

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

**1. Title of report**

Proposed waiting restrictions borough wide 2019 Batch 3 (statutory consultation)

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

**3. Decision maker**

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport

**4. Date of Decision**

27 September 2019

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

23 September 2019

**6. Decision**

- 1) Notes the result of the statutory consultation carried out from Friday 5th July 2019 until Friday 26th July 2019 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-678-02 – Z27-678-17 (see Appendix A) and revised drawing nos. Z27-678-01A and Z27-678-09A (see Appendix C).
- 3) Agrees to not proceed with the proposal at Waterside Way, SW17, Drawing no.Z27-678-07, at this time and a revised proposal to be consulted shortly as part of a broader Waterside Way consultation of proposed waiting restrictions.
- 4) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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

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

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

Meeting at Waterside Way on 16 September with local businesses to discuss the proposals, and a subsequent onsite meeting with officers.

**9. Declarations of Interest**

None



Cllr Martin Whelton  
Cabinet member for regeneration, housing and transport  
27 September, 2019

## **Cabinet Member for Regeneration, Housing and Transport:**

**Date:** 23<sup>rd</sup> September 2019

**Agenda item:**

**Ward:** Various

**Subject:** Proposed waiting restrictions borough wide 2019 Batch 3 (statutory consultation)

**Lead officer:** Chris Lee, Director of Environment & Regeneration

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

**Forward Plan reference number:** N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: [barry.copestake@merton.gov.uk](mailto:barry.copestake@merton.gov.uk)

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### **Recommendations:**

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

- 1) Notes the result of the statutory consultation carried out from Friday 5<sup>th</sup> July 2019 until Friday 26<sup>th</sup> July 2019 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-678-02 – Z27-678-17 (see Appendix A) and revised drawing nos. Z27-678-01A and Z27-678-09A (see Appendix C).
- 3) Agrees to not proceed with the proposal at Waterside Way, SW17, Drawing no.Z27-678-07, at this time and a revised proposal to be consulted shortly as part of a broader Waterside Way consultation of proposed waiting restrictions.
- 4) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting restrictions across the borough operating 'at any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions at various locations across the borough operational 'at any time' as shown in drawing nos. Z27-678-02 – Z27-678-17 (see Appendix A) and revised drawing nos. Z27-678-01A and Z27-678-09A (see Appendix C).

## **2 BACKGROUND**

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

### 3 STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions at various locations across the borough took place Friday 5<sup>th</sup> July 2019 until Friday 26<sup>th</sup> July 2019. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Wimbledon Times and the London Gazette. Details and drawing plans of the proposals, see appendix A, were also available on the Council's website and a link to this website was included on all street notices.
- 3.2 Locations of proposals are as follows (see Appendix A for drawings):
1. Linkway, Westway and Westway Close, SW20
  2. Lower Morden Lane, SM4
  3. Tudor Drive, SM4
  4. Martin Grove, SM4
  5. Sunnyside, SW19
  6. Gap Road, SW19
  7. Waterside Way, SW17
  8. Garfield Road, SW19
  9. Arras Avenue and Rose Avenue, SM4
  10. Middleton Road and Muchelney Road, SM4
  11. Love Lane and Harwood, CR4
  12. Bolstead Road, CR4
  13. Byards Croft, SW16
  14. Tamworth Lane, CR4
  15. Cambridge Road and Oxford Close, CR4
  16. Tamworth Lane and Manor Road, CR4
  17. South Lodge Avenue and Galpins Road, CR7
- 3.3 The statutory consultation resulted in the Council receiving nine representations to the proposals, which includes one representation to Linkway / Westway, three representations to Lower Morden Lane, one to Waterside Way, two representations to Arras Avenue / Rose Avenue, one to Middleton Road / Mulchelney Road and one to Tudor Drive. The representations are further explained in section 4 of this report and the content of the representations can be found in Appendix B.
- 3.4 It is important to note that when considering parking needs, the Council must strike a balance of ensuring safety and maintaining unobstructed traffic flow against parking. When considering any parking provisions, Council's statutory duty and first priority is always safety and access for all road users.
- 3.5 Council officers met with the Cabinet Member of Regeneration, Housing and Transport on 20<sup>th</sup> September 2019 at Waterside Way, SW17 to discuss a revised proposal of waiting restrictions. Due to further waiting restriction proposals in Waterside Way, SW17 to be consulted shortly and which will involve the whole of Waterside Way, it is recommended to consult this revised proposal as part of that broader consultation.
- 3.6 Ward Councillor Comment
- 3.7 Ward Members of the wards affected by the proposals have been engaged during the statutory consultation process with the proposals.
- 3.8 A West Barnes Ward Councillor made fair comments regarding the Linkway / Westway proposal to support a reduced length of double yellow line on Westway Close. The justification for this is that Westway Close leads to a dead end with only houses on one side so parking here does not of itself cause any issues outside of school hours. The main issues

are caused by people ignoring the policy of the school, which is taking its own action in any case but this particular part of the proposal will needlessly impact resident parking but have little effect on the school traffic issues.

