

Committee: Cabinet Member Report

Date: 13th December 2023

Agenda item: N/A

Wards: Various

Subject: Proposed waiting restrictions borough wide (2023Batch 1A) statutory consultation

Lead officer: Dan Jones, Executive Director Environment, Civic Pride and Climate department.

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Forward Plan reference number: N/A

Contact Officer: Paul Atie paul.atie@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 12 October and 3 November 2023 on the proposals to :-
 - Introduce 'at any time' waiting and loading restrictions at various locations across the borough;
 - To replace existing single yellow line in Havelock Rd with a parking space.
 - To convert an existing P&D bay in Abbotsbury Rd to motorcycle parking bay to facilitate the demand and remove antisocial parking.
- 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 proposed measures as shown in Drawing Nos. Z27-695-03 – 26 (see Appendix 1).
- 4) In line with feedback received, agrees to a further statutory consultation in Woodland to introduce waiting restrictions on the other side of the road what was previously consulted on.
- 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 12 October and 3 November 2023. The consultation included the erection of street Notices on lamp columns within the vicinity of the proposals and the publication of the Council's intentions in Wimbledon and Wandsworth Times and the London Gazette. The information was also available on the Council's website and at the Civic Centre. The consultation also included the conversion of a single yellow line to parking space in Havelock Road.

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

Site/Location	Drawing No.	No of Representations
Blakes Terrance	Z27-695-03	2
Queen Mary Avenue	Z27-695-04	0
Cleveland Rise	Z27-695-05	0
Aragon Road	Z27-695-06	2
Broadway Gardens	Z27-695-07	0
Cannon Close	Z27-695-09	18
Middlesex Road	Z27-695-10	7
Abbotts Road	Z27-695-11	0
Arthur Road/Tennyson	Z27-695-12	0
Thurleston Avenue	Z27-695-13	3
Lavender Avenue	Z27-695-14	0
Dorset Road	Z27-695-15	0
Prince Georges Road	Z27-695-18	0
Quicks Road	Z27-695-19	0
Kingsbridge Road	Z27-695-20	0
Glebe Path	Z27-695-21	0
Foxtan Grove	Z27-695-22	8
Wandle Road	Z27-695-23	0
Wilson Avenue	Z27-695-24	1
Woodlands	Z27-695-25	20
Tamworth Lane	Z27-695-26	0
Havelock Road	Z27-695-16	0
Abbotsbury Road	Z27-695-17	0

3.4 The statutory consultation resulted in:-

- 2 representations from Blakes Terrance, of which 1 is in support and 1 against.
- 1 objection from Cleveland Rise.
- 2 objections from Aragon Road.
- 18 objections from Cannon Close.

- 4 representations from Middlesex Road of which are partially in favour of the restrictions but some requesting yellow lines be removed from the parking area.
- 3 representations from Thurleston Avenue which are comments.
7 representations from Foxton Grove, 1 in support, 2 comments and 4 against
- 1 objection from Wilson Avenue.
- 20 representations from Woodlands of which are partially in favour of the restrictions but requesting yellow lines be moved to the other side of the road.
- 1 objection from Windermere Avenue

3.4.1 There were no representations from Queen Mary Avenue, Abbots Road, Broadway Gardens, Arthur Road/Tennyson, Lavender Avenue, Dorset Road, Prince Georges Road, Quicks Road, Kingsbridge Road, Cleveland Rise, Glebe Path, Wandle Road, Tamworth Lane, Havelock Road and Abbotsbury Road.

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 Blakes Terrance

The Council has received representation from a resident via one of the local Ward Councillors requesting yellow lines restrictions to be extended at Blakes Terrance and West Barnes Lane to address the obstructive parking at the junction. The proposed restrictions will ensure improved sightlines, access and safety for pedestrians and other road users. 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 Queen Mary Avenue

The Council has received complaint from residents via one of the Ward Councillors and also concerns raised at a residents meeting regarding access and safety along Queen Mary Avenue due to vehicles parking on both sides of this road particularly in the evenings and weekends. The Council is also aware of a planning application adjacent to this location which will also exacerbate the current situation. The proposal will allow parking on one side of the road where it is safe and convenient. The proposal also includes changing the existing single yellow line to double yellow lines. 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.

4.3 Cleveland Rise

The Council has received complaint from a resident via one of the Ward Councillors raising concerns about the safety at the junction of Cleveland Rise /Seymour Avenue and along Cleveland Rise due to vehicles parking on both sides of the road. Following site assessment, it has been determined that with the road width being 5.8m the current manner of parking is causing obstruction to flow of traffic. This impacts on refuse collection and other delivery services as well as the Fire brigade. 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 are maintained at all times. Please see attached plan in appendix 1.

4.4 Aragon Road

The Council received complaint from a resident via one of the Ward Councillors raising concerns about obstructive parking and safety in Aragon Road. There is a curve between 90 and 98 Aragon Road which residents have raised concerns about. The safety concern is that cars park at this location are being hit due to the restricted sightline on the bend and therefore it would be necessary to introduce double yellow lines on the inner side of the bend. Also, as a rule parking is not permitted on approach / at a bend as it obstructs sightlines and forces motorists to drive on the wrong side of the road increasing the risk of a collision. 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 are maintained at all times. Please see attached plan in appendix 1.

4.5 Broadway Gardens

The Council has received complaint from a resident via one of the ward Councillors raising concerns about the safety at Broadway Gardens / London Road junction due to vehicles parking on the single yellow lines in the evening outside the restricted periods. Also, vehicles park across residents' crossovers in the evening and on Sundays. The resident fears that with the new flats built which will be occupied soon, the problem is likely to get worse. A site visit determined that sightlines and access and egress are adversely affected by parked vehicles. The proposed 'At any time' waiting restrictions (double yellow lines) will ensure improved sightlines, access and safety for pedestrians and other road users. 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

The Council has received complaints / concerns from a resident via one of local Ward Councillors regarding obstructive parking and safety at the communal entrances along 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 Cannon Close

The Council received complaint from a resident via the Chief Executive's office and Green Spaces and Waste Services raising concerns about obstructive parking and safety in Cannon Close preventing refuse collections. The road is too narrow to allow parking on both sides and therefore it would be necessary to introduce double yellow lines on one side of the road along its entire length. Additionally, the footway is not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. This manner of parking is also preventing pedestrians, wheelchair users and parents with buggies from using the footway. The proposed restrictions will address all these obstructive and safety concerns. Giving consideration to the representations received, additional investigation to the width and length of the road was carried out and officers have revised the proposal in some sections of the road by reducing double yellow lines. 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. Please see attached plan in appendix 1.

4.8 Middlesex Road

The Council received complaint from a resident via local MP and Green Spaces and Waste Services raising concerns about obstructive parking and safety in Middlesex Road preventing

refuse collections. The road is too narrow to allow parking on both sides and therefore it would be necessary to introduce double yellow lines where the road is not wide enough to accommodate parking. Additionally, the footway is not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. This manner of parking is also preventing pedestrians, wheelchair users and parents with buggies from using the footway. The proposed restrictions will address all these obstructive and safety concerns. It is, therefore, recommended that the proposed waiting restrictions are implemented as consulted in the rest of the road, except at the section of the road marked for parking outside 17b /19/19a/19b. Please see attached plan in appendix 1.

4.9 Author Road/Tennyson Avenue

The Council has received complaint from a resident raising concerns about the safety of the junction of Tennyson Avenue and Arthur Road 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 all these 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.

4.10 Thurleston Avenue

The Council has received complaint from a resident raising concerns about the safety in Thurleston Avenue 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.

4.11 Lavender Avenue/Lavender Grove.

The Council has received complaints / concerns from a resident and via the local MP regarding obstructive parking and the safety at the communal entrance at 126 Lavender Avenue and a cul de sac at Nos 81-123 Lavender Avenue due to vehicles parking at the communal entrance and within the cul de sac obstructing sightlines and turning manoeuvres. 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 Dorset Road

The Council has received complaints / concerns from a resident regarding obstructive parking and the safety at the communal entrance in Dorset Road due to vehicles parking at the communal entrances obstructing sightlines and access. The obstructive parking occurs on the single yellow lines in the evening outside the CPZ restrictions after 4.00pm and also the weekends. 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.

4.13 Prince Georges Road

The Council has received complaint from some residents via one of the ward Councillors raising concerns about obstructive parking within the cul-de-sac of Prince Georges Road. A site assessment has concluded that restrictions are needed within the turning area to facilitate the turning manoeuvres for traffic including service vehicles, an ambulance, fire engine or anything larger than a small domestic vehicle. 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.

4.14 Quicks Road

The Council has received complaint from a resident via one of the local ward Councillors raising concerns about safety at Quicks Road /Merton Road junction due to vehicles parking on the CPZ single yellow outside the restrictions in the evenings and on Sundays. It is proposed to change the single yellow line to 'At any time' waiting restrictions (double yellow lines). This will ensure improved sightlines, access and safety for pedestrians and other road users.

4.15 Kingsbridge Road/Dudley Drive

The Council has received complaint from a resident via one of the local ward Councillors raising concerns about the safety in Kingsbridge Road at its junctions with Dudley Drive and Lynmouth Avenue. The resident has concerns that the existing double yellow lines on the corners of the junction do not go far enough into Lynmouth Avenue and Dudley Drive and states that the majority of the time, there are transit vans parked on the corner on both side of the road. This means that even with motorists edging out slowly from Kingsbridge Road, drivers cannot see vehicles coming across the junction until they are almost in the middle of the junction. The lack of visibility is particularly concerning because some drivers and motorbikes going across from Dudley Drive to Lynmouth Avenue or vice versa at speed, resulting in a number of near misses and loss of control. The proposal is to extend the existing 'At any time' waiting restrictions (double yellow lines) which would ensure improved sightlines, access and safety for pedestrians and other road users. 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 Glebe Path

The Council has received complaint from a resident via one of the ward Councillors raising concerns about the safety at its junction with Lower Green West due to vehicles parking on the single yellow lines in the evening outside the restrictions and on Sundays. A site visit determined that sightlines are adversely affected by parked vehicles. The proposed 'At any time' waiting restrictions (double yellow lines) will ensure improved sightlines, access and safety for pedestrians and other road users. 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.

4.17 Foxtan Grove

The Council received complaint from a resident via one of the local Councillors and Green Spaces and Waste Services raising concerns about obstructive parking and safety in Foxtan Grove area preventing refuse collections. The road is too narrow to allow parking on both sides and therefore it would be necessary to introduce double yellow where the road is not wide enough to accommodate parking, at junctions and bends. Additionally, the footway is not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. This manner of parking is also preventing pedestrians, wheelchair users and parents with buggies from using the footway. 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.

4.18 Wandle Road

The Council has received representation from a resident via one of the local Ward Councillors requesting yellow lines restrictions in Wandle Road at its junctions with Freeman Road, Edward Avenue and Milner Road to address the obstructive parking at the junctions. The proposed restrictions will ensure improved sightlines, access and safety for pedestrians and other road users. 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.

4.19 Wilson Avenue

The Council received a complaint from a resident via local Councillor and Green Spaces and Waste Services raising concerns about obstructive parking and safety in Wilson Avenue preventing refuse collections. The road is too narrow to allow parking on both sides and therefore it would be necessary to introduce double yellow lines opposite properties 88 to 94 Wilson Avenue. Additionally, the footway is not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. This manner of parking is also preventing pedestrians, wheelchair users and parents with buggies from using the footway. 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.

4.22 Woodlands

The Council received a complaint from a resident via a local Councillor and Green Spaces and Waste Services raising concerns about obstructive parking and safety in Woodlands preventing refuse collections. The road is too narrow to allow parking on both sides and therefore it would be necessary to introduce double yellow lines on one side of the road, and the arm leading to the cul de sac end. Additionally, the footway is not wide enough to legally allow footway parking and therefore all footway parking would need to be prevented. This manner of parking is also preventing pedestrians, wheelchair users and parents with buggies from using the footway. The proposed restrictions will address all these obstructive and safety concerns. However, the residents in their representations have requested the yellow lines be moved to the residents' side of the road to allow parking on the other side of the road. It is, therefore, recommended that the proposed waiting restrictions are moved to the residents' side and a consultation is carried out and implemented to ensure safety and access are maintained at all times. Please see attached plan in appendix 1.

4.23 Tamworth Lane

The Council has received a representation from a resident requesting yellow lines restrictions to be extended at Cedars Avenue and Tamworth Lane to address the obstructive parking at the junction. The proposed restrictions will ensure improved sightlines, access and safety for pedestrians and other road users. 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.

4.24 Havelock Road

The Council has received complaint from a resident via one of the local Ward Councillors raising concerns regarding parking difficulties in Havelock Road. The resident points out that the yellow line outside 134 serves no purpose. The yellow line was introduced during the CPZ proposals between the then disabled bay and the drop kerb as the space was not long enough for a parking bay which necessitated the yellow line. However, with the removal of the disabled bay the parking area can be extended by approximately 3 metres without impacting the dropped kerb requirements. A site visit has determined that the permit bay can be extended to allow more parking space. It is, therefore, recommended that the proposed extension is implemented increase the number of permit parking bays in the road. Please see attached plan in appendix 1.

4.25 Abbotsbury Road

The Council has received complaint from a business owner via the local MP raising concerns the lack of motorcycle parking in Abbotsbury Road which is causing anti-social behaviour in the road. It is alleged that the delivery motorcycles are parking indiscriminately and in between parked cars thereby causing damage to some vehicles. It is proposed that one of the Pay & Display bays nearest to its junction with London Road be converted to a motorcycle parking space. This will

allow motorcycles to park in a designated bay on the carriageway which will reduce the reported antisocial behaviour. It is, therefore, recommended the parking bay is converted to a motorcycle parking space. 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.
- 5.4 It is recommended to proceed with the implementation of the proposed restrictions which also includes
- The conversion of the existing single yellow line in Havelock Rd to parking space.
 - The conversion of an existing P&D bay in Abbotsbury Rd to motorcycle parking bay to facilitate the demand and remove antisocial parking.
- 5.5 In line with feedback received, it is recommended to revisit the previously proposed yellow line restriction and undertake a further statutory consultation in Woodland to introduce waiting restrictions on the other side of what was previously consulted on (as per residents' request).

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 Not to implement the proposed parking restrictions. 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.
- 7.2 To proceed with the proposed restrictions in Woodland. This however would be contrary to requests for having the restrictions on the other side of the road.
- 7.3 Not to allocate a M/Cycle bay in Abbostbury Rd. This will not meet the need / demand and will not manage the current antisocial parking.
- 7.4 Not to convert existing single yellow line to parking in Havelock Rd. This would not be the best use of kerb side space.

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

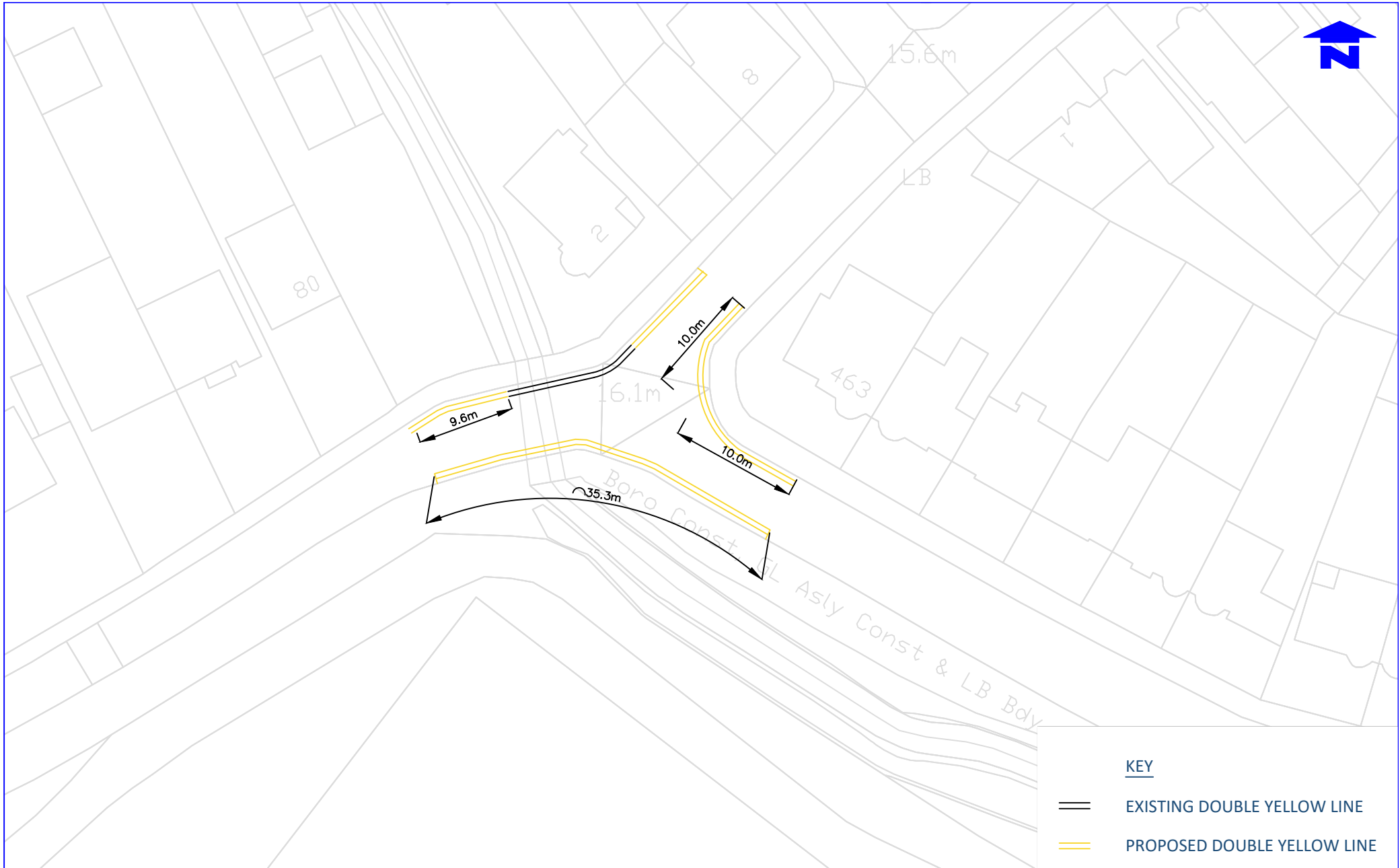
- 10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 10.2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

