access problems and where some have requested for additional restrictions, officers feel that the proposed restrictions are sufficient.

It is appreciated that parking is a priority for residents; however, safety and access must be given priority and the removal of illegal / obstructive parking cannot be considered as loss of parking.

In response to comments regarding lack of response and update from officers, it is important to note that residents were informed via the newsletter that all representations will be reported and considered by the Cabinet Member before a final decision is made and residents will be advised of the decision in due course. They were also advised that a response would not be made until a final decision is made.

## Merton Council - call-in request form

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

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

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

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

### 3. Desired outcome

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

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

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

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

**5. Documents requested**

**6. Witnesses requested**

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1<sup>st</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409