#### **4 REPRESENTATIONS RECEIVED**

- 4.1 **Linkway and Westway, SW20.** One representation raised concern with the proposed length of DYL removing a valuable parking place in the Westway Close cul-de-sac. It was reassessed and due to the reduced speed at this location a reduced length of DYL would be sufficient whilst maintaining clearance at the apex of the junction; see Appendix C for revised plan of proposal.
- 4.2 **Lower Morden Lane, SM4.** One representation in support and two objections to the proposal. The objections are based on the removal of parking places on the carriageway; however, the proposed DYL are in response to concerns of obstructive parking hindering moving traffic on what is a busy narrow section of carriageway, with a slight curve, which also facilitates a public bus route. Further to this the objections originate from the properties that have available off-road private parking for several vehicles. The aim of the proposal is to maintain clear access along the public highway and it is recommended that the use of off-road parking areas is maximised.
- 4.3 **Tudor Drive, SM4.** One representation raised concern with the removal of parking places; however, it has been explained to the objector that the proposed DYL across vehicular accesses does not extend across the objector's crossover and therefore the parking place in question will remain unrestricted.
- 4.4 **Arras Avenue and Rose Avenue, SM4.** Two representations sought clarification about the scheme design which have been addressed. One representation raised concern about the length of the DYL encroaching the owner's dropped kerb; however, this has been reassessed and the extent of the DYL have been reduced whilst maintaining clearance at the apex of the junction, see Appendix C.
- 4.5 **Middleton Road and Muchelney Road, SM4.** A request was made to view the plan of the proposal which has been addressed.
- 4.6 **Waterside Way, SW17.** A representation was received raising concern about the loss of parking places that they consider necessary for their workers, especially for night-shift workers of the local bus garage.

#### **5 TIMETABLE**

- 5.1 If a decision is made to proceed with the implementation of the proposed waiting restrictions, 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 Times and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. The restrictions will be introduced soon after.

#### **6 ALTERNATIVE OPTIONS**

- 6.1 Do nothing. This would be contrary to the concerns expressed by road users and would not resolve the dangerous and obstructive parking that is currently taking place. Lack of action could also put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties.

## **7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 To introduce the proposed restrictions will cost approximately £5.5k. This includes the making of The Traffic Management Orders. The set up costs will be funded from the 2019 / 2020 budget identified for controlled parking.

## **8 LEGAL AND STATUTORY IMPLICATIONS**

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

## **9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 9.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 9.4 By maintaining clear access points, visibility will improve thereby improving the safety at junctions; bends and along narrow sections of a road and subsequently reducing potential accidents.
- 9.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

## **10 RISK MANAGEMENT IMPLICATIONS**

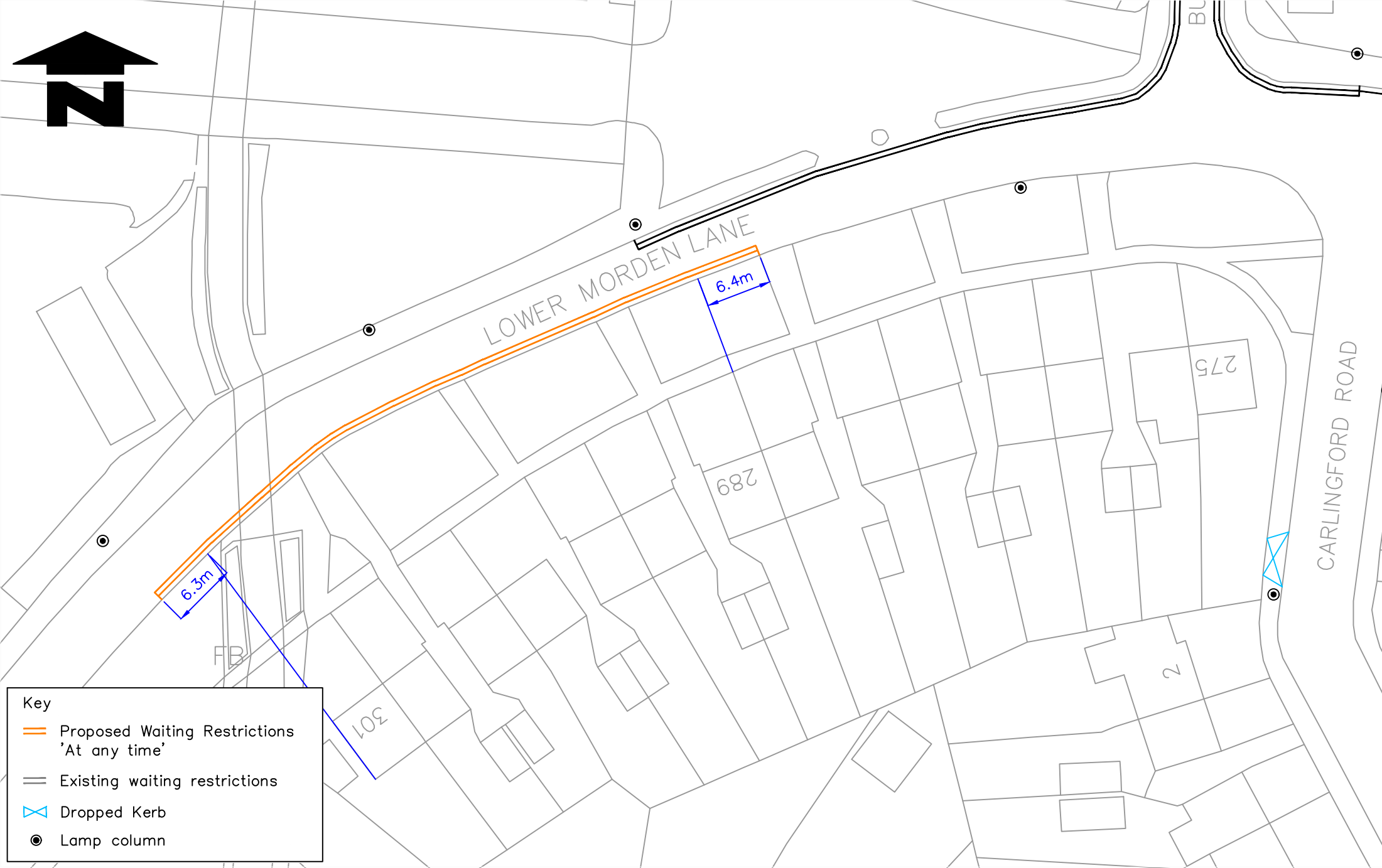
- 10.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, residents, businesses and visitors, in the case of an emergency, and access difficulties will not be addressed. It would also be contrary to the support and concerns expressed and could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