-  EXISTING DOUBLE YELLOW LINE
-  PROPOSED DOUBLE YELLOW LINE

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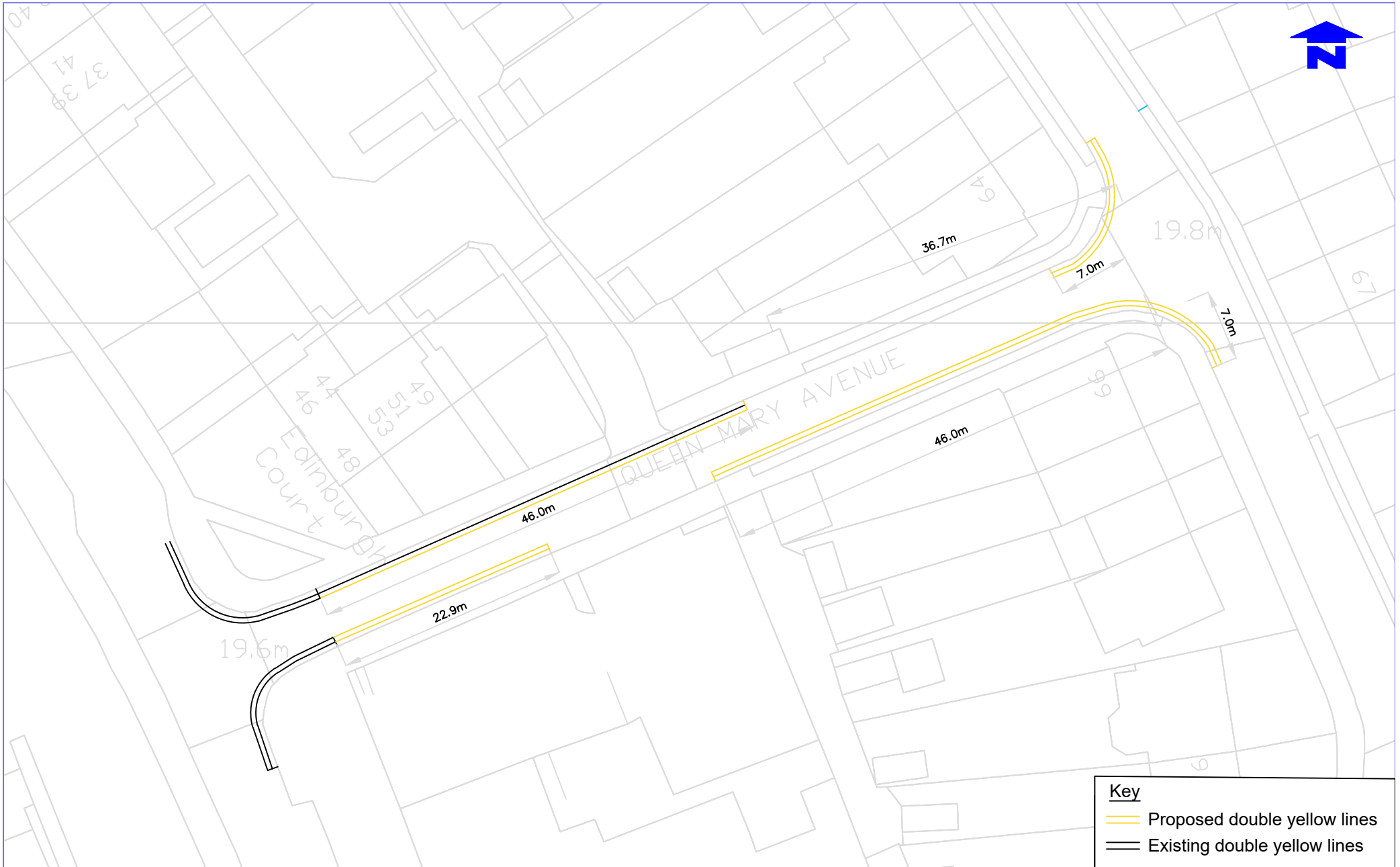
Prepared by:	SC	Date:	07.08.23
Checked by:	SC	Date:	07.08.23
Approved by:		Date:	

PROJECT	Waiting Restrictions
TITLE	Blakes Terrace
PROPOSED PARKING AND WAITING RESTRICTIONS	



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

Drawing No.	Z27-695-03
Revision	
Classification	CONSTRUCTION
Scale	1:500



Key

- Proposed double yellow lines
- Existing double yellow lines

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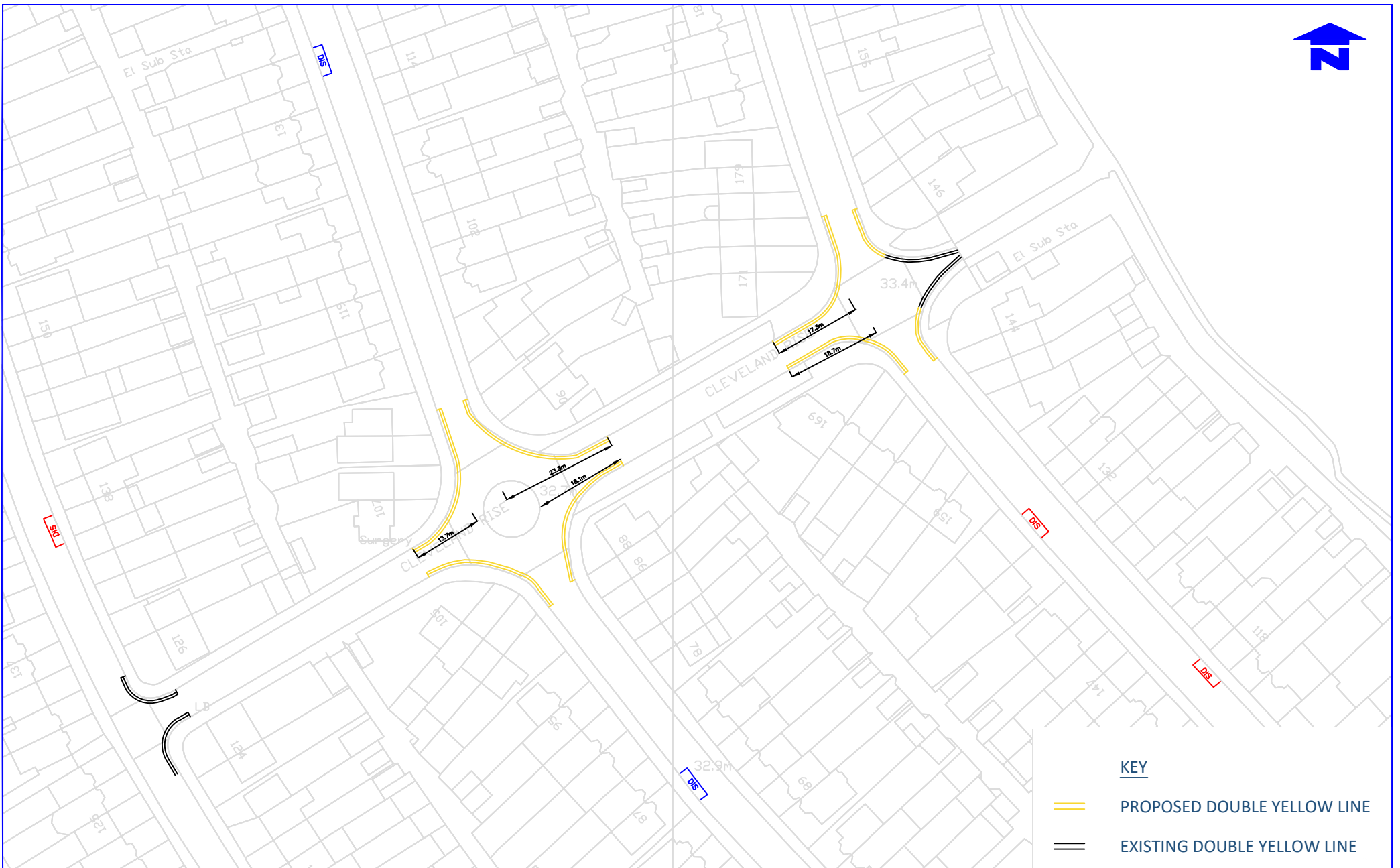
PROJECT
Waiting Restrictions

TITLE
Queen Mary Avenue
PROPOSED PARKING AND WAITING RESTRICTIONS

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London Road
Morden, Surrey
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Drawing No.	Z27-695-04
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KEY

 PROPOSED DOUBLE YELLOW LINE

 EXISTING DOUBLE YELLOW LINE

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PROJECT
Waiting Restrictions

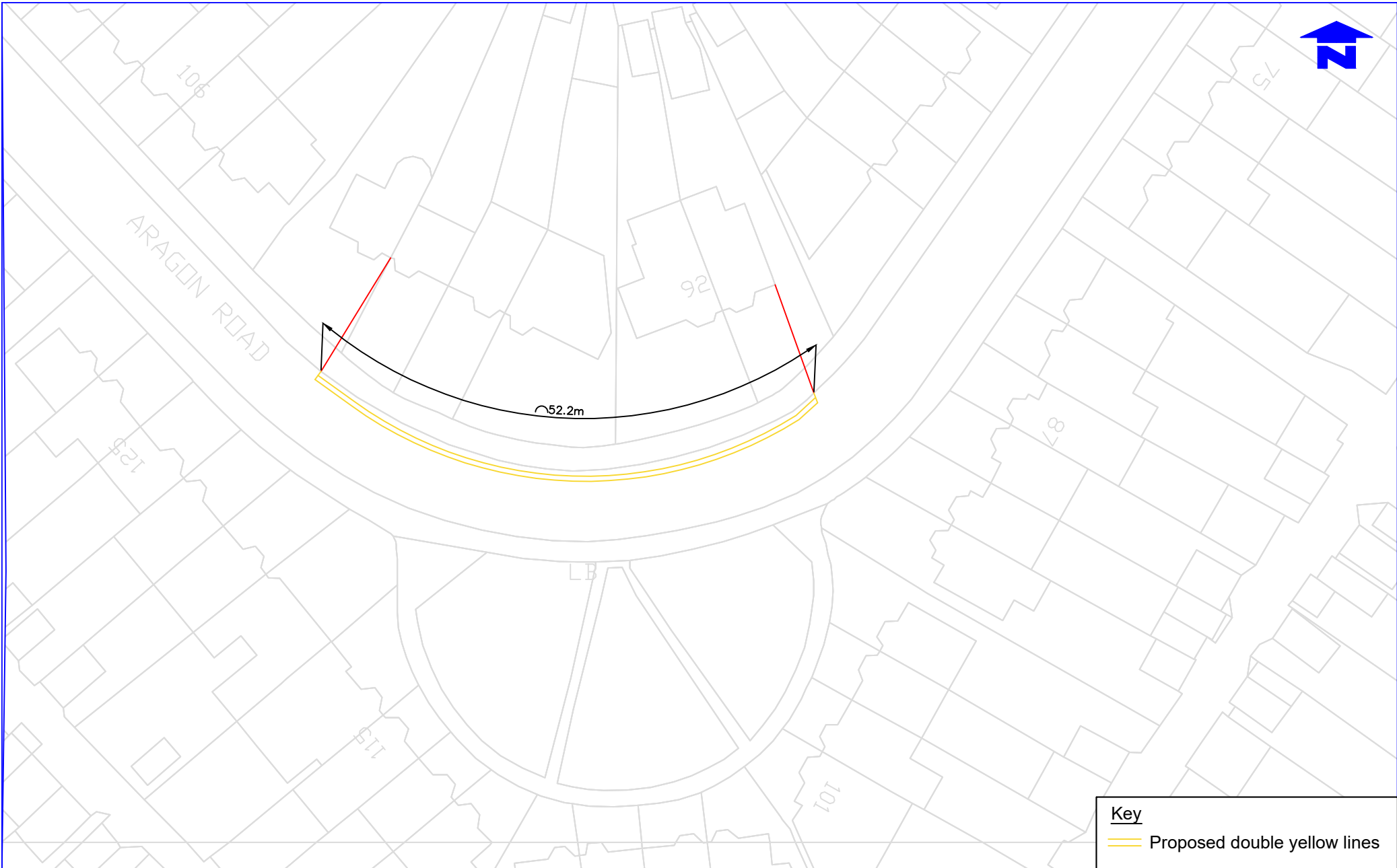
TITLE
Cleveland Rise

PROPOSED PARKING AND WAITING RESTRICTIONS




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

Drawing No.	Z27-695-05
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Key

 Proposed double yellow lines

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Approved by	By	07.08.23

PROJECT
Waiting Restrictions

TITLE
Aragon Road

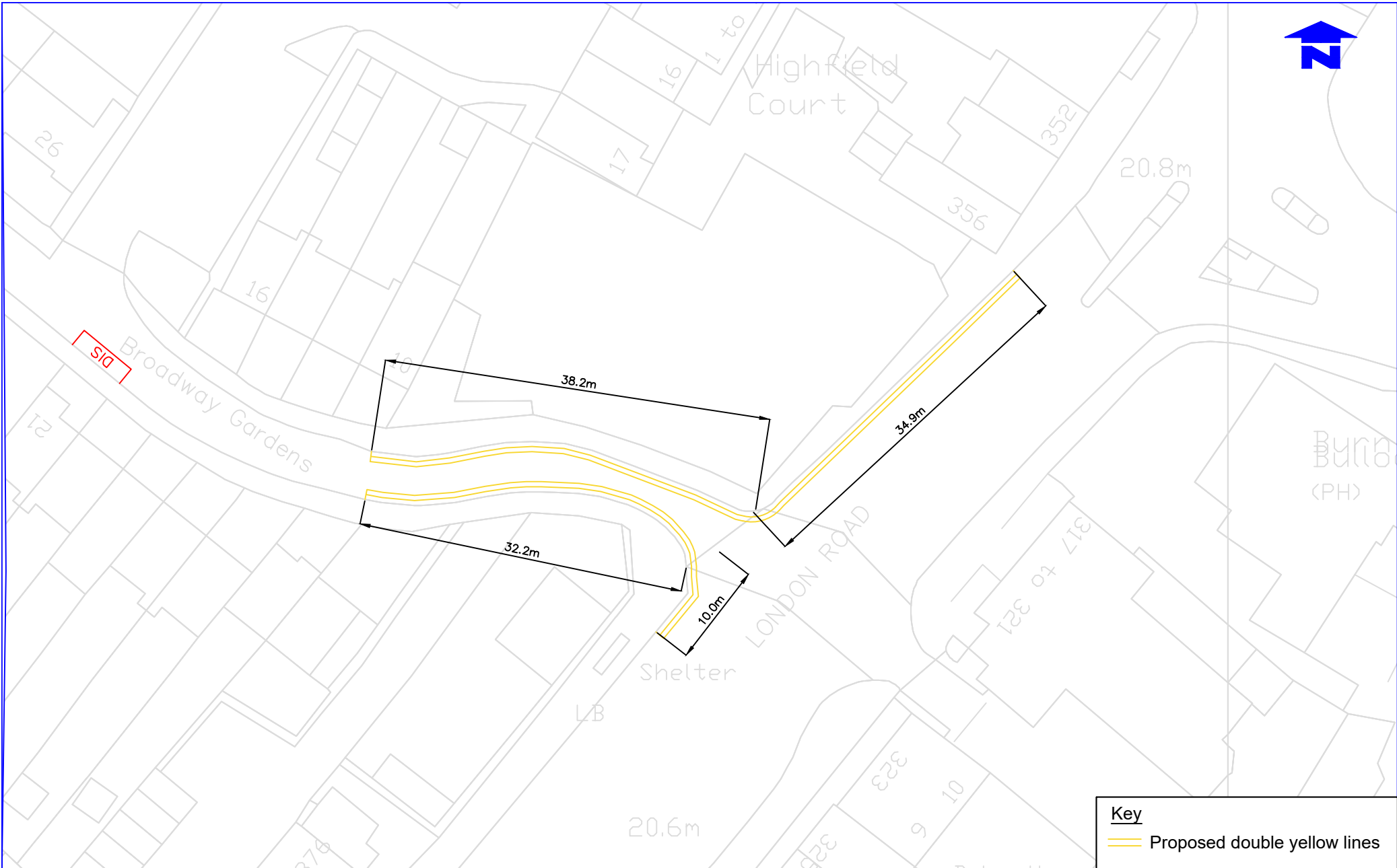
PROPOSED PARKING AND WAITING RESTRICTIONS




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Drawing No.	Z27-695-06
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Key
 Proposed double yellow lines

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Approved by	Sp	Date

PROJECT
 Waiting Restrictions

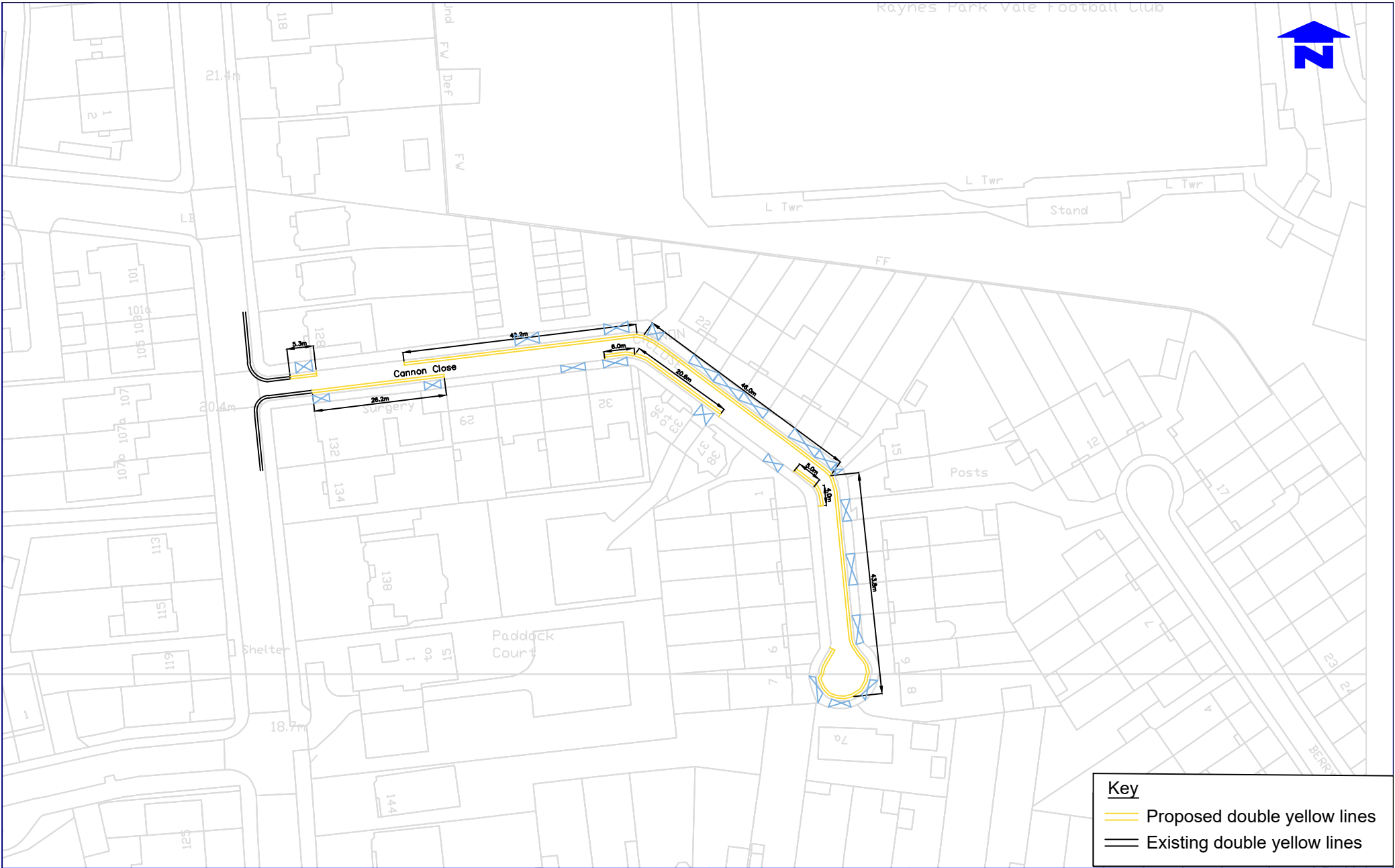
TITLE
 Broadway Gardens

PROPOSED PARKING AND WAITING RESTRICTIONS



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

Drawing No.	Z27-695-07
Revision	
Classification	CONSTRUCTION
Scale	1:500



Key

- Proposed double yellow lines
- Existing double yellow lines

Notes
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Rev	Revisions	Drawn	Sp	Date	Chkd	Sp	Date	App	Sp	Date

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Approved by:		Date:	

PROJECT
Waiting Restrictions

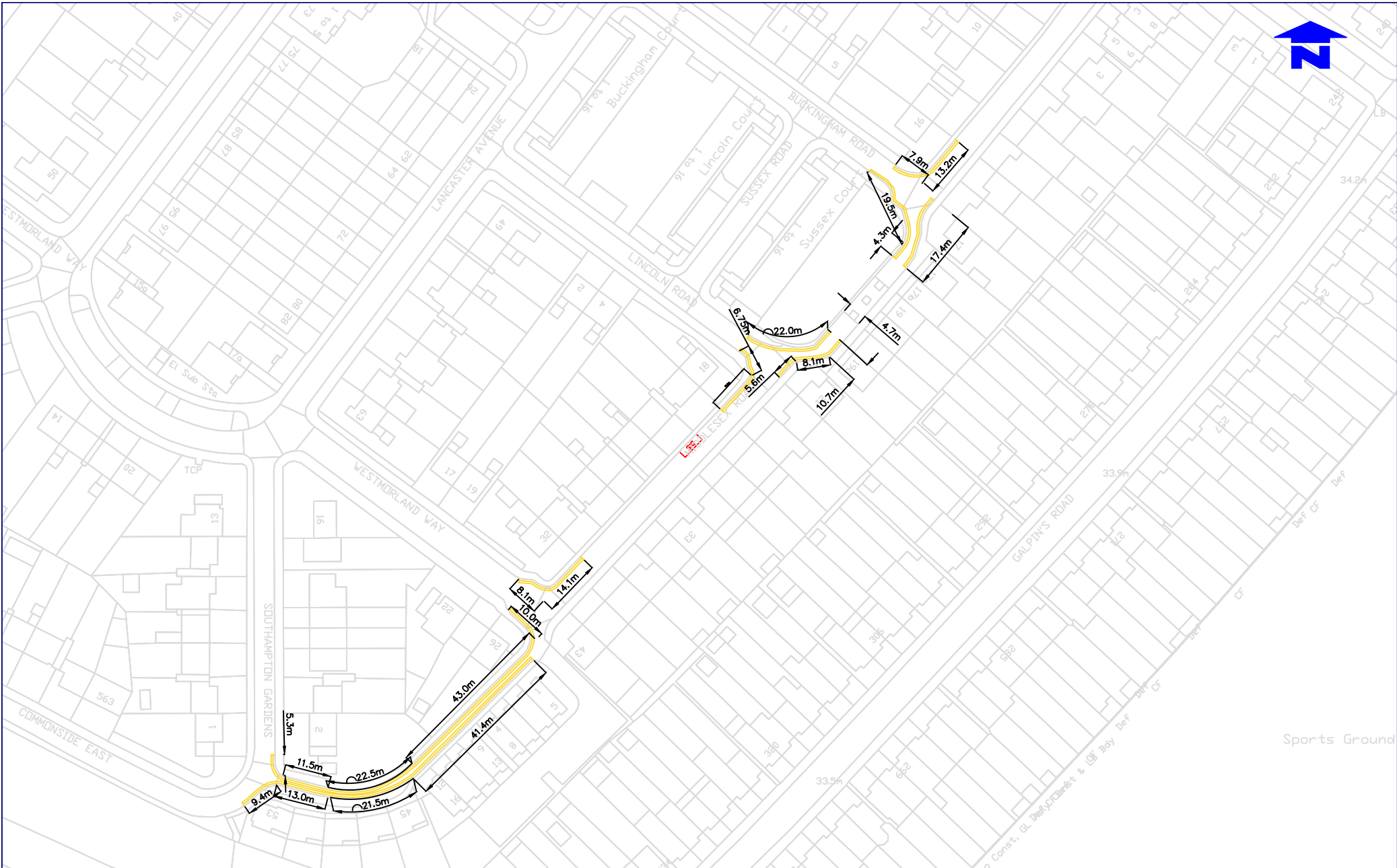
TITLE
Cannon Close

PROPOSED PARKING AND WAITING RESTRICTIONS

merton

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

Drawing No:	Z27-695-09
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Notes
Do not scale from this drawing

Rev	Revisions	Drawn	Eng	Date	CHKD	Sup	Date	App	Sup	Date

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FUTURE MERTON

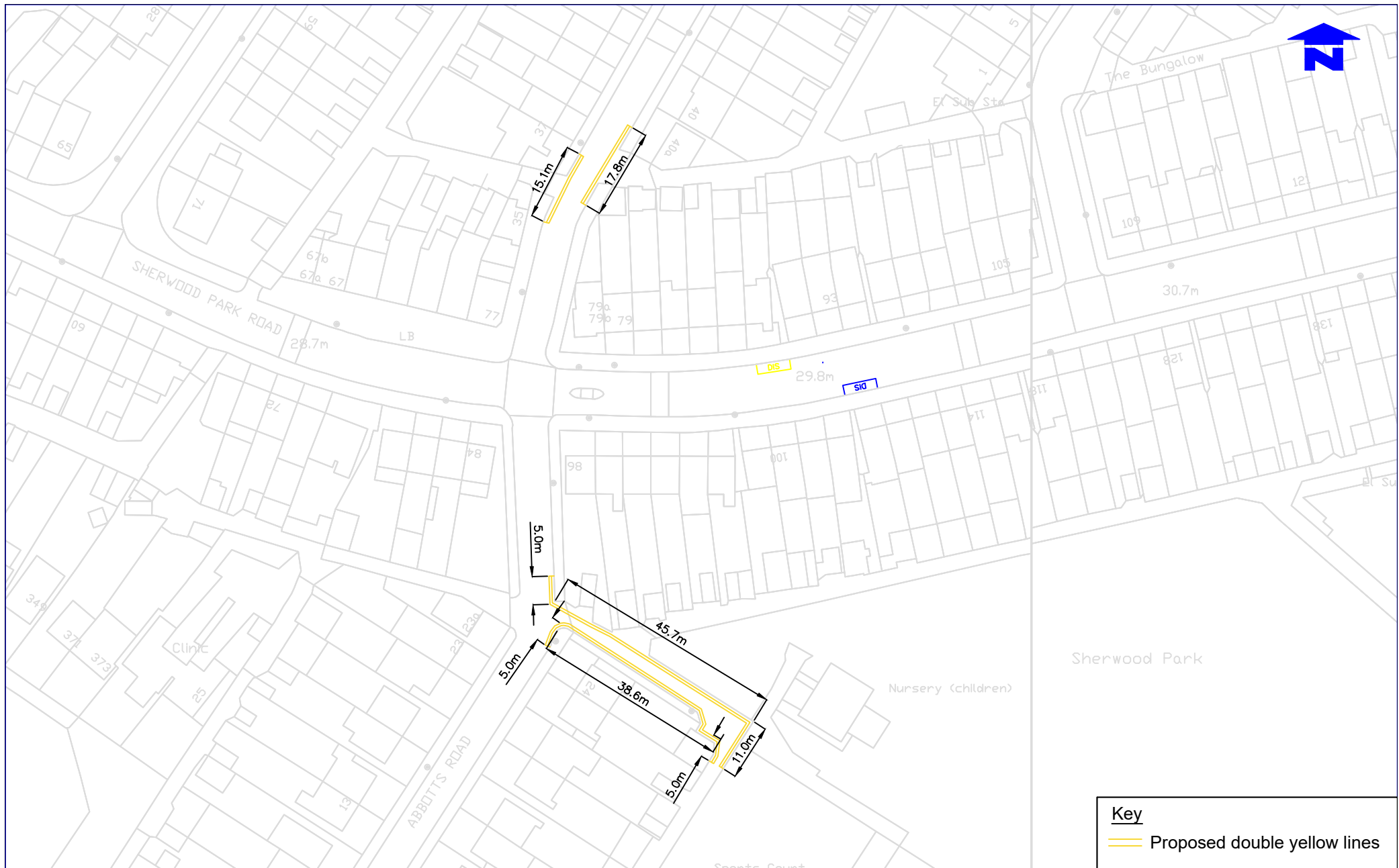
Prepared by	Sp	14.08.23
Checked by	Sp	14.08.23
Approved by	Sp	


PROJECT
Waiting Restrictions

TITLE
Middlesex Area
PROPOSED PARKING AND WAITING RESTRICTIONS

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Drawing No.	Z27-695-10
Revision	
Classification	CONSTRUCTION
Scale	1:1250



Key
 Proposed double yellow lines

Notes
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Rev	Revisions	Drawn	By	Date	CHKD	By	Date	App	By	Date

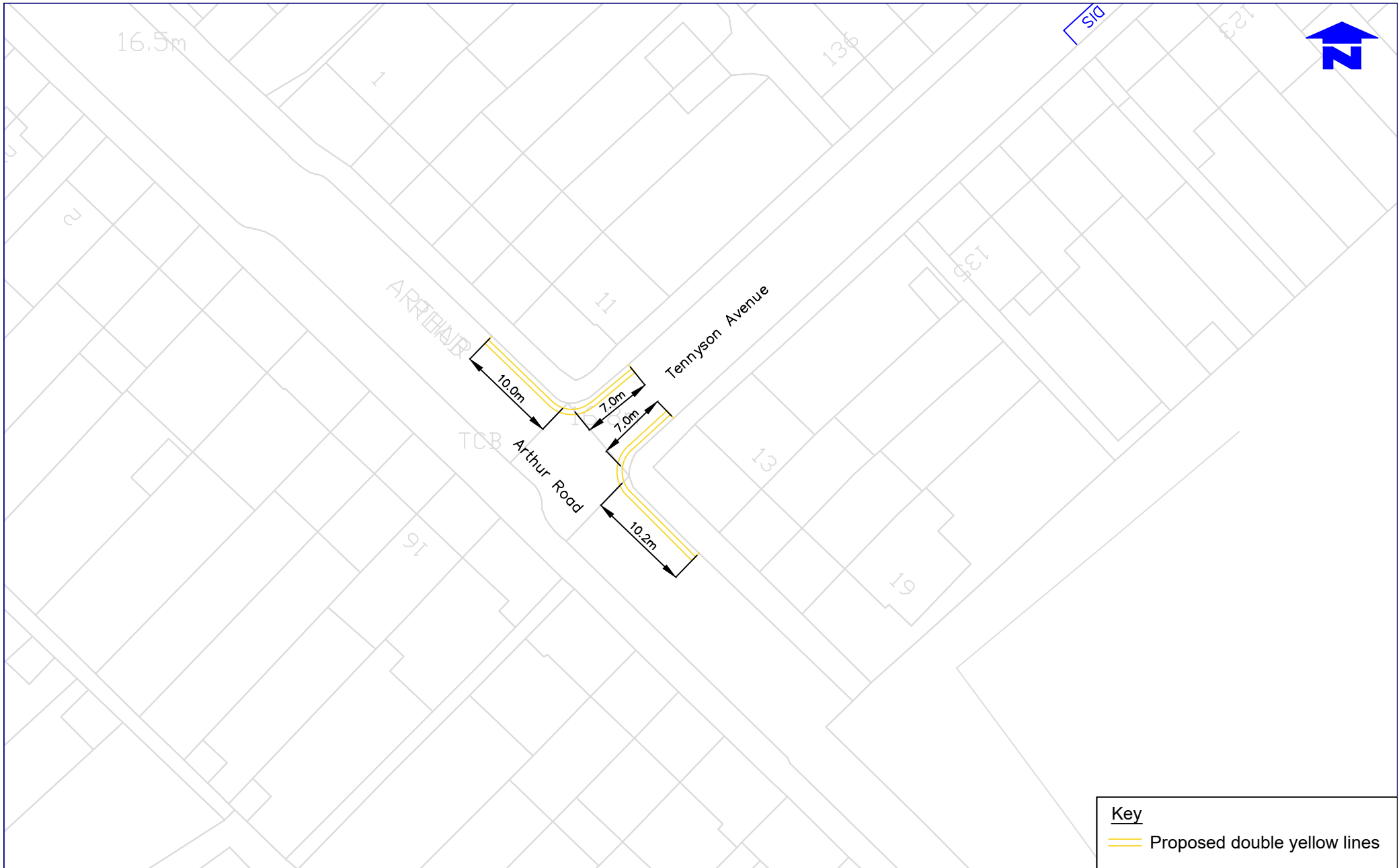
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Prepared by	Sp	14.08.23
Checked by	Sp	14.08.23
Approved by	Sp	Date

PROJECT
 Waiting Restrictions
 TITLE
 Abbots Road
 PROPOSED PARKING AND WAITING RESTRICTIONS

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Drawing No.	Z27-695-11
Revision	
Classification	CONSTRUCTION
Scale	1:1250



Key

— Proposed double yellow lines

NOTES
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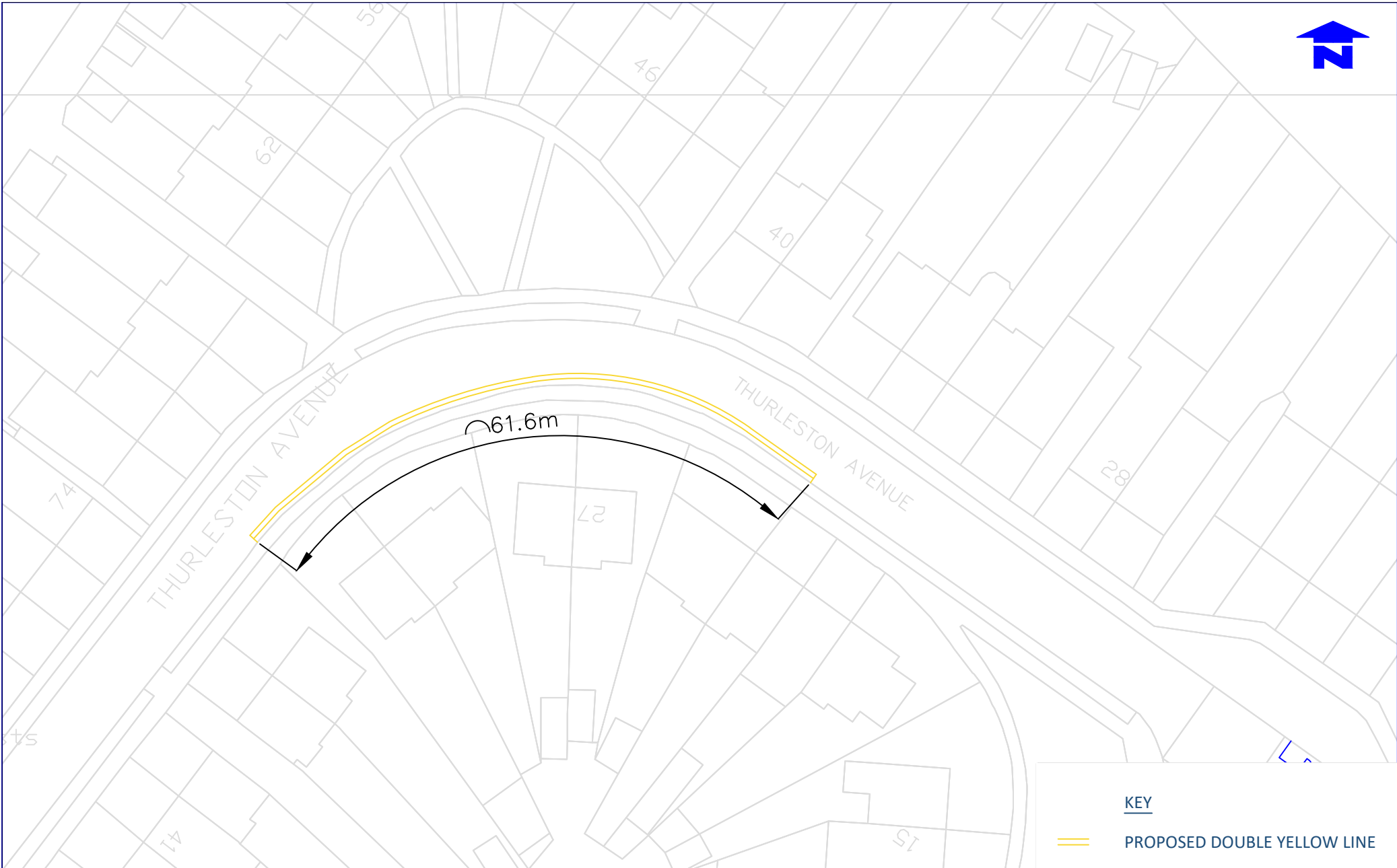
Prepared by	Sp	14.08.23
Checked by	Sp	14.08.23
Approved by	Sp	Date

PROJECT
Waiting Restrictions

TITLE
Cannon Close
PROPOSED PARKING AND WAITING RESTRICTIONS

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Drawing No.	Z27-695-09
Revision	
Classification	CONSTRUCTION
Scale	1:1000



KEY



PROPOSED DOUBLE YELLOW LINE

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Prepared by:	SC	Date:	14.08.23
Checked by:	SC	Date:	14.08.23
Approved by:		Date:	