## **11 APPENDICES**

- 11.1 The following documents are to be published with this report and form part of the report.
- 11.2 Appendix A - Z27-678-02 – Z27-678-17
- 11.3 Appendix B - Representations and Officer's Comments

## 11.4 Appendix C - Revised Drawing Nos. Z27-678-01A and Z27-678-09A

**Appendix A - Drawing Nos. Z27-678-02 – Z27-678-17**



**Key**

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

**Notes**  
Do not scale from this drawing

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



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Approved by	Sig.	Date

**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

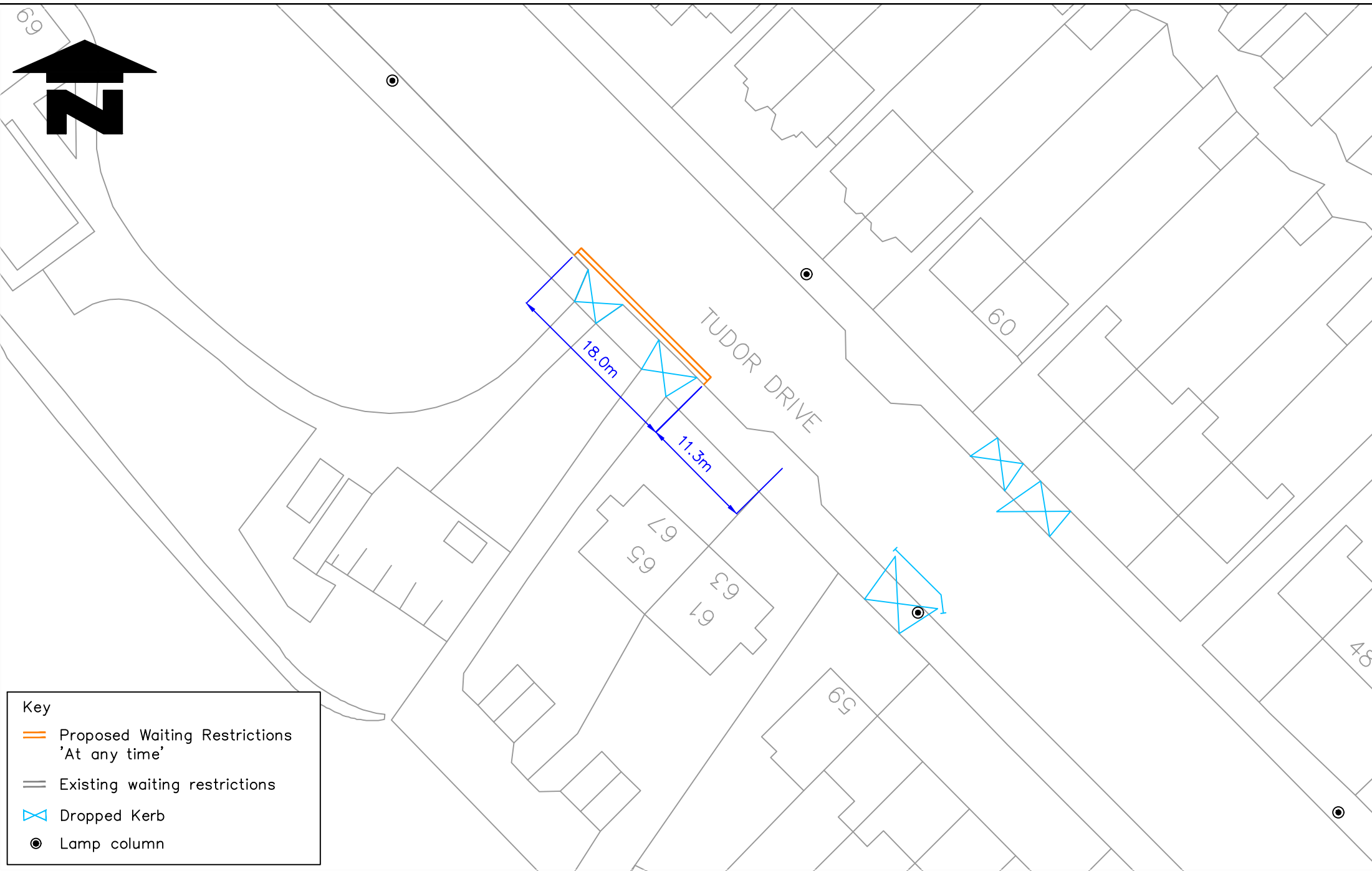
**TITLE**  
Lower Morden Lane  
SM4



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

Drawing No. Z27-678-02
Revision -
Classification CONSULTATION
Scale 1: 500





**Key**

- Proposed Waiting Restrictions 'At any time'
- Existing waiting restrictions
- Dropped Kerb
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**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Tudor Drive  
SM4