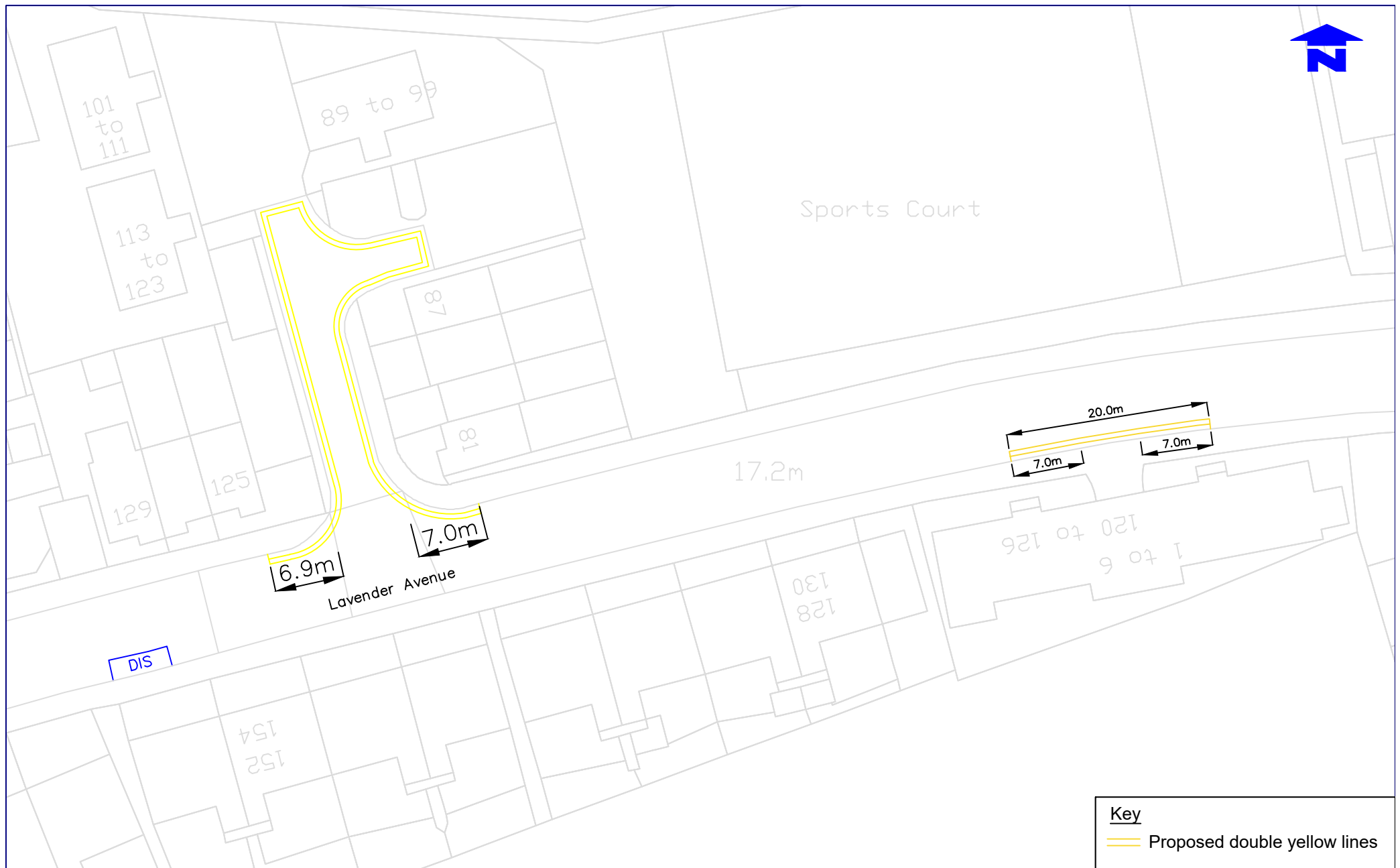
PROJECT
Waiting Restrictions

TITLE
Thurleston Avenue

PROPOSED PARKING AND WAITING RESTRICTIONS

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
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Drawing No.	Z27-695-13
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Key

Proposed double yellow lines

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PROJECT
Waiting Restrictions

TITLE
Lavender Avenue

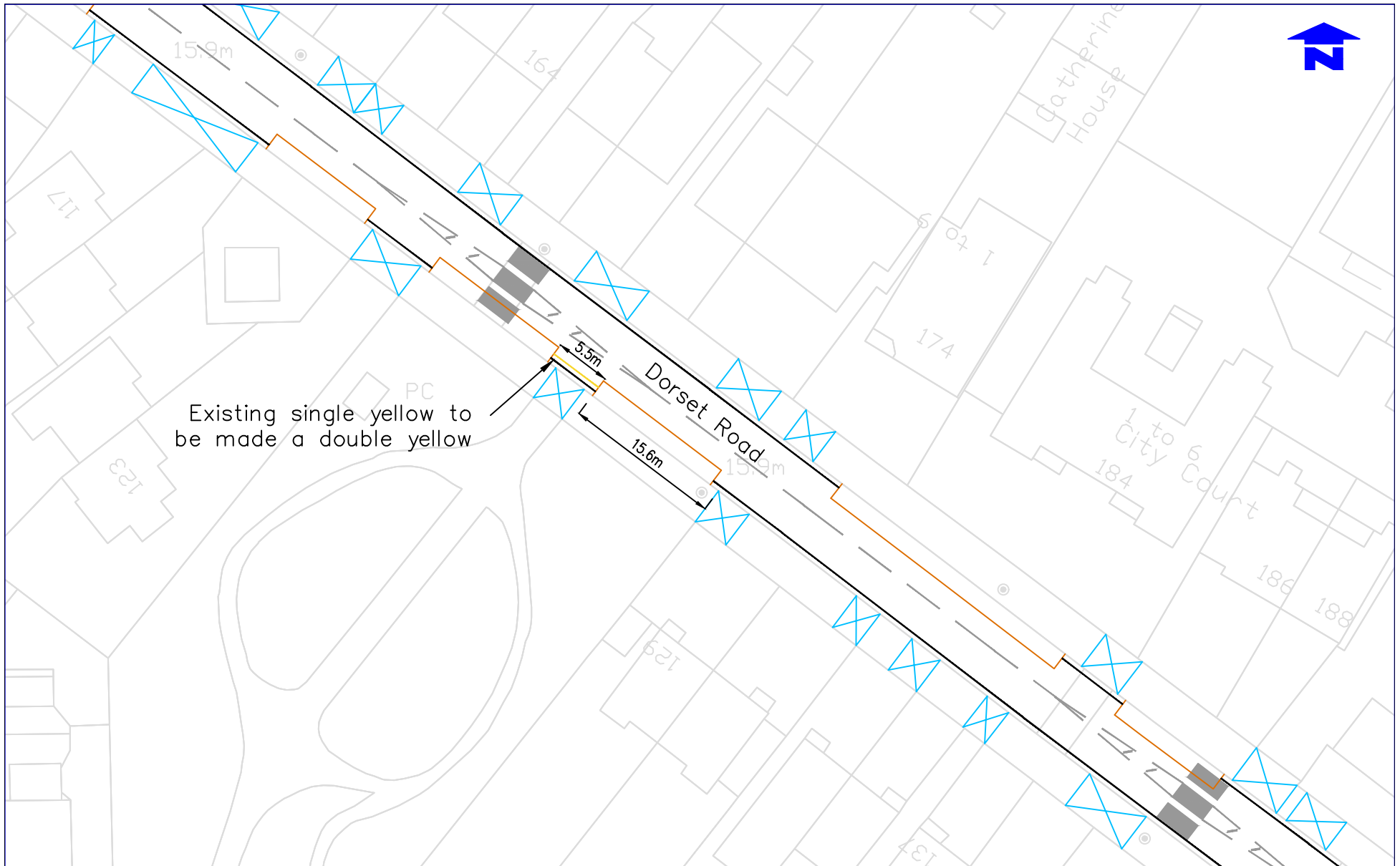
PROPOSED PARKING AND WAITING RESTRICTIONS





merton

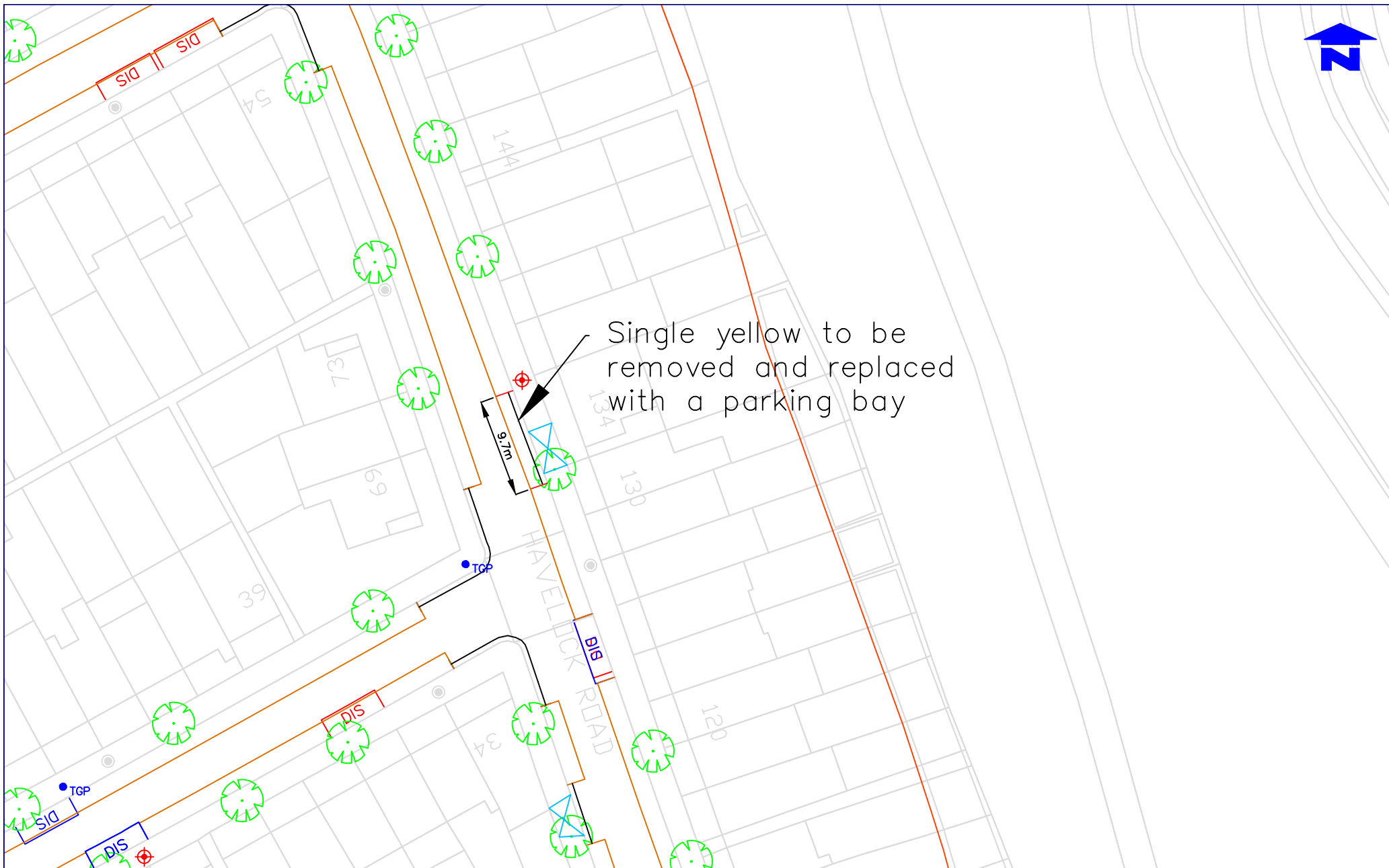
Merton Civic Centre
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Drawing No.	Z27-695-14
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Existing single yellow to be made a double yellow

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Single yellow to be removed and replaced with a parking bay

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environment & regeneration

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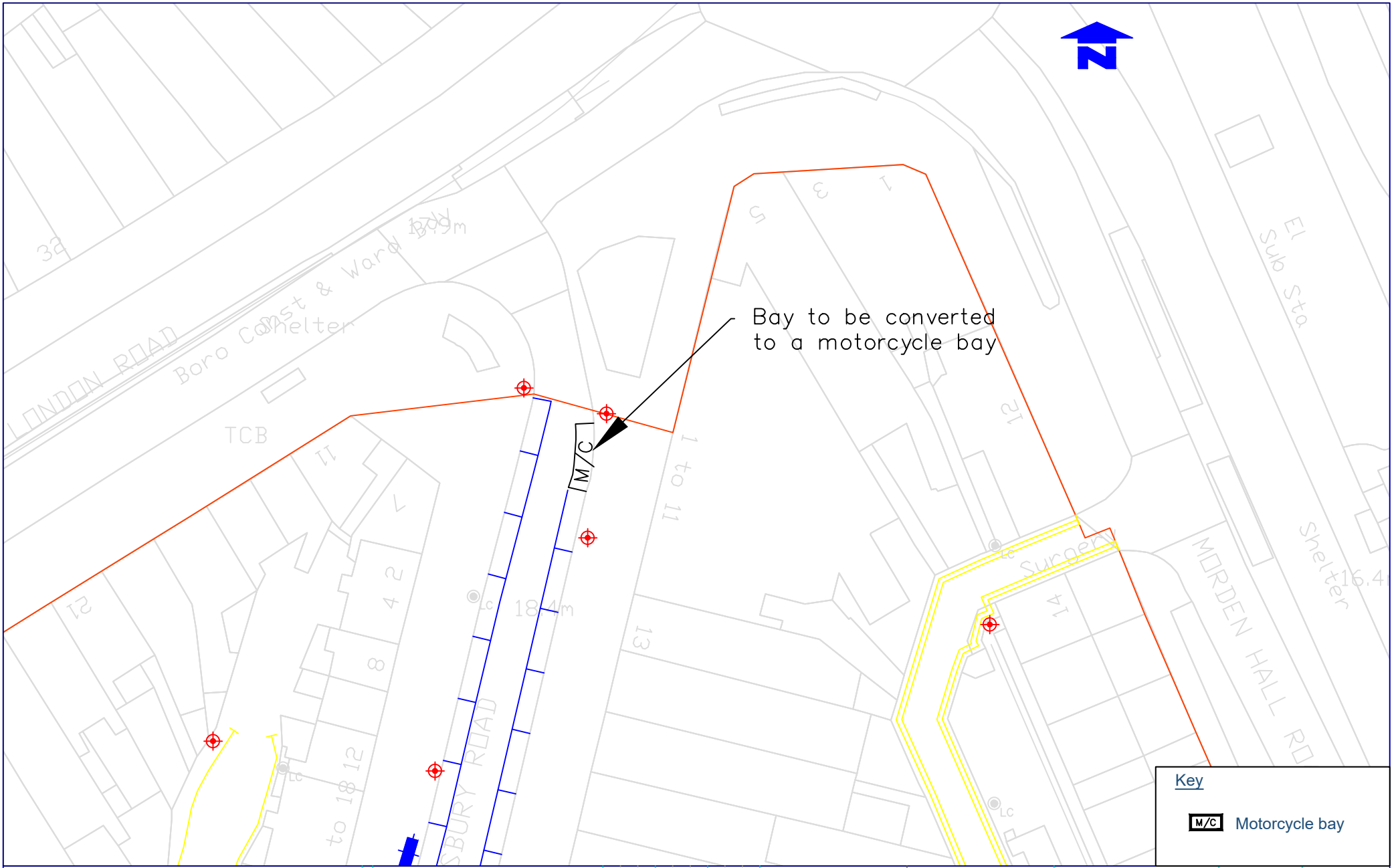
Prepared by	Sup	Date
BC		14.08.23
Checked by	Sup	Date
BC		14.08.23
Approved by	Sup	Date

PROJECT	Waiting Restrictions
TITLE	Havelock Road PROPOSED PARKING AND WAITING RESTRICTIONS

merton

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Drawing No.	Z27-695-16
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Key

M/C Motorcycle bay

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Approved by	Sig	

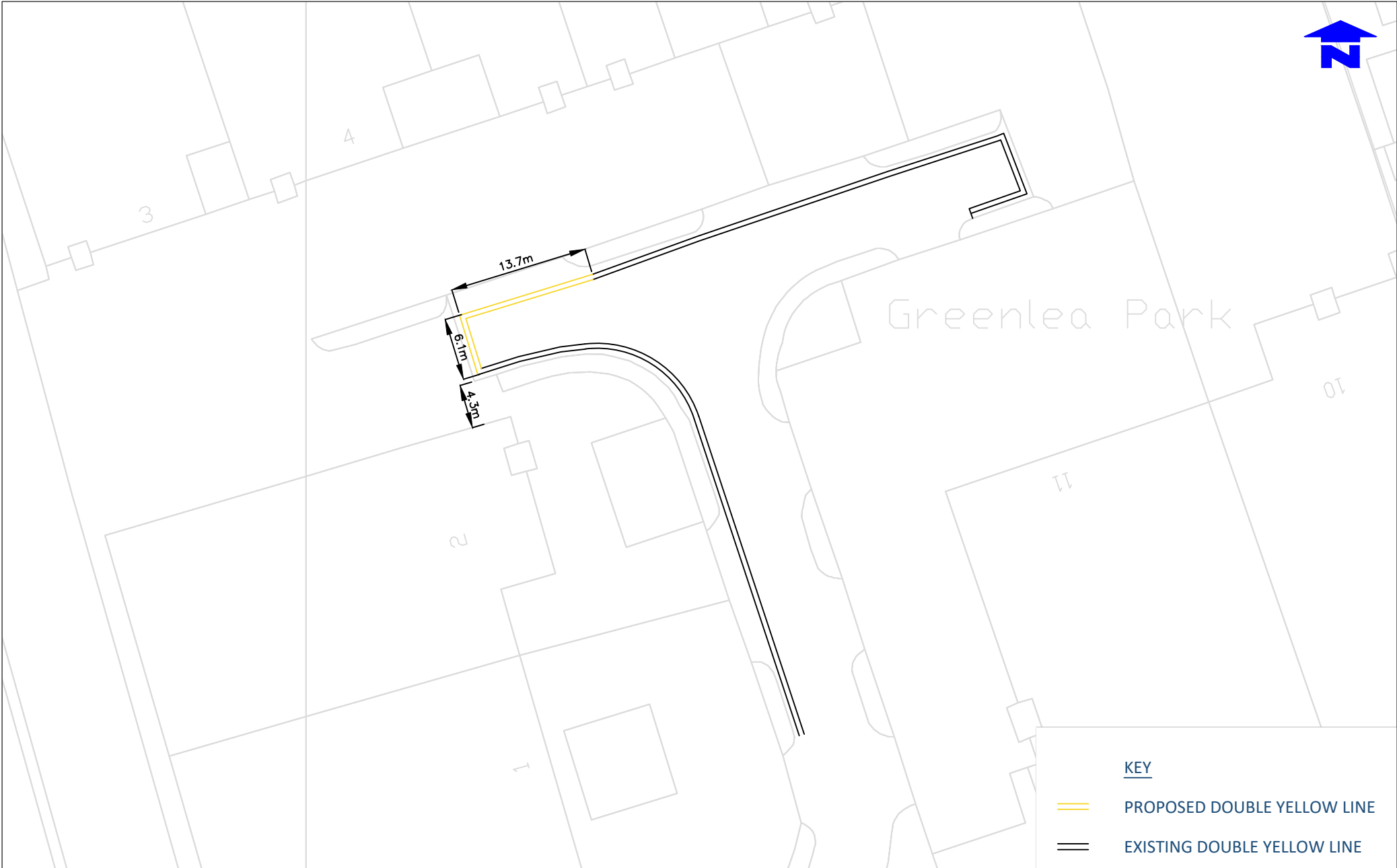
PROJECT
Waiting Restrictions

TITLE
Abbotsbury Road

PROPOSED PARKING AND WAITING RESTRICTIONS

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DA
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Drawing No.	Z27-695-17
Revision	
Classification	CONSTRUCTION
Scale	1:1000



KEY

- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE

Notes
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SC		14.08.23
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SC		14.08.23
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PROJECT
Waiting Restrictions

TITLE
St Georges Road

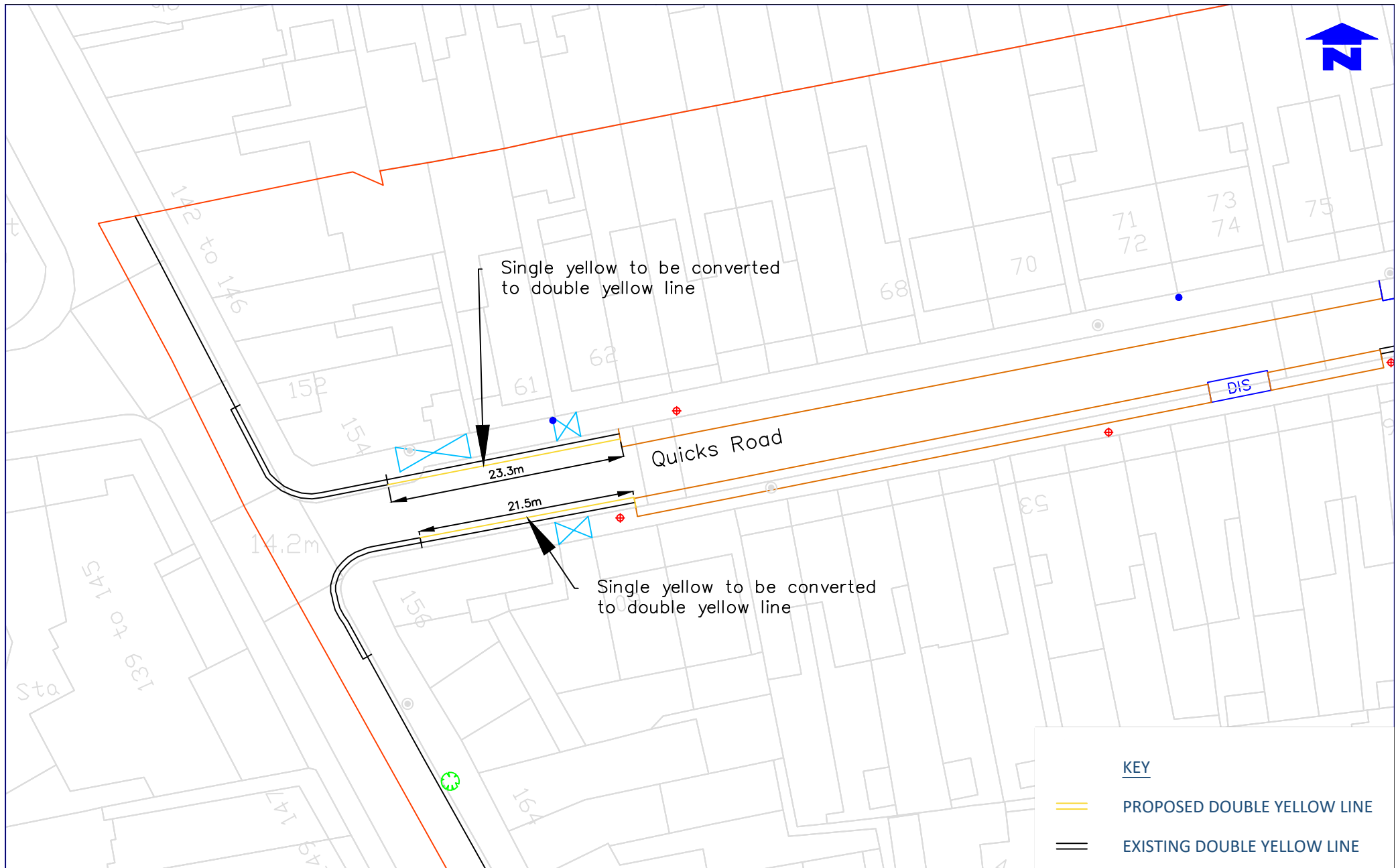
PROPOSED PARKING AND WAITING RESTRICTIONS



Merton Civic Centre
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Drawing No.	Z27-695-18
Revision	
Classification	CONSTRUCTION
Scale	1:1000

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KEY

- PROPOSED DOUBLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE

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Drawn by	SC	Date	14.08.23
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PROJECT	Waiting Restrictions
TITLE	Quicks Road
PROPOSED PARKING AND WAITING RESTRICTIONS	



Drawing No.	Z27-695-19
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Key

- Proposed double yellow lines
- Existing double yellow lines

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Drawn by	SC	14.09.23
Checked by	SC	14.09.23
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PROJECT
Waiting Restrictions

TITLE
Lynmouth Avenue

PROPOSED PARKING AND WAITING RESTRICTIONS

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London Road
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Drawing No.	Z27-695-08
Revision	
Classification	CONSTRUCTION
Scale	N.T.S



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PROJECT
Waiting Restrictions

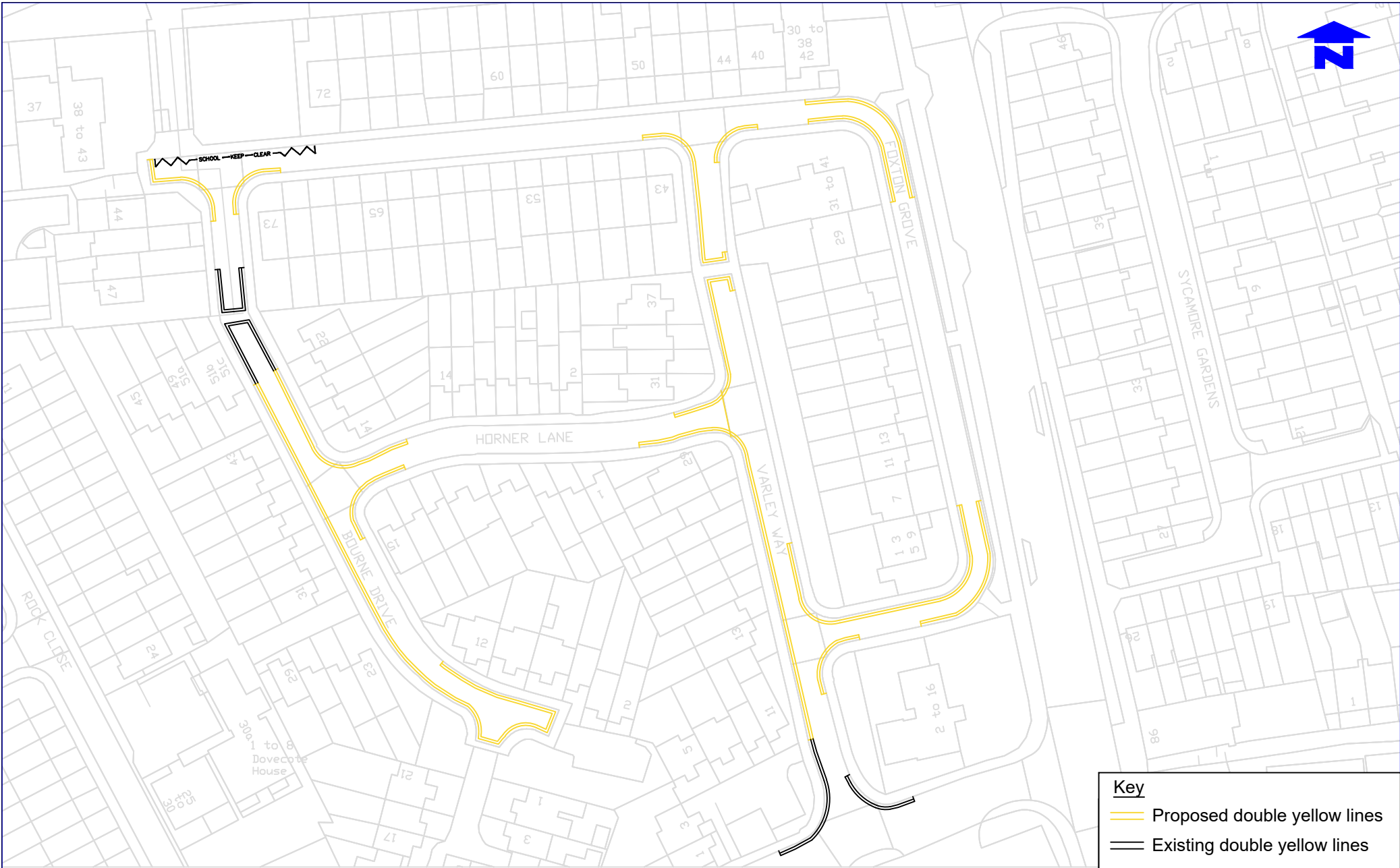
TITLE
Glebe Path

PROPOSED PARKING AND WAITING RESTRICTIONS

merton

Merton Civic Centre
London Road
Morden, Surrey
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Drawing No.	Z27-695-21
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Key

- Proposed double yellow lines
- Existing double yellow lines

Notes
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Prepared by	BC	14.08.23
Checked by	BC	14.08.23
Approved by		

PROJECT
Waiting Restrictions


TITLE
Foxton Road Area
PROPOSED PARKING AND WAITING RESTRICTIONS

merton

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London Road
Morden, Surrey
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Drawing No.	Z27-695-22
Revision	
Classification	CONSTRUCTION
Scale	1:1000



Key
 Proposed double yellow lines

Notes
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PROJECT
 Waiting Restrictions

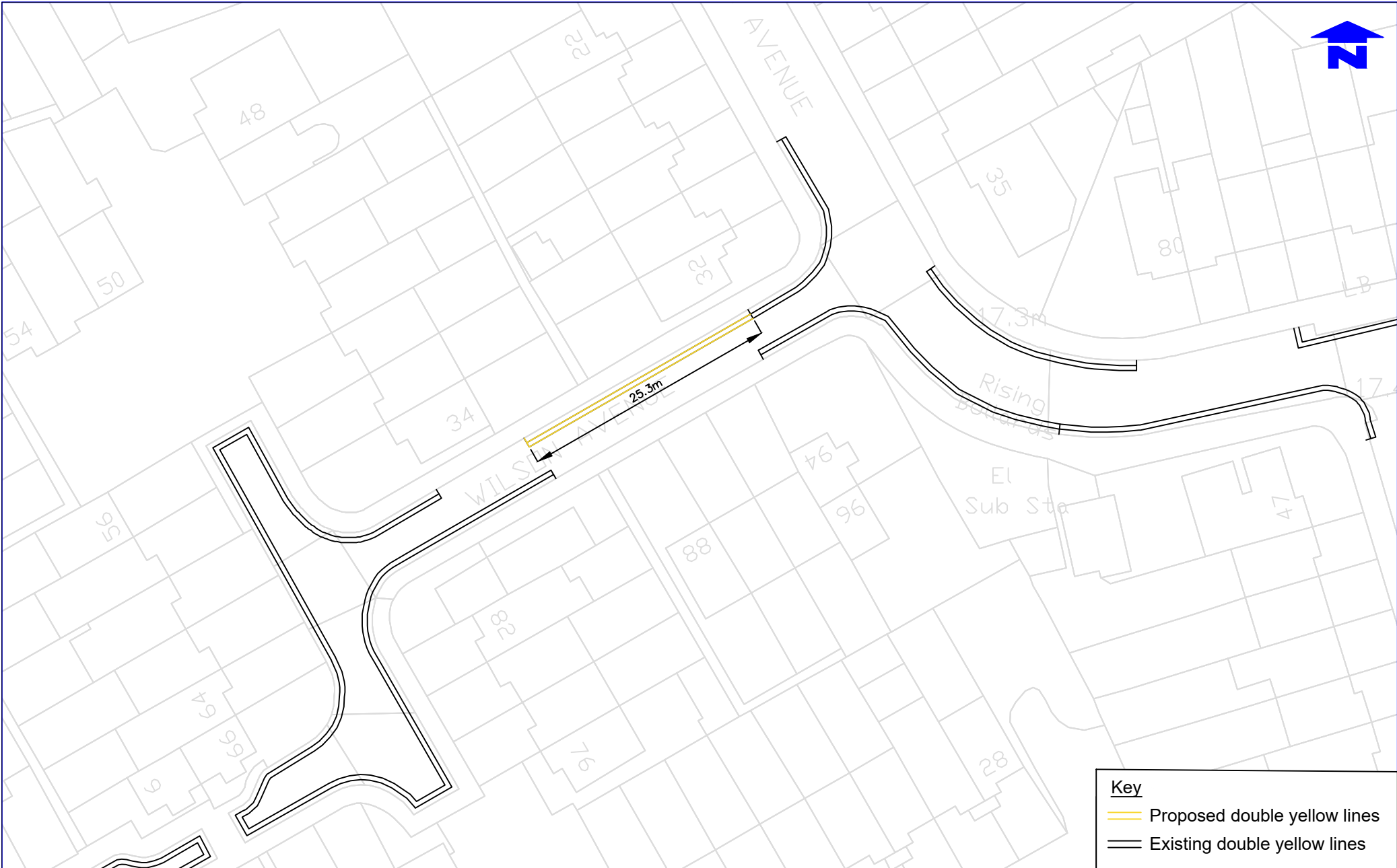
TITLE
 Wandle Road Junctions

PROPOSED PARKING AND WAITING RESTRICTIONS



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 Merton Civic Centre
 London Road
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 SM4 6DX
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Drawing No: Z27-695-23
 Revision:
 Classification: CONSTRUCTION
 Scale: 1:1000



Key

- Proposed double yellow lines
- Existing double yellow lines

NOTES
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Rev	Revisions	Drawn	By	Date	CHKD	By	Date	APP	By	Date

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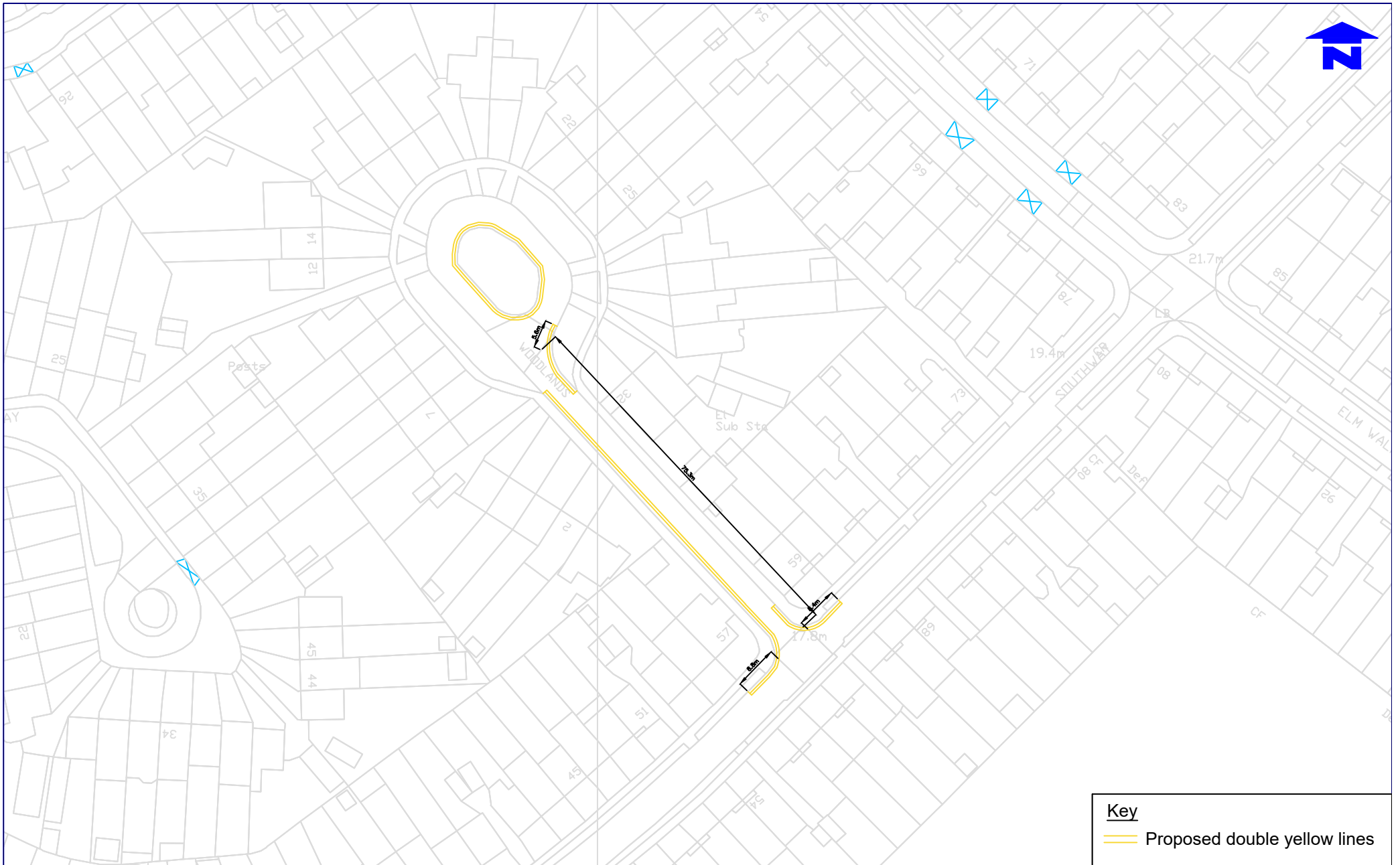
Prepared by	Sp	14.08.23
Checked by	Sp	14.08.23
Approved by	Sp	Date


PROJECT
Waiting Restrictions

TITLE
Wilson Avenue
PROPOSED PARKING AND WAITING RESTRICTIONS

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
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Drawing No.	227-695-24
Revision	
Classification	CONSTRUCTION
Scale	1:500



Key
 Proposed double yellow lines

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



FUTURE MERTON

Drawn by	BC	Date	14.09.23
Checked by	BC	Date	14.09.23
Approved by		Date	

PROJECT
 Waiting Restrictions

TITLE
 Woodlands

PROPOSED PARKING AND WAITING RESTRICTIONS



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Drawing No.	Z27-695-25
Revision	
Classification	CONSTRUCTION
Scale	1:1000

Representations in support**Blakes Terrace, KT3****063**

I write to confirm my whole hearted support for this Planning proposal and I would like to applaud Merton Council for attempting to resolve a problem that has been ongoing for a long time in my neighbourhood and surrounding residential area.

I have lived at No * Blake's Terrace for some twenty years and have seen the problems with parking, traffic waiting and general traffic movement, slowly increase to a point where it may be beyond control if no action is taken.

I would go on to say that at rush hours and school times Blake's Terrace is fast track rat run on to the A3 from adjoining roads such as Blake's Lane and West Barnes Lane. With traffic taking no notice of the 20mph speed control and the signs indicating that there are speed cameras in the area! (Never been any cameras in the 20 years' I have lived here) so these deterrents signs don't work? Since my time residing at my property I have seen two collisions with the bridge that adjoins my property through cars speeding down West Barnes Lane and losing control. On another occasion, there was an accident when a car travelling at high speed collided with the wall of the property opposite mine after speeding down Blake's Lane towards West Barnes Lane.

Then there are the large delivery lorries, coaches and vans that come down these previously mentioned roads attempting to get on to the A3 via their Sat nav. Only to realise that the roads are very restricted and they have to go back. This increases congestion when they try to turn round or reverse out of the situation they have found themselves in.

When there are large vans occupying Blake's Terrace and adjoining roads and they are parked either side of the road there is little room for vehicles to pass through. Subsequently, wide service vehicles are affected especially when it is refuse collection day. One dreads to think what could happen if an emergency ambulance or fire engine had their route blocked because of closely parked large vans and cars parked at this busy intersection.

Please note I am attaching pictures for reference on this point.