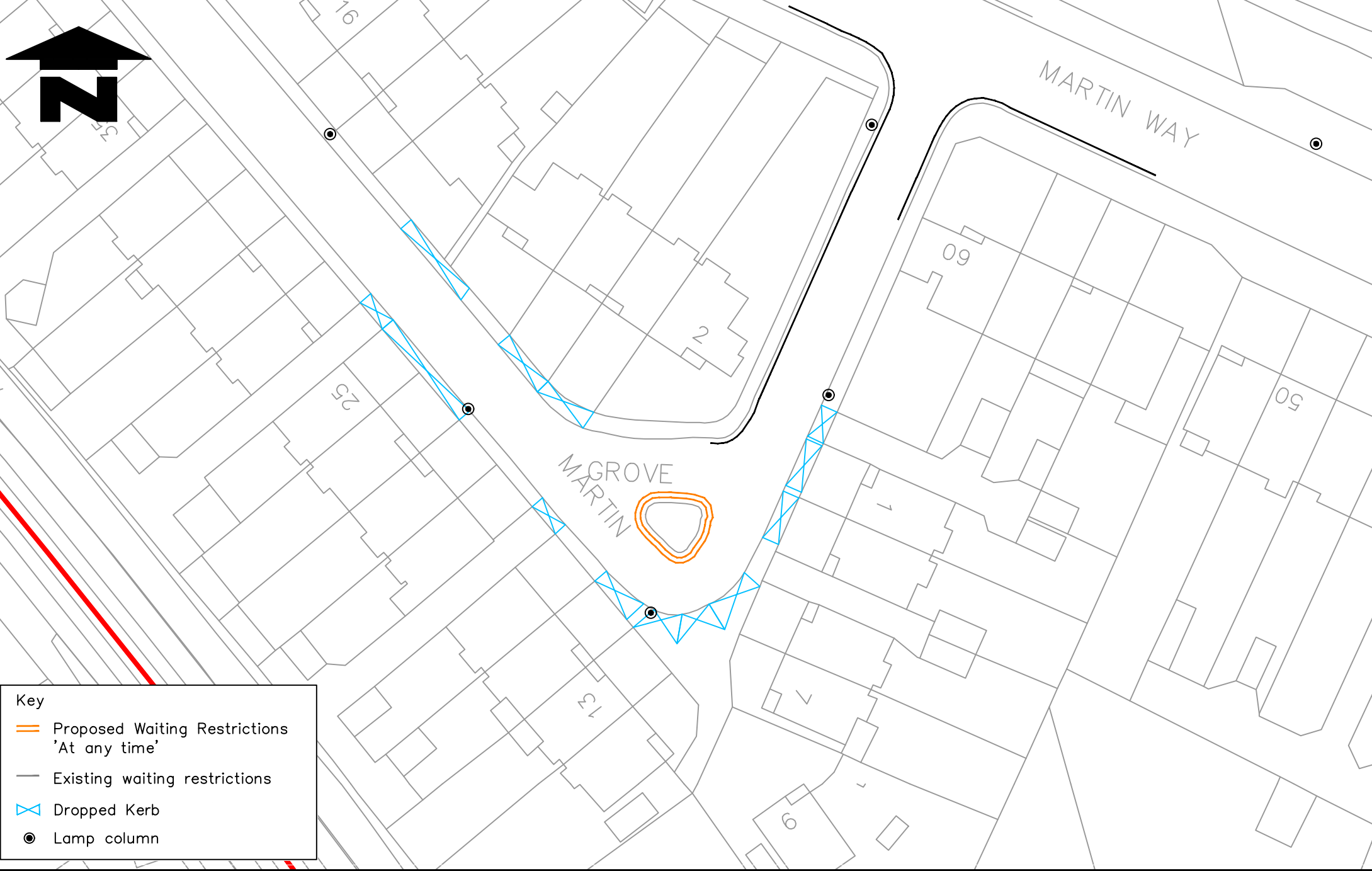
Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
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Drawing No. Z27-678-03
Revision -
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MARTIN WAY

M GROVE  
MARTIN



**Key**

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

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**PROJECT**  
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WR2019 Batch 3

**TITLE**  
Martin Grove  
SM4

Merton Civic Centre  
London Road  
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Drawing No. Z27-678-04
Revision -
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Emmanuel Church