These large vans also restrict important views by road users when entering Blake's Terrace from Blake's Lane. I have seen many near misses with both cyclist and vehicles being lucky not to have been involved in accidents with other road users due to restricted sights at this junction. Latest concerns are with Combes Boys school, where due to limited parking availability parents are now redirecting their pick up waiting points further away from the school. This is now over spilling into surrounding roads such as West Barnes Lane, Blake's Terrace, Stanley Avenue, Blake's Avenue and Blake's Lane. All adding to the congestion and hazardous parking with pedestrian pupils coming and going to school trying to navigate busy roads. One prays that all of the above urban parking chaos does not result in a serious or fatal incident involving children. Over the years I have written many letters and sent numerous emails to local Councillors of all parties and although most have been very helpful. Council rules and By-laws have prevented any definite action or resolution of the traffic problems in this area. I therefore hope that the contents of this email will be taken into account when decisions are to be made and that the simple process of extending or painting double yellow lines may prevent possible future hazardous situations escalating out of control.

002**Woodlands**

Thank you for your letter which arrived this morning.

I am supportive of the proposal to add parking restrictions in the access road to Woodlands.

I would like however to suggest that the restrictions are put in on the opposite side of the road to that currently proposed, and there seems little point in adding double yellow lines around the island. I would also suggest that the restrictions in front of number 32 are also not needed.

I have attached a map (below) of the road along with my suggested Yellow lines.

037**Middlesex Road**

Regarding double yellow lines in Middlesex Road I completely agree with some of the proposals except you have proposed yellow lines on residential marked parking spaces 17b /19/19a/19b

Which are clearly marked as designated bays for these houses and have been since houses were built.

075**Middlesex Road**

As a resident of Middlesex Road, I am writing to you regarding the proposed double yellow lines. Whilst I agree with the proposal I strongly object to the lines being in place outside the properties at the no way through part of Middlesex Road, namely outside 17a and 17 b. This area is used for residents to park and does not block or restrict anything as it is a no through road and has trees in situ, please can you reflect on the plans. I await your response.

26**Foxton Grove**

I'd like to let you know of my view for the suggested yellow lines in the Foxton Grove area.

I agree mostly with the suggesting but think you have forgotten to add double yellow lines around the whole junction of Varley Way and Horner Lane, as outside number 31 is where a car always parks obscuring the junction.

This would make it easier to go around. And would be like the other junction lines you suggested.

Other than that, I think there is too much yellow lines proposed on Bourne Drive. There should be more free space like on Horner Lane, on which you proposed little yellow lines.

Comments

087**Cannon Close**

I am writing about the above reference for proposed waiting restrictions (double yellow lines)

I do believe yellow lines down the whole road on both sides would be excessive, and pass a problem on to neighbouring roads.

I have lived in Cannon Close for 27 years. The blockage in the road is often by the surgery at the top of the road, and I believe the road would benefit from having one side at the start of the road as double yellow.

I live on one of the bends in the road and have no objections to yellow lines around both sides of the corners.

I also believe the road would benefit from having yellow lines around the turning circle at the end to allow cars to turn with more ease.

039**Middlesex Road**

Regarding above reference number, will I be able to stop my car on Middlesex Road to load/unload heavy goods after you have implemented the proposed double yellow lines?

040**Cannon Close**

We are residents at 21 Cannon Close, and would like to register our objection to the proposal to amend the parking regulations on the street.

We have the following concerns and observations -

- The issues with parking on the Close are the result of patients attending the Grand Drive Surgery at the corner of Grand Drive and Cannon Close. A recent installation of a dropped curb for a new drive next door to the surgery and existing white line no-parking areas has meant that the parked cars which previously had occasionally blocked refuse collection are no longer able to park in a position which will block the lorries
- The issues with refuse collection have only affected the private refuse collection from the block of flats on Cannon Close, not the collection organised and operated by the council for the majority of residents of the close. The residents of the block of flats have their own private parking lot, so changes to parking will not affect their ability to park their cars, unlike the other residents of the road.
- The proposed scope of the double-yellow lines means that there will be no parking available on the entirety of the close. This change will affect residents who do not have a drive upon which to park their car, and those residents who have more than one car. There are several families with small children and several elderly residents on the close for whom not having parking available would present a significant challenge
- The proposed change eliminates all parking for patients at the Grand Drive Surgery, many of whom have mobility issues and for whom a lack of convenient parking would be a significant challenge
- There is very little alternative parking available in nearby roads - Berrylands, Parklands and Heath Drive are all often completely occupied by their own local residents, other streets are restricted to residents-only or private parking
- The parking congestion caused by the Grand Drive Surgery only affects the road during business hours Monday to Friday - on non-business hours and weekends there is no issue with parking or traffic on the close, however the proposed restrictions mean that at no time is anyone able to park. As there is no suitable alternative parking nearby, this will negatively impact all residents of the close

Thank you for your attention.

054**Thurleston Avenue**

A good idea but double yellow lines outside my driveway. The reason being if I was to have any work carried out the contractors will have parking right across my drive. Nobody can park across my drive without permission. If there is an obstruction problem with my drive I will know who owns the vehicle and deal with the problem.

It does not show on your drawing the position of the signage, are the existing posts preventing vehicles going onto the grass verge being removed and holes filled in?

042

As a home owner living in very close proximity to the site of the proposed waiting restrictions on Thurleston Ave in Morden, I am concerned that the implementation of this proposal will make the already very limited number of parking spaces in this part of the road, even more restricted. This issue has been compounded in the last 12-18 months by the introduction of some new driveways along the road, which have further reduced the available parking spaces. As such we homeowners will be forced to park our cars a considerable distance from our homes, possibly on neighbouring roads such as Templecombe Ave. or Shaldon Drive, and then walk a significant distance to our residence.

Whilst I understand the need for some form of waiting restriction to be applied due to some individuals parking inconsiderately, I do not think that this should extend as far as is currently proposal i.e. 61.6m. There are some perfectly good parking spaces on the road outside no. 25 and no. 31 at either end of the proposed double yellow lines, that should remain.

Should the council wish to continue with the plan to implement this proposal in its entirety, I request that the council consider other options to facilitate the parking needs of the residents. This could include the introduction of a CPZ or the provision of additional parking in place of the grass verge on the outside of the bend.

34

Comments from Greenwood Close, Morden, SM4 4HX

We refer to the above consultation and wish to object to the proposal on the following ground:

- Impact on neighborhoods - The introduction of double yellow lines means that drivers would find alternative roads to park. This shifts the problem somewhere else which is short sighted. We have seen this when this same approach was taken in Eastway.

We have seen this impacting our road as a result of the yellow lines in Eastway and doing the same in Thurleston Avenue would only exacerbate the issue.

018 Foxton Grove

I'm writing in response to the proposed waiting and loading restrictions in our area, Foxton Grove/Bourne Drive.

I took the time to discuss with a few residents of the area, and have edited the proposed layout of double yellow lines found on your website. Which you will find attached. The slashed red lines are where we think there should not be a double yellow line.

The solid pink is where we think a double yellow line is needed.

027

I'd like to let you know my opinion of the double yellow line suggestion.

I think the suggested yellow lines on Bourne Drive are a lot out of proportion compared to the other roads in the area.

Just take a look at Horne lane, which has barely any yellow lines and yet Bourne drive is almost covered in whole.

On top of this, the junction of Horner Lane and Varley Way, through which a lot of cars go through has only yellow lines suggested on the south side.

As a resident who has been impacted by that junction, can assure you that it will need yellow lines all around it as you will still get the same situation as you do now, where cars will park on the north and east side and traffic will meet head on in the junction as you can't see properly around it and one car has to be in a different lane to traverse that junction.

**Against
Blakes Terrace**

023

We have received notification of the proposed waiting restrictions in relation to double yellow lines on Aragon Road which we strongly object to, having been residents homeowners on Aragon Road for the last 20years, we find it hard to believe that you have had complaints regarding obstructive and dangerous parking from the community of which we have seen no evidence of on our road.

If these restrictions go ahead it would become even more of a struggle to park on our road. We already have a parking problem and if we have these proposed double yellow lines parking restrictions, it will make a difficult parking problem almost impossible and to be frank, an absolute nightmare to find a parking space on our road.

This is extremely upsetting and we, and our surrounding neighbors strongly disagree with what you are proposing. We would really appreciate it if you could please take this email into consideration and think about the households like ourselves, that live set back from the green conservation area (around the bend) that do not have off street parking that having these proposed restrictions will be very difficult for us.

We thank you in advance for your cooperation in this matter and would appreciate acknowledgement of this email as soon as possible.

Aragon Road

067

I would like to make some observations/objections to the proposal to put double yellow lines on the bend outside my property. I live at *** Aragon Road:

I do not agree with the comment about dangerous parking on the bend, as I know that if there is not parking on both sides of the road drivers speed around the bend and increasing the danger to pedestrians crossing the road in the vicinity of the bend. Drivers cut across the bend and do not allow any space for vehicles to pass each other, increasing the possibility of a head on collision at speed, as it is a blind bend! Cars parked on both sides act like a width restriction and cars have to slow down and give way to each other. I agree that larger vehicles such as longer lorries do have problems on occasions, but residents do respond by moving a vehicle that it is causing the problem. There is a long wheel base Transit commercial van, which is driven by a person living on the green, which is wider than a car that does make the situation worse and I believe this is the vehicle which has been the cause of the call for the restrictions.

I live at *** at the back of the green where there are twelve house. The two at either end of the bend have been able to have dropped kerbs and have off street parking. Another has access to a disabled parking bay. There is a further disabled bay, which is no longer in use following the death of the person it was put in for. I have asked for this bay to be removed but no action has been taken regarding this. So this leaves 2 spaces for vehicles on my side of the road and 4 where the proposed parking restrictions are going to be placed. This will leave 3 or 4 , if the unused disabled bay is removed, for 9 houses to park their cars. There are very few other spaces in either direction along Aragon where there is on street parking.

I also note that further parking restrictions are being proposed on some of the corners which will cause further lack of parking in the road. I currently have problems finding a space if I come home in the even and park in Dudley Drive or

Seymour Avenue and come in through my back service road, which is dark and very uneven. However both Dudley and Seymour are also suffering from the lack of parking space.

Parking has been an increased problem since the introduction of the safer schools restrictions at either end of the school day. This has forced parents delivering/collecting their children to park further away. At weekends when the Little League use the park there is a massive increase in the need for parking

I hope this is of help in the decision making and advise me as a resident on where I can park in the future, if these lines are introduced?

065

We have received notification of the proposed waiting restrictions in relation to double yellow lines on Aragon Road which we strongly object to, having been residents homeowners on Aragon Road for the last 20 years, we find it hard to believe that you have had complaints regarding obstructive and dangerous parking from the community of which we have seen no evidence of on our road.

If these restrictions go ahead it would become even more of a struggle to park on our road. We already have a parking problem and if we have these proposed double yellow lines parking restrictions, it will make a difficult parking problem almost impossible and to be frank, an absolute nightmare to find a parking space on our road.

This is extremely upsetting and we, and our surrounding neighbors strongly disagree with what you are proposing. We would really appreciate it if you could please take this email into consideration and think about the households like ourselves, that live set back from the green conservation area (around the bend) that do not have off street parking that having these proposed restrictions will be very difficult for us.

We thank you in advance for your cooperation in this matter and would appreciate acknowledgement of this email as soon as possible.

Wilson Avenue

059

I refer to your proposal to extend the double yellow lines at the above location. I wish to record my objections as follows:

- 1) Further restriction of quantity of parking spaces will impact on the original part of Wilson Avenue. This is a through route for traffic which already suffers with congestion due to lack of appropriate parking spaces.
 - 2) The extension of double yellow lines in the cul d sac part of Wilson Avenue is unnecessary as the road is wide enough to allow on road parking without restriction to vehicles serving the 30 properties in this part of the road.
 - 3) The properties opposite the proposed yellow line extension are not restricted by the current parking arrangement as there is adequate width of carriageway and the houses benefit from a continuous dropped kerb along their entire length.
- I hope you will reconsider your proposal as it offers no solution to the traffic issues which are currently affecting Wilson Avenue.

Cannon Close SW20

041

We have lived in Cannon Close for nearly ten years now and have witnessed the evolution of it over the years. It is a great, family friendly place to live, with pretty front gardens and smiley neighbours.

It was with great chock that we received your proposal last week. Let me list all the objections that we can see to it:

-first of all, we are concerned about the safety of our children in the close if there are virtually no cars parked anywhere, it will only make the delivery trucks (plentiful) drive faster in the close, stopping our kids to play together outside in the close, which would be extremely sad.

-we understand the problem with refuse trucks not able to go through, but most of the time it's due to surgery users parking virtually everywhere, inconsiderate of others, or delivery trucks stopping in the middle of the road (even with parking spaces available), and we don't think double yellow lines will stop these people, they will wait in the car parked illegally while one goes to the surgery (we see that a lot). In the end, us, living in the close, would be the ones penalised, not them.

-where would residents park? With the problems with ambulances waiting times increasing, having cars parked close to the house is a security insurance for us all. Last year, my husband had a life-threatening injury to his left hand, blood spilling fast, and was told the ambulance would be here in 45 minutes. Luckily my neighbour parked just outside could take him with her car. What would have happened otherwise?

-where would residents park? With the increase of car theft in the borough, people don't want to leave their cars away from their sight... and in less visible places.

-where would residents park? It will have a dispersal effect to other roads in the area, and will most certainly induce a loss of front gardens, carrying on increasing flood issues in the area as you are very well aware of.

-where would builders/workmen... park when we need some work done to our houses?

Having listed all of these, you would hopefully agree that your proposal is excessive as such and won't achieve what is expected, it would only be inconsiderate to us residents, putting our kids and residential lives at risk.

Looking at your proposal, we thought that having those double yellows in the corners could be an acceptable project. I have circled in blue on your proposal (picture attached) where it would probably help to have double yellow lines.

I really do hope that you will listen to our objections as your proposal, as such, would have only a negative impact on us residents.

Looking forward to hearing from you, receive our kind regards

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 their are no obstructions to traffic.

044

I am writing to you to express my strongest objection to the proposal to introduce waiting restrictions (double yellow lines) in Cannon Close. This would have a serious impact on the residents of Cannon Close, both in the present and the future. I do not currently own a car but family and friends regularly visit by car and with the introduction of double yellow lines, they would not be able to park nearby. This would be most difficult for those with babies and young children. Other local roads have limited parking due to the number of people with paved over front gardens and all available space taken up with residents parking. The nearest available road to park on is Grand Drive which is not a suitable place to park as it is very busy.

I feel strongly that this proposal discriminates unfairly towards people like myself who do not have their front garden paved over. This practice is very costly to the individual and an environmental disaster, in my view the council should be doing all it can to not encourage the paving over of front gardens for parking.

On the plans, there is a proposal for very limited parking which includes the front of my house. However, this will not be reserved for my use and given that parking will be so limited if the proposal goes ahead, will be taken up by other residents parking and unavailable for me or anyone visiting or needing to park there to provide a service for me. I am very concerned about parking for engineers, builders, online supermarket deliveries and the other numerous and essential people who provide services for myself and require parking. One of the questions asked of me when I am booking, for instance, an engineer is about parking at my property and I fear that there is a real risk that they will not come out to me if they cannot park nearby.

There is no alternative provision for parking in the surrounding streets for Cannon Close residents or patients attending the Grand Drive Surgery. The surrounding roads will become increasingly clogged up with parked cars, including Grand Drive which could be dangerous and cause traffic chaos. The longer term impact would be a reduction in the value of properties in Cannon Close due to such severe parking restrictions.

I can understand the frustration of drivers carrying out refuse collections when inconsiderate parking prevents them from getting around the Close and doing their job. The white zig zag lines outside the Surgery should prevent this in that area but it seems that there can be a problem on the corner of Cannon Close, if people park inconsiderately. The addition of double yellow lines along the corners of Cannon Close could keep access available without unfairly penalising all the residents of Cannon Close. There has always been a parking convention in Cannon Close whereby people park on one side of the road, outside the houses numbered 8-13 and this has been adhered to for as long as I have lived here (35 years) so that emergency access is available. The difficulty seems to arise during busy times during Grand Drive Surgery opening hours, mostly in the morning.

Putting in double yellow lines would have a devastating effect on myself. Overall I think it is an over reaction to a problem that could be solved in a more considered and sensible way with double yellow lines around the problem points in Cannon Close, the corners. Both the residents and patients visiting Grand Drive Surgery need to be able to park nearby. Making them park a distance away would be inconsiderate of their needs and merely push the problem to another road rather than finding a solution.

Thank you for taking the time to read this.

046

I write this email to say thank you for the information regarding the intention to paint double yellows in our street. The residence living in Cannon close and Aran court flats would benefit from this news as we will finally now get regular bin collections and not wait almost a month to get our large bulk bins collected. Believe me when I say I am a great advocate of these changes however.. from the messages and chatter on the next door app for our street, it does not seem everyone has the same opinion. We are all worried that Merton has not taken time to consider the reason why our particular street has an issue and from the comments on the Next door app, the street residence do not want to be restricted in parking there car on the road because of the surgery causing issues.

I am sure someone in your department has looked at our cal de sac and how unique and different it is compared to some of the streets on the list. The most notably is we have a doctors surgery on the corner and this is the root cause of all the collection problems. Over the 5 years I have been living here, we have been having issues with the parking in our street due to the surgery patients, I have not only seen with my own eyes, but spoken to the bin collection crew, and had numerous conversations with the practice including discussions with patients who park over the solid white bars in the street, park across peoples drive ways and literally leave just enough space for a small car to squeeze though with no consideration or thought to delivery vans , bin collection and emergency vehicles.

Its sad to see but the patients attending the surgery do not care how or where they park no matter what lines are on the road. In almost all circumstances the patients are late for their appointment when they arrive here. When they get here and there is no parking as all the available parking is taken up by either residence or patients already attending the surgery, they therefore just park up anywhere and walk into the surgery for their appointment.

In the times when I have been walking past or trying to get my van between cars and at the same time a patient is climbing out their car, I have said please don't park here, you have parked over the solid bar and are blocking the street. 9 times out of 10, they say "you can get a car through there" and "I am late for my appointment, I will not be long".

My point is, painting double yellow lines as in the plan is all good as long as it is policed. As in this plan you are removing almost all the parking spaces bar a few for residents. When the patients arrive and see the lines and ALL the parking is now removed, I am willing to be that they will park on the double yellows anyway for the simple reason, they late, they NEED to get that appointment and they will risk it. I believe that this street needs some marked out bays outside the surgery with possibly red lines on the left side of the road after parking bay 3 -No stopping or parking.

In addition of the above, there is mention of signs showing times where we (residence) can park on the double yellow lines. Do you know what the times are? there is no mention of them.

I have marked up the street plan and some photos for your consideration.

067

With reference to the proposed waiting restrictions in Cannon Close, we (our whole household) living on Cannon Close, reject these for a number of reasons.

1. By preventing no parking at all, this will mean that already existing driveways will become blocked and surrounding roads.
2. There are currently electric charging points (installed on lampposts) on Cannon close for electric vehicles and these are used and encourage a greener sustainable alternative to petrol cars. These will no longer be able to be used as cars cannot wait and charge, which is ludicrous.
3. We have some beautiful front gardens on Cannon Close and just recently we lost one as Merton Council agreed to a dropped curb (house next to the doctors). This ruins the look of the road as big cars are parked on front spaces and more nature is lost. This scheme will encourage more homeowners to do this and further change the look of the street.
4. We have elderly people use the doctors on the corner and they drive to the surgery as they are unable to walk. There is very limited parking, therefore this is actually discriminatory.

Please look at this again and investigate time restrictions to allows for refuse collections. This only happens on Fridays. A 7am-9am ban could also be considered.

051

I object to the proposal.

It is not necessary to prevent parking on both sides of the roads. Just one side would suffice.

29 and 31 and 32 cannon Close all have dropped kerbs so there will effectively be no parking in the road other than outside number 4/5.

The road has a Doctors surgery on the corner and those attending appointments park in Cannon Close opposite the surgery. Indeed the rule on not parking on the pavement was relaxed there due to the impact this would have on patient parking. While this is painful to see, I'm not sure where else they will park... other than Grand Drive itself with knock on impacts, and possibly Berrylands, the adjoining cul de sac where I live, which already has enough parking problems.

If bad parking is affecting service vehicle access, issue parking tickets. The Bin lorries have managed until now. So what has changed that warrants this draconian step?

052

With regard to the above proposed double yellow lines on Cannon Close, whilst I do wholeheartedly agreed that action is required, this proposal seems extreme and will not resolve the issue, it will simply displace it elsewhere, people will move their cars to neighbouring streets. Therefore, I wish to log my objection to full double yellows on the entire street.

The root cause of the problem is too many multi-car residents with not enough driveway space. Compounded by GP visitors during surgery hours visitors who do not park with consideration. I'm not sure if commuters are an issue. I don't see many people parking there and walking up/back from the station on my daily commute. Nonetheless it could be a factor.

As a pedestrian, these are issues I have noted while living here for three years and walking through Cannon Close most days:-

- Residents/visitors park in front of dropped curbs including the pedestrian thoroughfare to Berrylands entry/exit.
- Surgery visitors will park on the pavement completely blocking pedestrian access forcing them to walk on the road.
- Residents park in drives that are not big enough for a car, encroaching on pavement space.
- Residents/visitors park half on the curb encroaching on pavement space.

These are already covered by law and are being ignored as they are not enforced by ticketing. A reasonable approach would be a transition period. Firstly, add yellow lines to the corners of the road only, to allow refuse lorries and other deliveries adequate space. The residents will directly benefit from this. Additionally, start to send a warden around to enforce the current laws that are being breached to encourage people to find alternative parking.

If commuters are parking there in order to get to the station then permit parking would be an additional solution rather than double yellows. Again this needs to be enforced by wardens in order to provide any real benefit.

As a resident, a pedestrian and a car owner I do appreciate all sides. However, the onus is ultimately on the driver to park both considerately and legally in order to respect the residents, road and pavement users.

055

I wish to make a representation against the proposals in Cannon Close Reference ES/WR2023B1 I have lived at ** Cannon Close since 1974 nearly 50 years.

** Cannon Close is a mid-terraced property with no off street parking.

How will any carers helping me be able to do so if the current proposals go ahead?

Most carers come by car.

The key pinch points regarding access for larger vehicles is at the beginning of the Close and where Cannon Close bends outside number 1 Cannon Close.

Double yellow lines at these locations would be sufficient to allow unimpeded access to the remainder of the Close.

The current proposal to virtually eliminate any chance for residents to park is far too extreme and unnecessary in order to achieve the aim of improved access.

If Merton Council are seen to act in the interests of the people they represent then a meeting in the Close with residents and the Cabinet Member of Transport Cllr Stephen Alambritis MBE would be a positive way of moving forward.

If this proposal in its current form goes ahead despite all objections the Council will be promoting the paving over of even more front gardens. Surely this is contrary to all we know on the positive environmental benefits and flood prevention of maintaining front gardens.

I urge you to visit us before making your decision so you can see at first hand the valid points I and my fellow residents are making.

058

With regard to the above proposal. There is definitely an issue with double parking which restricts access to our Cul de Sac. However, the proposal is too extreme.

There is space, if people park responsibly, for 4 cars opposite the surgery. There is also space for 4 cars further down on the same side as the surgery, at least one of which is a resident, again if people park responsibly.

This would accommodate up to 7 patients, many of whom have small children and/or mobility issues. Not everyone meets the criteria for a blue badge & some people struggle with mobility temporarily.

The double yellow lines should start at the beginning of the advisory white line opposite the surgery, as this is often abused and is one of the main causes of problems regarding access in or out of our Cul de Sac.

The double yellow lines should continue on that side of the Close till round the corner where the extent should take into consideration the wishes of the residents at that end of the Close, since they would no more want to block themselves in or out, or block access for other vehicles.

We live at the above address and have off street parking. One is for my husband to use as a driving instructors vehicle & the other for occasional private use. Over 7 years ago I was struck down with Transverse Myelitis.

I lost all function from the waist down. I was rushed to A & E then transferred to the Atkinson Morley in July then the Wolfson for rehab. Luckily I came home with a Zimmer frame in October.

Although I was originally entitled to NHS home physio for a limited time, I still need ongoing treatment occasionally, which I have to pay for. The physio brings various items of Equipment & parks in front of our private car as my husband is in and out at all different times between driving lessons. Our son, who is a qualified personal trainer, also comes when we both have time, to supervise my exercises. He also brings equipment with him and parks in front of our private use car. I do not

have a blue badge and I am not registered as disabled, nor do I claim disability benefit. All these things would hardly be an incentive to improve and progress.

I consider myself extremely lucky to have the option of improvement, but it is ongoing as my spinal cord is compromised and needs permanent 're-booting', so yellow lines in front of our house would prevent them from coming, as they wouldn't be able to carry any of the equipment for my exercise sessions. I have made a point of not organising these sessions on the day the refuse/recyclers come, particularly as people park so badly opposite us.

Parking is already at a premium and is best used by patients for the surgery as is already the case.

A car parked in front of our house would not have, and has never had, any bearing with regard to access for vehicles. It's the parking on the pavement opposite our house, and parking on the advisory white line opposite the surgery, that are the main cause of the problem. Massive vehicles have come and gone down here with no problems when people have parked sensibly.

Yellow lines, where logical, would solve the issue.

Please do not hesitate to contact me for any further information you require.

060 & 061

I wish to object to the proposed introduction of parking restrictions (double yellow lines) in Cannon Close as follows: It is agreed that double yellow lines on some the corners of the Close would improve access for refuse collections, but the blanket restrictions proposed are unreasonable and the following people will have nowhere to park their cars / vehicles: 1. Residents of Cannon Close without off-street parking or access to a garage. This group makes up most of the residents. 2. Patients visiting Grand Drive Surgery. 3. Tradesmen carrying out tasks which take longer than 40 minutes. 4. Carers visiting clients in the Close.

Other reasons to reject the blanket implementation of double yellow lines:

1. Provided no cars are parked on the corner at the boundary between No. 32 and Nos. 33 to 36, and the corner outside No. 1, and the straight length in front of No. 14, refuse collection trucks can access the southern end of the Close and have done so for many years.
2. The parking of two cars on the left-hand side of the end circle and the side of the road in front of Nos. 8 to 13, has worked successfully for over 30 years.
3. Some residents (for example Nos. 5 & 6) will be forced to replace their front gardens with off-street parking incorporating hard surfaces which is contrary to the Borough's policy to enhance biodiversity.
4. Some properties (for example No. 9) do not have the potential to install off-street parking.
5. No account has been taken of residents who have or might develop limited mobility in the coming years.
6. Planning permission for No. 7A was granted on the grounds of plenty of parking, including the turning circle, available in Cannon Close, so the introduction of parking restrictions now is illogical.
7. Residents will be forced to find parking in nearby streets which will create a source of conflict with residents in the other roads. I urge you to reconsider the current proposals and develop a workable solution with the residents of Cannon Close.

062

I would like to strongly object to the proposal that arrived in my post box last week.

You must be aware of the fact that Grand Drive surgery is the only surgery covering most of the area around Grand Drive, which is very large, and they have an overwhelming number of patients. Much residential building has been allowed around without suitable infrastructure of all sort, including parking facilities or another surgery. Cannon Close is the only place where patients – the very old/frail/ children and babies/the very ill and incapacitated – excluding therefore those who can easily walk or take the bus, can safely come by car and park. And there are often cars parked in Grand Drive itself, often nearly blocking a drive, or blocking efficiently coming out of a drive, which is a deadly affair with the many, massive HGVs that career down our road, as expressly directed by the council. We all try to patiently put up with the inconvenience as we understand their problem.

The one you propose is another thoughtless, top-easy, radical solution, for which there is no need. It would be much more feasible with suitable signage to all concerned, to stop the parking on Friday morning, for example, when trucks come for the major collection between 6.30-7.00am. or whenever they have to come for other essential tasks.

There is of course the obvious, simple solution seen in other countries for narrow streets and lanes, where much smaller trucks perform those services, but I assume that the council will immediately state that there is no money available for that. I feel that the proposal is a solution of convenience for the administration, without any concern for the residents of the area, and is, as such, to be rejected.

I thank you for your attention.

069

We are writing to object to the proposed parking restrictions on Cannon Close and in general to the proposed plans for the wider area. My family and I are residents of Cannon Close and have lived here for 10 years. We are concerned that the proposed changes will make it more difficult and expensive for residents, staff and parents of Grand Drive Surgery to park their vehicles.

We understand the point you make in your letter, dated the 9th October (but only received on the 19th October), that the way cars are parked inconsiderately on occasion, prevent refuse collection. However, the number of such occasions can be counted on one hand per year.

Specifically, we object to the proposal of blanking the street in double yellow lines. The proposed double yellow lines mean that there will only be space for a few cars to park. Those few spaces do not provide enough for the circa 25 residential households (of which 12 don't have driveways) and the local GP (Grand Drive Surgery) at its entrance. We both think that the plans have not been thought out well. The removal of on-street parking spaces in Cannon Close will make it more difficult for residents, staff, and parents to the GP to find parking and will lead to increased congestion and accidents. This will force residents to park more than a 10 mins walk from their homes, especially if you consider the proposed waiting restrictions for the wider area. Vehicles parked further away will also be susceptible to break-ins and thes. Therefore, the proposed parking changes will have a negative impact on the quality of life for the residents and we urge you to reconsider these proposals and to work with residents to develop a solution that meets the needs of everyone. We suggest the following alternative solutions to the original problem you highlighted in your leer. To improve the refuse collections and avoid any obstructive parking, double yellow lines should only be required for the 2 bends in the road and at the end of the close to help cars needing space to turn around. As shown in diagram overleaf. We hope that you will take our concerns into account when making a decision about the proposed parking changes. We appreciate your me and efforts in dealing with this important matter.

080

In response to the statutory consultation on parking in Cannon Close I wish to object to the proposed scheme to implement double yellow lines in the majority of the street. I have been a resident of this street for more than 25 years. I am concerned about the lack of consideration towards residents to be able to have the convenience of parking close to our homes and the security of being able to see our vehicles are safe. Many of the residents have very young children, or like me need to park close because of mobility difficulties, and parking further away will be difficult. The proposed parking restrictions will make it more difficult for residents to park and is likely to create a dispersal effect with parking for surrounding roads. It is impractical and unreasonable to prevent local people from using the street to park. It also means anyone visiting our homes, or providing deliveries or services e.g. builders, to residents will be unable to park. This is unacceptable for residents.

A significant number of residents of Cannon Close do not have their own driveway. Up to 12 households will be unable to park in the road if these proposals are implemented. Many of the households have more than one car, and even with their own driveways have a need to park on the street. This will personally cause me difficulty because I have one of the smallest front gardens in the road as I am at the turning circle end of the road. Parking further away from our homes is likely to have an impact on our insurance premiums, which see parking in a cul de sac as a more secure on street parking option than parking further away or on main roads. This then will unfairly cost residents more money. Parking further from our homes will also mean the opportunities for damage, theft from and of the vehicles is increased.

I would be interested to see the complaints data the Council has specifically made about obstruction or parking issues in Cannon Close. Occasionally there may have been inconsiderate parking from visitors to the doctor's surgery but as the surgery hours are from 0800 I cannot understand how the refuse vehicles are impacted given the collections are normally around 0700. I would suggest that if a refuse vehicle cannot readily access a 'narrow road' then a more suitable sized vehicle is utilised, as happens in other Local Authority areas, when required. For example, for missed collections. To my knowledge, and I have lived here for over 25 years, there has never been an occasion when an emergency vehicle has been unable to gain access to the street.

I understand from my ward councillor that there are similar proposals for other residential roads, for instance Woodlands. The proposal appears to be a one size fits all solution without taking into account the needs of residents, or indeed of the patients who visit the doctor's surgery at the corner with Cannon Close and Grand Drive. It is a disproportionate response. A more proportionate proposal is to restrict parking on the 'dog legs' in the road where it bends rather than almost the entire road. I would have thought given the Council permitted the house at the corner of Grand Drive and Cannon Close to have a driveway access in Cannon Close it would have appreciated the impact on parking overall, especially given its proximity to the doctor's surgery. Parking was less of an issue before that crossover was given permission.

Is there any opportunity for the land behind the garages which adjoins the back of the road to the playing fields to be made into dedicated parking for the doctor's surgery? This might help to alleviate the majority of inconsiderate parking.

I would like to point out that the consultation should be extended in light of the fact that despite the date on the letter being 9 October residents in Cannon Close received the letter on 19/20 October and have therefore had less time to respond. I also highlight the inaccuracy in stating the names of ward councillors for Raynes Park, which were completely wrong.

Therefore, our local ward councillors were unaware of this statutory consultation and unable to advocate on behalf of local residents early. Neither they, nor the residents of Cannon Close have been treated in an equal way to residents of other roads who may have received notification of similar proposals much earlier.

A less drastic and draconian solutions is required to prevent disadvantaging local residents of Cannon Close.

084

I am the resident at ** Cannon Close and am writing in regards to the proposed parking restrictions on Cannon Close ref. ES/WR2023B1 as sent out via post.

While I agree that some double yellow lines certainly will be beneficial, as I have been blocked in myself many times, the proposal is quite extensive with very little parking left for residents on Cannon Close.

I myself do have a driveway to park on, but not every resident on Cannon Close does have one. It is rather during Grand Drive Surgery opening times and when someone has building works done that the road gets a bit too cramped.

I am certain that if the suggested proposal would be implemented, the situation around Cannon Close will not get any better. The neighbouring roads, especially Berrylands, will see a high rise in cars parked on their road and this will leave

the residents on Berrylands with by far not enough space to park their own cars and it will just create a new big problem. It will also be highly inconvenient for the residents of Cannon Close to park their cars in neighbouring roads and I do believe it will have an impact on their living standard. I would also be concerned about car theft, if I had to park in neighbouring roads and to not have your car in sight.

Please see attached a brief drawing - I have marked in red on the map - where I would see a double yellow line benefiting and sensible. I hope that you will consider carefully to not have the whole road on both sides covered in double yellow lines. This would have quite a dramatic effect for the residents of Cannon Close - and surrounding roads such as Berryland.

092

There is also a recent trend for delivery vans to park on our dropped kerb, wheeling their parcels or groceries to houses further down. This will increase if the double yellow lines are imposed.

I am, however, equally concerned about the effects upon the residents of the Close.

Apart from our access, we cycle through the Close en route to the Common or Paddock via Berrylands. We don't have to negotiate the road by car as the residents of the Close do.

The CC residents do not wish to have their limited parking availability curtailed even further, pointing out that only the curved section is inherently tricky. Many of them feel that only this section, often affected by inconsiderate parking, would benefit from double yellow lines.

Obviously, if the scheme goes ahead, the already overcrowded Grand Drive will be used - and there will be pavement parking because of the huge number of speeding lorries.

We are sure that others have also pointed out that the letter informing us of these plans references the Cannon Hill councillors in error.

088

We are writing to object to the proposed parking restrictions on Cannon Close and in general to the proposed plans for the wider area. My family and I are residents of Cannon Close and have lived here for 15 years. We are concerned that the proposed changes will make it more difficult and for residents, visitors, staff and patients of Grand Drive Surgery to park their vehicles.

Whilst we understand the point you made in your letter, dated the 9th October, the way that cars are parked inconsiderately on occasion have prevented refuse collections. However, the number of such occasions can be counted on one hand per year but do have an impact on people at the end of the close.

We would like to object to the proposal of blanketing the street in double yellow lines. The proposed double yellow lines mean that there will only be space for a few cars to park. Those few spaces do not provide enough for the circa 25 residential households (of which 12 don't have driveways) and the local GP (Grand Drive Surgery) at its entrance.

We feel that these plans are not going to suit anyone living in the road or Surgery users and are not well enough thought out. The removal of on-street parking spaces in Cannon Close will make it more difficult for residents, visitors, trades people and staff and patients to the GP to find parking and will lead to increased congestion and accidents. This will force residents to park more than a 10 mins walk from their homes, especially if you take into account the proposed waiting restrictions for the wider area. Vehicles parked further away will also be susceptible to break-ins and thefts. Therefore the proposed parking changes will have a negative impact on the quality of life for the residents and we urge you to reconsider these proposals and to work with residents to develop a solution that meets the needs of everyone.

We would like to suggest the following alternative solution to the original problem you highlighted in your original letter. To improve the refuse collections and avoid any obstructive parking, double yellow lines should only be required for the 2 bends in the road. As shown in diagram overleaf.

We hope that you will take our concerns and others into account when making a decision about the proposed parking changes. We do appreciate your time and efforts in dealing with this important matter. Yours Sincerely,

094

I wish to make a case against the above proposal to introduce waiting restrictions along most of my road of residence Cannon Close.

Although we do have a car port adjacent to our house my daughter and I are both health care workers and need a car each to work in the community. I work for St Raphael's Hospice and she is a speech therapist providing support to various specialist educational settings. We both need our cars to travel for work but cannot fit both in the car port. If the above proposal goes ahead we will not be able to park a second car in our road. Due to the cost of living crisis car theft has risen in our area and I am not happy about having to park by BMW a long way away from my road which will also increase our car insurance.

Can a compromise be considered so that we have the area across our car port with no restrictions ?

I am more than happy to discuss this further.

Woodlands SW20

001

I believe that the main complaints made are those who have drives.

This proposal will create big issues to those residents who do not have drives. We already have problems in parking as people with drives use the road to Park and especially those selfish people who don't park properly and take 2 car spaces. This obstruction issue only arises when brainless people who park on the corners are builders and delivery vans.

The other issue is that people from southway and oakway park in Woodlands.

So people who have no drives will have real issues in parking.
Your proposal will take at least 10 available parking spaces if people park properly.

003

I would like to lodge an objection against the current proposal as it is too limiting and will make life very difficult for those residents who are not able to have off-street parking.
There only needs to be double yellow lines on one side of the road as the issue has only been caused when cars have parked on both sides.
Therefore, I would like to propose that the yellow lines are only painted on the left hand side as you enter the close from Elm Walk. This will still allow much needed parking for several cars in a safe manner and leave plenty of room for larger vehicles to pass.