RIDGEWAY

OLDFIELD ROAD

Linden Cottages

SUNNYSIDE

**Key**

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

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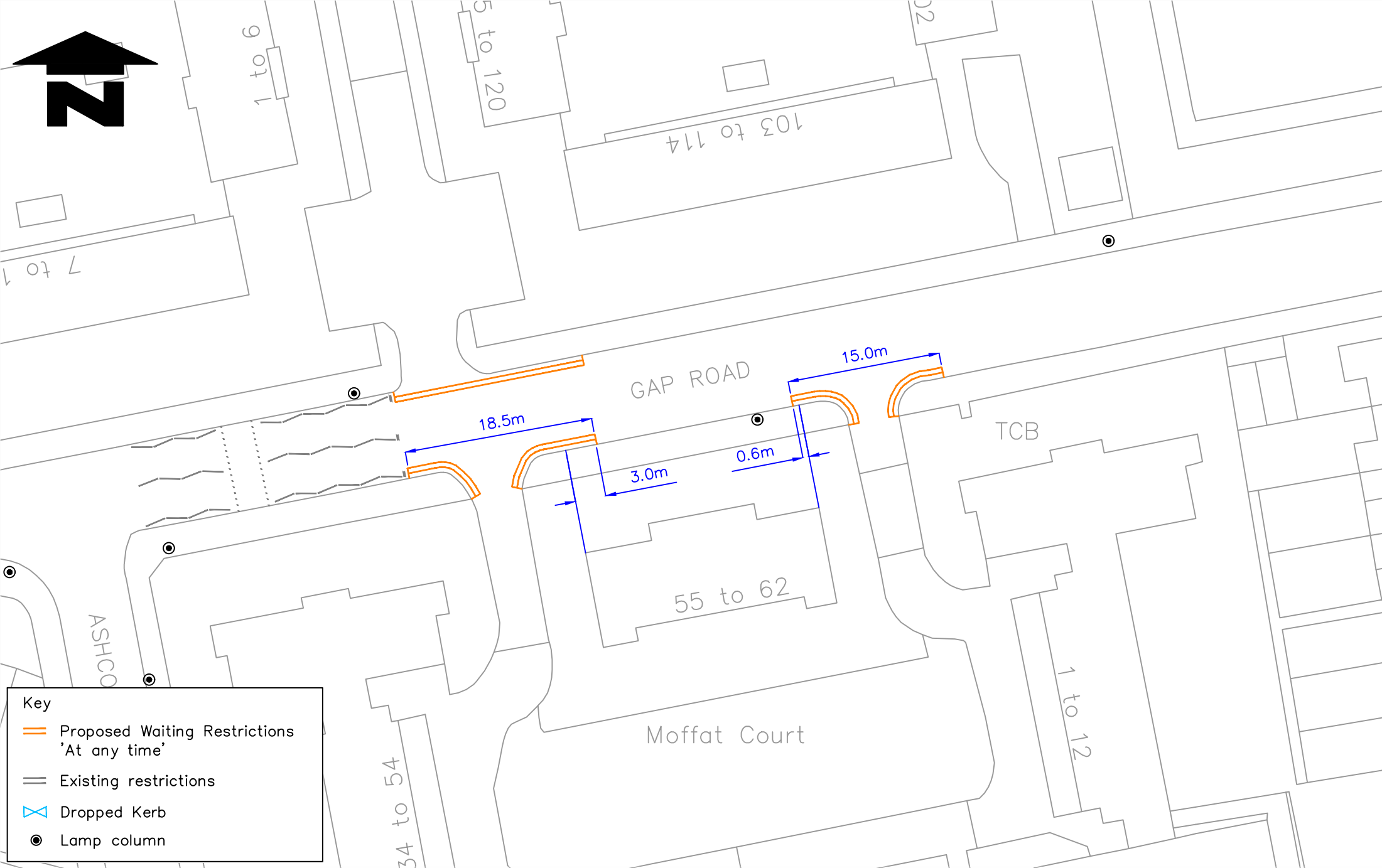
PROJECT  
**Waiting Restrictions  
WR2019 Batch 3**

TITLE  
**Sunnyside  
SW19**



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Drawing No. Z27-678-05
Revision -
Classification CONSULTATION
Scale 1: 500



**Key**

- Proposed Waiting Restrictions 'At any time'
- Existing restrictions
- Dropped Kerb
- Lamp column

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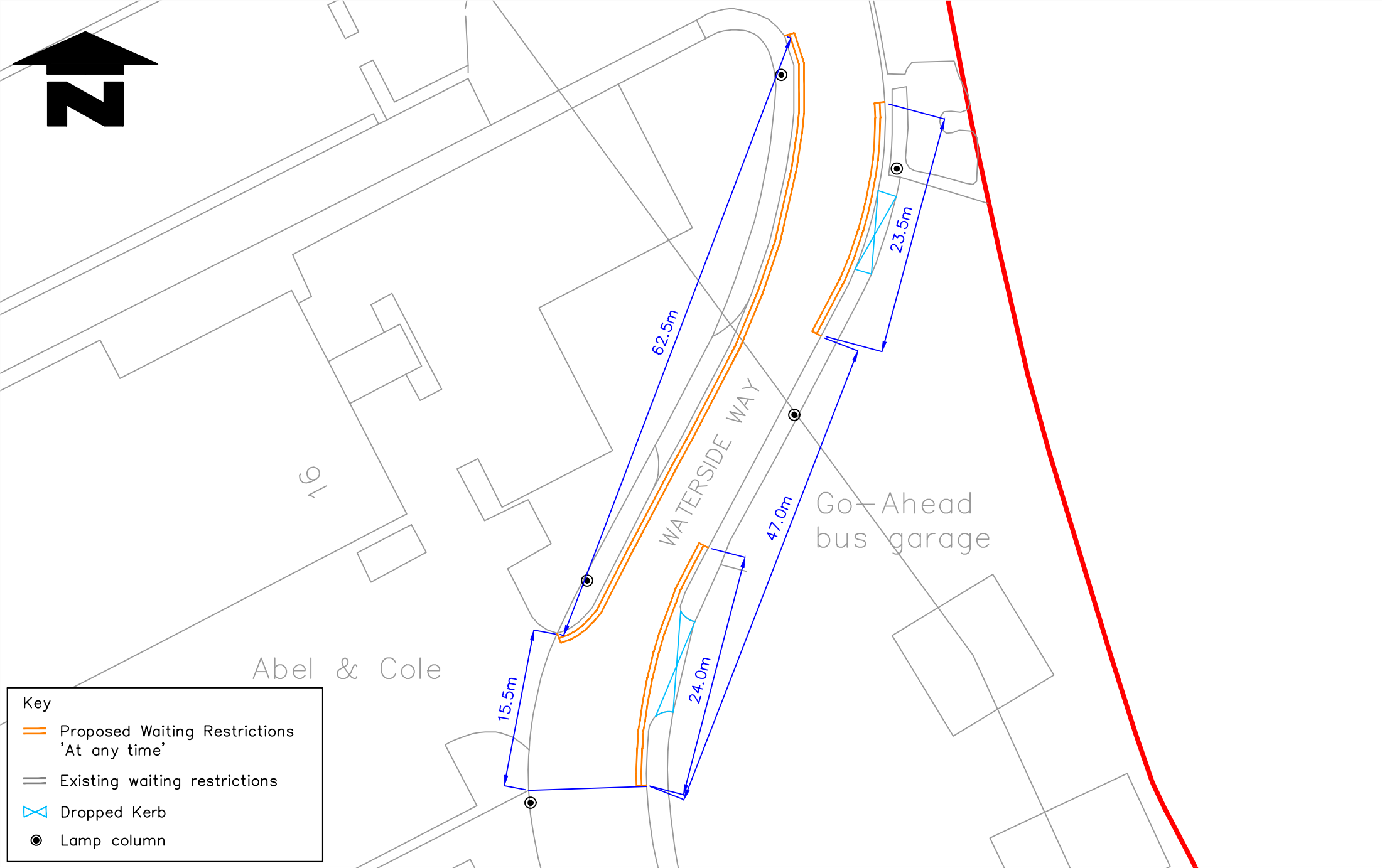
**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Gap Road  
SW19



Merton Civic Centre  
London Road  
Morden, Surrey  
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Drawing No. Z27-678-06
Revision -
Classification CONSULTATION
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**Key**

- Proposed Waiting Restrictions 'At any time'
- Existing waiting restrictions
- ⊗ Dropped Kerb
- Lamp column

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**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Waterside Way  
SW17

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Drawing No. Z27-678-07
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COWPER ROAD

GARFIELD ROAD

**Key**

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

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PROJECT	Waiting Restrictions WR2019 Batch 3
TITLE	Garfield Road SW19



Drawing No.	Z27-678-08
Revision	-
Classification	CONSULTATION
Scale	1: 500





MIDDLETON ROAD

MUCHELNEY ROAD

10.0m

10.0m





140

131

145

164

**Key**

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

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PROJECT  
**Waiting Restrictions  
WR2019 Batch 3**

TITLE  
**Middleton Road  
and Machelney Road SM4**



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Drawing No. Z27-678-10
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- Existing waiting restrictions
- Dropped Kerb
- Lamp column

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**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

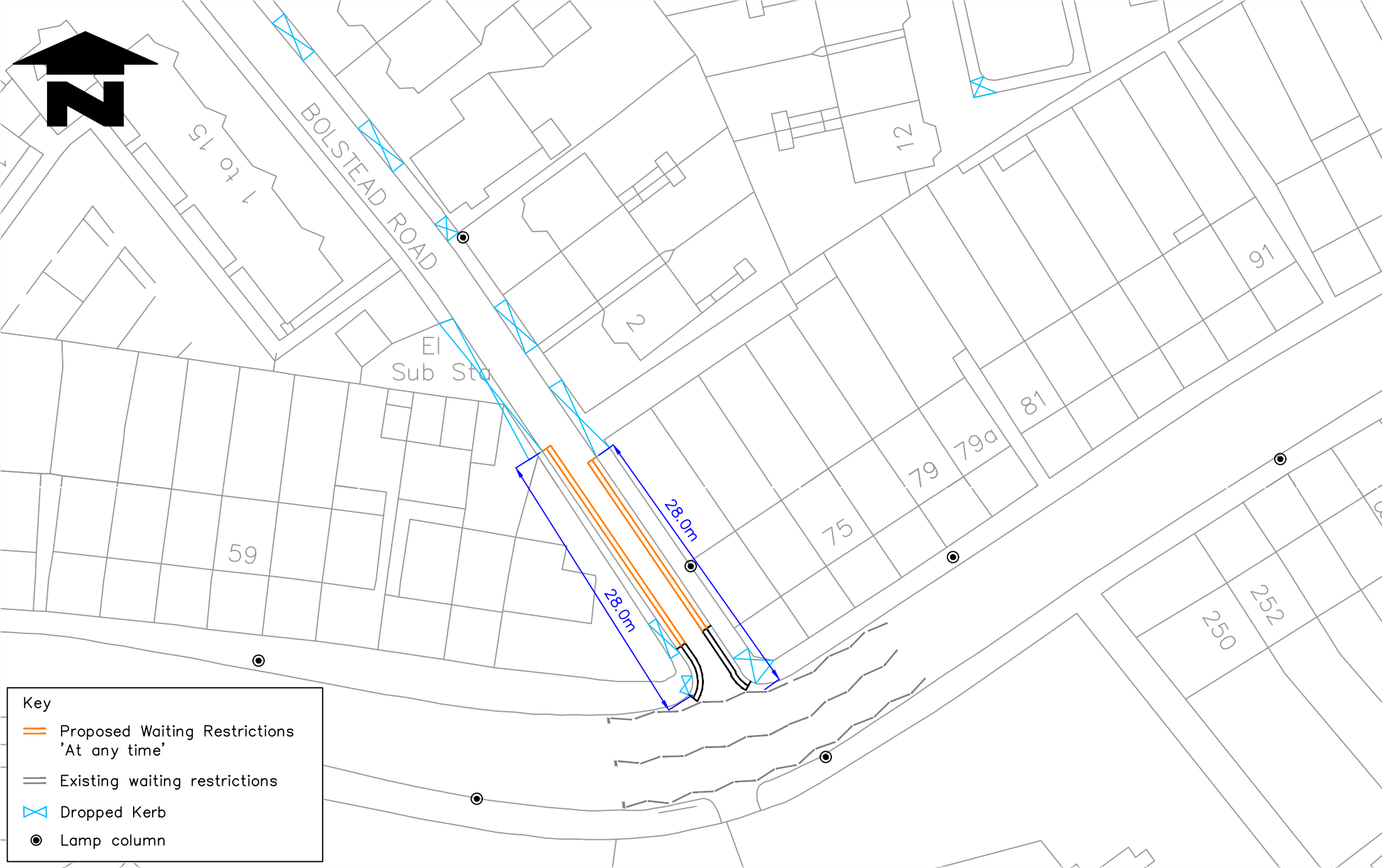
**TITLE**  
Love Lane and Harwood Avenue  
CR4