005

Thank you so much for sending us the proposed waiting restrictions planned for Woodlands, SW20 9JF.
Indeed, it can be challenging to navigate through the entrance of Woodlands because of double parked cars however there are quite a large number of vehicles in Woodlands and parking can be very difficult at the best of times.
I hope you don't mind me reaching out but I wanted to give some feedback and suggestions to the proposed works.
In the 30 years I have lived here nobody has ever parked on the roundabout itself so yellow lines in that area does not seem necessary.
Please see the picture below – perhaps yellow lines on the other side of the entrance to Woodlands would be better? As I described above there are quite a large number of cars, vans and visitors to Woodlands and having one side of continual parking (no driveways or entrances) available would really help all residents I'm sure.

008

I am writing in to make an objection to the proposal regarding the proposed double yellow lines in Woodlands SW20. I welcome Merton's willingness and interest in resolving the access issues in Woodlands but the proposal itself does not take in to account the following.

1. By restricting parking along the full length of the North East side this will reduce the number of parking spots substantially, while not actually providing substantially better access when compared with other potential options.
2. Most pedestrian (Green line on the drawing) traffic naturally flows on the on the South West side of Woodlands from and to the public right of way between Woodlands and Oakway. The Yellow lines on the North East side would negatively impact their ability to walk with pushchairs etc because of the 'creative parking' drivers will employ in order to park. In addition this 'creative parking' will at times block those with dropped kerbs from entering and leaving their driveways.
3. Living here for 17 years I have never seen any parking along the inner edge of the circle. This part of the proposal is not necessary and, in my opinion, would simply just be unattractive providing little benefit.
4. The yellow lines extending to North into the cul-de-sac past no. 32 towards no. 29 are also not required. I do not believe access is impacted significantly enough to warrant these restrictions.
5. By reducing the number parking spots with the existing proposal, many residents would then feel it necessary to apply for dropped Kerbs or campaign for the transformation of the green verges for car parking. This would be an undesirable outcome.

I would welcome a revised proposal that would shift the yellow lines to the South West side of Woodlands as indicated on my drawing. This proposal would,

1. Resolve the issue of emergency vehicle access, and access for refuse removal and other deliveries etc
2. Provide the best alternative for pedestrians.
3. Retain as many parking spots as possible.
4. In my opinion I think this would be the compromise that would be most acceptable to the majority of the Woodlands community.

Should you have any further questions please feel free to make contact.
Many Thanks for taking this representation into account.

009

Further to your recent letter and plan setting out proposed parking changes to part of the entrance road and around the central green area in Woodlands.
I totally agree that access to Woodlands can be problematic for vehicles especially on a Friday when the refuse is being collected. Residents' parking is very much at a premium and it would be such a shame if we were to lose the current spaces to yellow lines. Maybe an alternative would be to have the yellow lines on the other side of the road (left hand on entering Woodlands).
Re the yellow lines around the central green area. I do not think this is necessary as the road is quite narrow and I have not seen any double parking during the many years I have lived in Woodlands. Very occasionally parcel and food delivery vans may stop momentarily if there are no parking spaces available but, as far as I know, this has not caused any obstruction.
Thank you for giving all residents an opportunity to put forward their views and hope that the Cabinet Minister for Transport will take them into account when reaching a decision.

011

Thank you for your recent letter regarding the proposed waiting restrictions for Woodlands, SW209JF.

I have consulted with a few of my neighbours and we are in agreement that there definitely needs to be yellow lines in place. The current issues are:

- Refuse collectors are unable to get down the road to collect
- People struggle to enter and exit their own driveway
- emergency vehicles, such as fire engines are unable to access the road

I have attached a marked up drawing; as you will see in RED, I propose yellow lines are placed on the opposite side of the road and at the entrance to Woodlands.

I feel the original proposal is somewhat "over kill" and would effect a lot of my neighbours who do not have driveways.

013

Thank you for your statutory consultation note of 9th October. I have discussed with some of my neighbours and i would make the following points:

- I don't think double yellow lines around the central "island" will achieve anything. Nobody parks their car or other vehicle adjacent to the green central space. And i have lived here for 24 years
- i think the suggestion below put forward by one of my neighbours makes sense. It will allow enough space for cars/vans/refuse collection/blue lights and will still leave some parking available.
- The idea of the double yellows on both sides of the entrance to Woodlands is supported.

016

Further to your letter I respond as a resident of Woodlands (sw20 9jf). I am most concerned by parking at the entrance to Woodlands from Southway blocking emergency access so am grateful for your attention to this matter.

There is however a danger on over-reaction so I believe the best first step is to put double yellow lines there as you have indicated but not continue the double yellow lines beyond 1 Woodlands.

If in future years further action is required I believe the best option that balances parking space for those of us without a driveway, with sureity of access is to put the yellow lines on the opposite (Grand Drive) side of the road rather than Elm Walk side.

017

I live on Woodlands with no access to a driveway. I have one small car which I park on the road. Despite the fact that only 9 of the 32 houses don't have driveways it is increasingly difficult to find a parking space as more and more residents own more than one car. Some even have four! Added to that are the residents of neighbouring roads who like to park at the end of the road.

I fully understand the need to ensure that the entrance to the road is safe and unobstructed but I object to your proposal on the grounds that it would eliminate about 8 much needed parking spaces and mean that residents without a drive will struggle even more to find a space. Perhaps a solution would be to put the yellow lines on the other side of the road which would have the added benefit of making it easier for those with driveways on that side to leave and enter safely. Would there also be a possibility to allow bays for pavement parking as is the case on other narrow roads in the borough? That would go some way towards alleviating the problem.

21

I was completely dismayed to receive your letter and its proposed double yellow lines. This has caused considerable stress and upset and I strongly object to your suggestions for the following reasons:

1. The congestion and dangerous parking is a direct result of a individuals operating businesses from home where they have individuals attending their properties. There appears to be a Yoga/fitness studio operating from the garden of 32 Woodlands and a slimming company from 61 Southway. I am not aware that these business have sought planning permission to operate these types of businesses from home. The Yoga/fitness studio has a number of attendees who all park in the woodlands making life impossible for residents. They do not live in the area, these are not residents
2. Your proposals directly impacts and singles out those houses without driveways. You are seeking to single out and penalise residents who do not have off road parking, devaluing those properties as they become unattractive because they are impacted by the double yellow lines.
3. You have made not alternative suggestions for where residents affected by the proposals are meant to park, would it not be better to introduce permit parking so you are not singling out and penalising residents such as myself, particularly at a time of a cost of living crisis where residents could be fined by their local council but not be able to afford to pay the fines.
4. How many complaint have you received. This problem has increased during 2023 when the fitness/yoga studio started operating, having lived in the ward for 3 years, there were not issues before.

I would urge you to seek alternative measure such as ensuring that residents running business from home have the proper planning permission so that the impact on other residents could have been considered and this situation avoided. Please

provide details of alternative parking for residents without access to driveways or change the council policy of refusing permission (I have personal experience of this) and avoid that your direct actions will affect the value of residents properties. If measures have to be introduced then I would recommend permit parking or allowing those properties where permission has not been granted to park off road.

033

We should not be affected by your proposal in Woodlands, SW20, as we have a drive, but if you do not allow parking on the highlighted side of the road, we will lose at least 8 parking spaces. The consequences will be horrendous with many of the residents of Woodlands unable to park near their home. This will be made worse by the limited number of spaces available anywhere in the vicinity. The sensible answer would be to put the yellow lines on the other side of the road so the double parking will not occur. It is this double parking by residents of Southway that is causing the problem for the refuse lorry. We are concerned that parking will become a problem and we may not be able to use our drive.

043

I would like to contribute to his proposal.

I agree that double yellow lines should be put at the entrance to the Woodlands - on the left hand side as you enter the cul-de-sac. By doing this it will guarantee the entrance will be kept clear, but also allow parking on the right hand side for residents which is also needed.

I do not agree with double yellow lines around the centre green space of the Woodlands - that really does not help or change the fact that emergency services or bin collection are blocked from entering the cul-de-sac.

I hope my opinion is taken into consideration.

048

We are writing as residents of Woodlands SW20 9JF (resident for 35 years) to object to the local authority's proposal to introduce double yellow lines to address obstructive parking in Woodlands. Whilst there have been occasions recently when the refuse collectors have been unable to easily access the cul-de-sac this is not a regular occurrence. There is a property in Southway on the corner of Woodlands which has recently and over the last few years had major construction works a number of times. This and other residents of Southway using Woodlands to park has caused some of the issues experienced. The proposal will be totally detrimental to the residents of Woodlands as this decision will restrict parking available for those residents who do not have a driveway and indeed for visitors parking. There is no need for the double yellow lines to be around the green island, there has never, in all the years that we have lived in Woodlands been an issue with parking around or on this. All residents of Woodlands fully appreciate the green space that we have and intend to protect those areas from misuse. If it is felt necessary to restrict some parking it would be beneficial and alleviate the problem of vehicles parking on both sides of the entrance to Woodlands if the yellow lines are painted on the side of the road opposite to where your proposal shows i.e. the side of properties 1-5 Woodlands and also on both sides of the entrance on the corner of Southway/Woodlands. There is no need for yellow lines to be painted around the island or outside of Nos 31 & 32 Woodlands. Please see attached details of a revised proposal which we are sure would be more supported by the residents of Woodlands which also resolves the problem of double sided parking without losing too many parking spaces. Please give our attached proposal serious consideration regarding our objection to the local authority's recommendations for Woodlands.

073

Regarding the receipt of proposals to extend double yellow lines in Woodlands, SW20, reference ES/WR2023B1, I am writing to express my objections to the current proposals. Below are my comments: The layout of Woodlands presents several issues. Complaints have been made regarding safe access to Woodlands, notably concerning its entrance onto Southway, an issue I also echo. Among the thirty-one properties in Woodlands, nine lack off-street parking, and three of these houses don't even have vehicles. The current parking situation is uneven among residents, with some owning multiple cars, parking on their driveways and the street. We have just one vehicle and no off street parking, along with two very small children. Parking our one car can be very challenging thanks to the abundance of vehicles belonging to those WITH driveways. Adding double yellow lines as you have outlined will make this far worse, making it even more challenging for residents without driveways to park. This would render the street nearly unlivable for us, creating substantial uncertainty in our family life. The suggested placement of double yellow lines would eliminate too many parking spaces - causing the street to lose around 8 spaces by my observation. Whilst I am in support of only parking on one side of the street, I believe they should be on the south side of the street and have attached a diagram for your consideration. We often have large lorries and vans through the street, often driving at high speeds, which has in the past, damaged our car and that of several of our neighbours. While implementing more sensible parking is important, it seems that vehicles cannot actually manoeuvre safely without causing damage to cars along with the grass verges and kerbs. Please can I ask you to minimize street parking restrictions. There are alternative considerations that enhance parking conditions without drastically impeding the current situation. Council policies for Woodlands have been in place since 1994 and definitely need modernising - the number of cars on the street has increased significantly in the 8 years we have been residents. The street could benefit from reduced congestion if more driveways were permitted. While residents cherish the green spaces and established trees, parked vehicles dominate the entire street. Encouraging more use of driveways, potentially allowing multiple per footway crossing, could alleviate the parking strain while maintaining the street's aesthetics. This change could significantly improve the lives of residents facing parking difficulties. In essence, while these proposals could worsen

already challenging and sometimes unfair parking situations, there should be simultaneous measures to enhance the overall street condition. Many thanks for considering - we love our house and have spent considerable time (and money renovating it). We hope that our girls can grow up safe and happy here and would hate to have to move purely because we can never park our one car purely due to the fact that others have so many vehicles and unworkable parking restrictions.

074

Representations on receipt of proposals to extend double yellow lines in Woodlands, SW20, reference ES/WR2023B1. I object to the proposals in their current form and provide the following comments;

1. It is certainly the case that Woodlands has a considerable parking problem and is continually congested with parked vehicles. Of the thirty-one properties in Woodlands, nine of these do not have off-street parking i.e. footway crossings leading to a driveway. Three of these houses currently do not even have vehicle-ownership. Parking is already not equitable between residents, and some residents in possession of a driveway own multiple cars which are parked both on their driveways and on the street. As a resident who does not have off-street parking in the street, I often struggle with my young family to park in proximity to my home, in-part because of this. Double yellow lines implemented to the extent of these current plans would make it unfair and even more difficult to park for myself and other residents with no option of a driveway. I think it would make the street unlivable for us and bring about a great deal of uncertainty to family life. The proposed placement of double yellow lines would take away too many parking spaces. Lines on the other side of the road would be more sensible, if at all necessary.

2. The layout of Woodlands; these proposals highlight a number of other problems in Woodlands. It is correct that complaints have been made regarding safe access to Woodlands, particularly pertaining to its entrance onto Southway, which I too voice.

- A consistent volume of long wheel-based delivery vehicles visit the street but cannot drive around the central amenity area without mounting the curb and causing damage to the grass. As a resident who relies upon on-street parking, my vehicle has been hit and damaged whilst parked, sensibly, on several occasions, as have other resident's vehicles. I hope this is reflected by others making representations. This is disappointing for a cul-de-sac which should attract only low-speeds and I regularly witness vehicles that enter Woodlands being unable to leave without first making a number of maneuvers or turning in very close proximity to other vehicles. As well as implementing some means of orderly parking in Woodlands, I now believe that the street does not have the layout to cope with certain vehicles entering and leaving it in its current form.

- Modernising and improving Woodlands. The street could be significantly decongested of parked vehicles and the overall *street scene* improved if more driveways were permitted. The residents take pride in their street and are grateful for the green spaces and well-established trees. However, the entire street is dominated by parked vehicles which could be moved onto driveways, many per footway crossing. I hold the view that this could be done whilst preserving amenity spaces and would improve the overall street scene. It would also improve the lives of many residents experiencing difficulties in parking.

I please urge you to support us by minimising the restrictions to parking on the street at all costs. Alternatives or options to complement better parking should include allowances to modernise Woodlands and review council policy (in place since 1994) to make small alterations to amenity areas, as most certainly in the case of Woodlands, this would improve the street. In short, this proposal would make what are already difficult and, at times, unfair parking arrangements amongst residents almost unlivable without concurrently allowing other measures to be put in place to improve the overall street.

076

Thank you for your letter regarding the proposed waiting restrictions (double yellow lines) for Woodlands. I live at 18 Woodlands with my wife and our 5 year old daughter and we have one vehicle, a petrol Ford Puma that we use primarily to take Emily to her school. We have to use a car as this is by far the quickest way to get our daughter to and from her school, given the time pressures resulting from the fact that both my wife and I work in Central London. Given how we use the car, we had hoped to move to an all electric vehicle, but our request for a dropped kerb was refused due to the current crossover policy and consequently we had to buy a petrol vehicle.

We try to park outside our house, with to reduce the distance we have to take Emily to the car daily and for security reasons. Unfortunately, due to the lack of parking at Woodlands, we occasionally have to park near the entrance to Woodlands and sometimes on Southway. Given that only 8 out of 32 houses at Woodlands do not have driveways, it is confusing as to why there is insufficient parking, but I understand that some residents have too many cars for the capacity of their driveways. In the proposed matter I do think that preference should be given to the views of residents without driveway parking as, based on our community what's app group, it would seem that those residents who do not depend on off road parking are far more willing for it to be constrained.

I completely understand why the proposal has arisen and support there being some action to ensure that waste disposal vehicles or emergency vehicles can access all the properties on Woodlands. However, I strongly believe that the proposed yellow lines should be on the other side of the road to the proposal, to minimise the loss of parking capacity. The diagram below shows how I believe the lines should be implemented, as this side of the road has far more driveway entrances that preclude off street parking in any event.

I also believe that to balance the loss of off-street parking, the crossover policy should be relaxed, but only in cases where the resident agrees to have a electric vehicle charging point installed to facilitate a move to an electric vehicle in line with Merton Councils stated ambition to moved towards being carbon neutral.

I thank you very much for this opportunity to be involved in the process.

079

I am not fully agreed to the proposed double yellow lines. Instead maybe white lines across peoples drives to reduce the number of cars. Sadly at this point in the road there is not sufficient parking available for residents. A high number of houses can not have driveways due to the green area. There are also two disabled bays (not used very often) and a new point for electric cars that is never free as any car can park at this point. Yellow lines would make it more difficult for local residents.

091

I am a resident of Woodlands for over 11 years.

I am writing to oppose this proposal.

I live in one of the houses without a driveway. Having on street parking in Woodlands is important as I have young children and elderly relatives visiting frequently. Currently on street parking is already limited and i often have to park on neighbouring streets.

The proposal would further restrict on street parking to the extent this would become the norm.

In the over 11 years I have lived here, I have never experienced any issues accessing the street, and I am only aware of this having happened in the case of refuse collection twice. In any case, the proposal would create overspill of cars onto Southway, which is already quite narrow, congested and not easy for large vehicles to navigate.

Please reconsider the proposal which in my view is likely to cause daily problems for those residents without driveways, without any discernible benefit.

Middlessex Road

012

I am against the proposals of double yellow lines. On middlesex road.

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.

Foxton Grove

019

I object to the proposal of the double yellow lines in the Foxton grove area.

I have been a resident here for over 10 years and myself or any of my neighbours have never had any difficulties accessing and parking via Foxton Grove. There has never been an issue with the movement of traffic, and the proposal is excessive.

The only people that park here are residents and guests of residence.

These restrictions will affect the residence and cause bigger issues than the problem they are proposed to solve.

There may be an influx of cars at drop off and pick up times at hazel mere primary school in the mornings and afternoons but I have never had an issue and these are infrequent. If you put the double yellows in then it will only make the residents have to relocate their cars for a longer stay of duration elsewhere. The school has access from more than one street you could easily resolve this issue by communicating with the schools and parents of the pupils who attend, instead of making life of the local residences who live here more stressful, costly and difficult when we need to access our homes and park our cars safely outside our homes.

I fully appose and having been here for 10 years parking and accessing the roads, I am more than qualified to consult on this matter.

064

I wish to object to the proposal to put double yellow lines outside my house in Bourne Drive (number 43). These are not required as the only parking problems in the road are due to parents picking up their children at the school between 3 and 3.30 pm during term time. There is no problem with parking at any other time obstructing with the movement of traffic it is a cul-de-sac.

Parents dropping/picking up children at school pay no attention to the Highway Code or have any consideration for other road users or residents anywhere!

I have lived here for over 30 years with no parking problems other than inconsiderate parents dropping and picking up their children. Double yellow lines, no parking at any time, is not appropriate or necessary. Single yellow line, resident parking only or even a "school street" at the entrance to Varley Way is required.

070

I oppose the plans for yellow lines on Foxton Grove.

Passing cars can get through. I see no. Problem here.

Please no yellow lines.

072

I am emailing regarding your plans for double yellow lines in foxton grove. You say you are acting on complaints from residents. I've lived here for 28 years and the only time we get problems is when the children are dropped off and picked up from school. The parents park wherever they want across drives double yellow lines middle of the road in fact anywhere they want. Anytime double yellow lines will only impact on the residents as there is limited spaces to park as it is. I myself

have a van which is too big for the drive so it is parked at side of house to avoid blocking road double yellow lines will impact on this. Concluding the school is the problem so really the roads should beade school roads with cameras which would stop the problems the residents are complaining about .concluding double yellows would have negative affect not positive for the residents
Nowhere for visitors to park
Limited space for residents with more than one vehicle
Increased parking across residents drives during term time
Even more confrontation than there is already.

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 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 for a final decision and residents will be advised of the decision in due course. Residents were also advised that a response would not be made until a final decision is made.