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Drawing No. Z27-678-11
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**Key**

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

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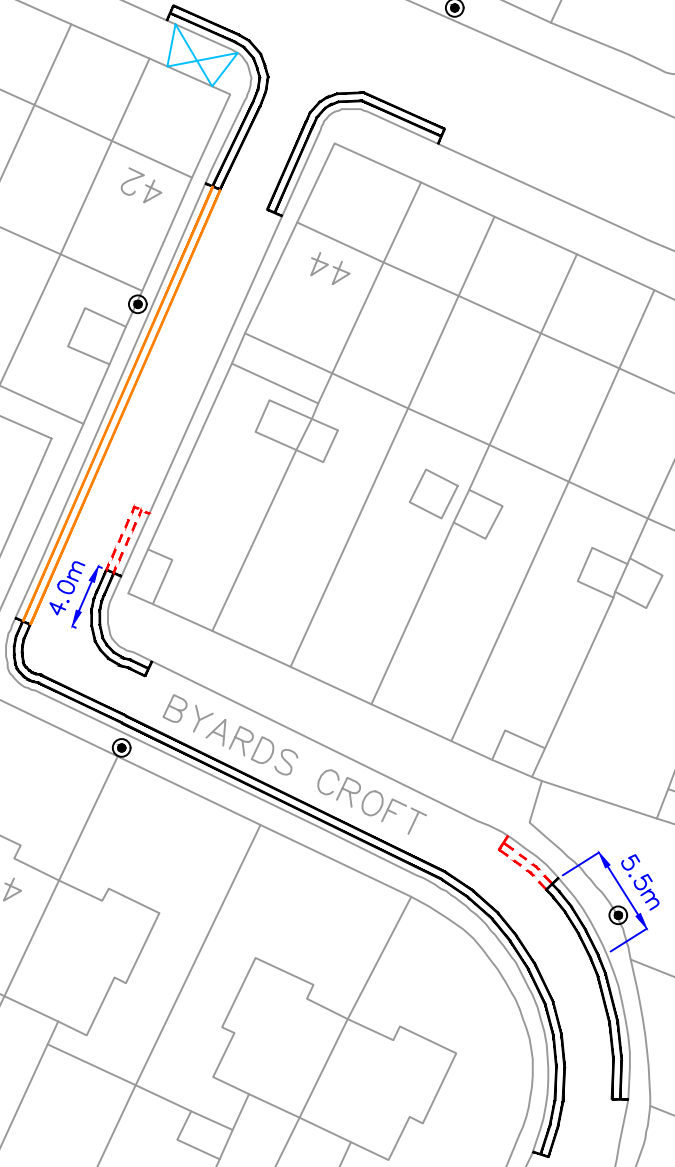
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Approved by	Sig.	Date

**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Bolstead Road  
CR4

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

Drawing No. Z27-678-12
Revision -
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**Key**

- Proposed Waiting Restrictions 'At any time'
- - - Proposed removal of yellow line restrictions
- Existing Waiting Restrictions
- ⊕ Dropped Kerb

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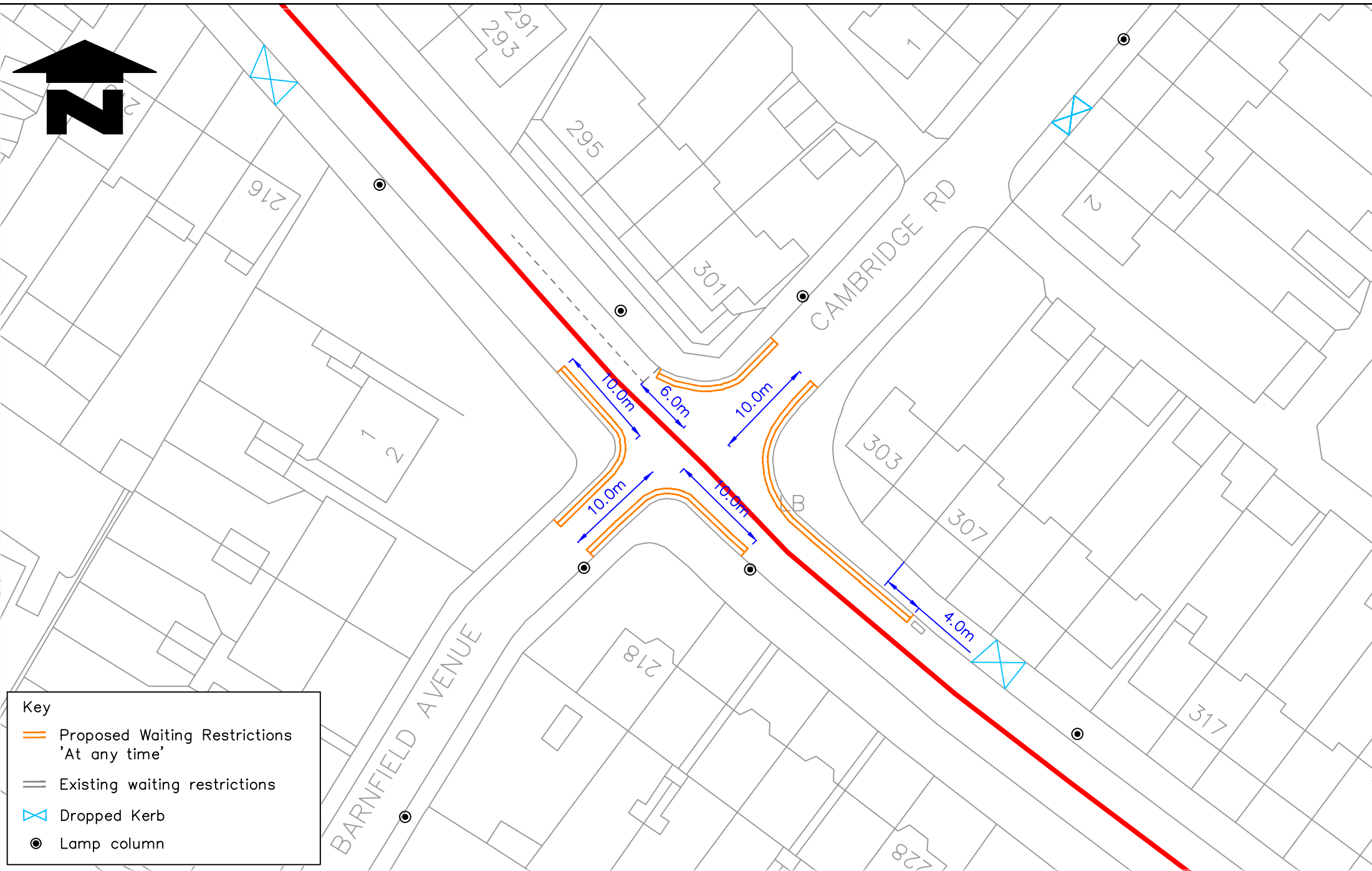
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Checked by	Sig.	Date May2017
Approved by	Sig.	Date May2017

**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Byards Croft SW16

Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
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Drawing No. Z27-678-13
Revision -
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**Key**

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

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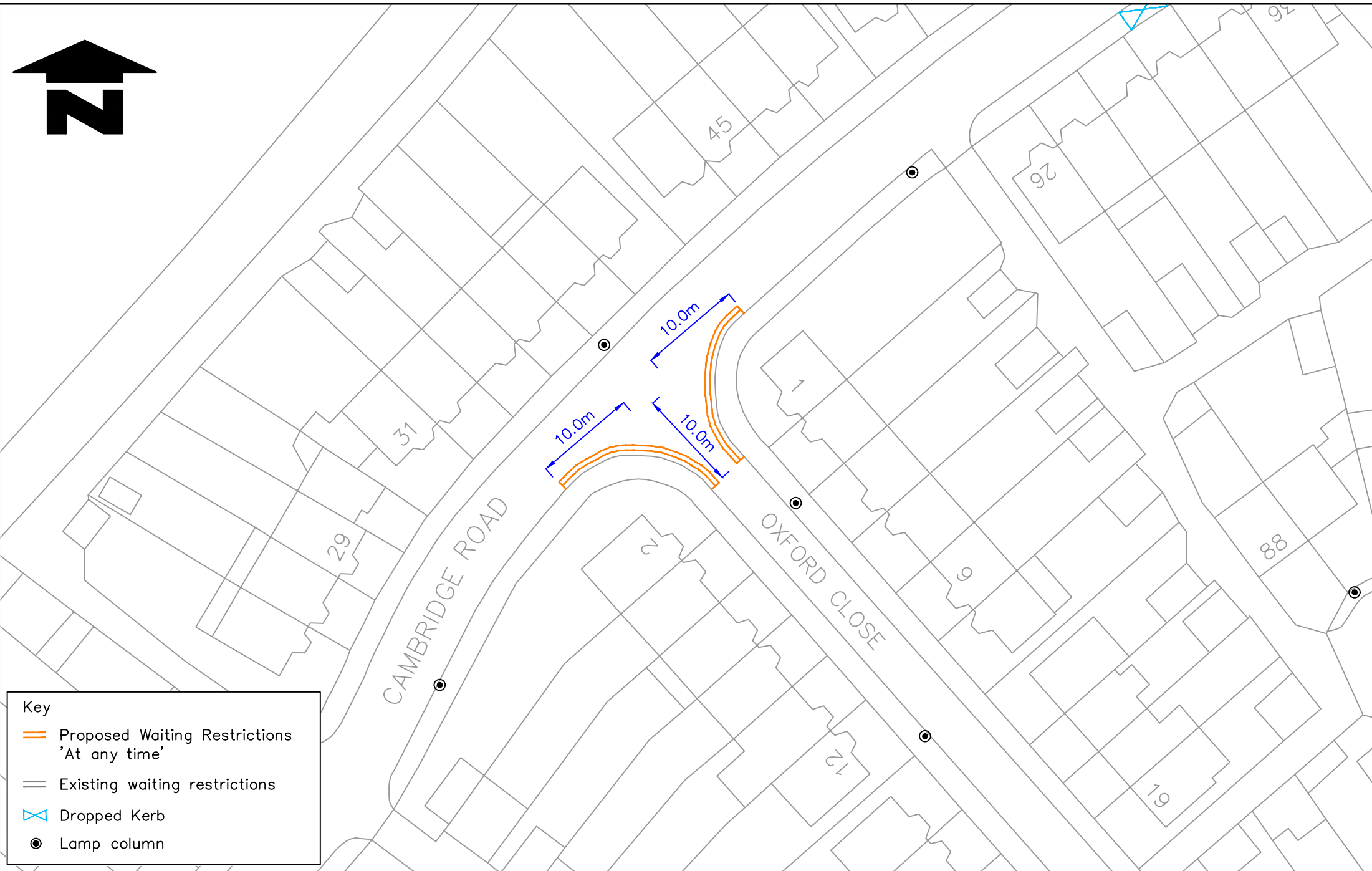
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Approved by	Sig.	Date

**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Tamworth Lane, Barnfield Avenue  
and Cambridge Road CR4

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Drawing No. Z27-678-14
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- Dropped Kerb
- Lamp column

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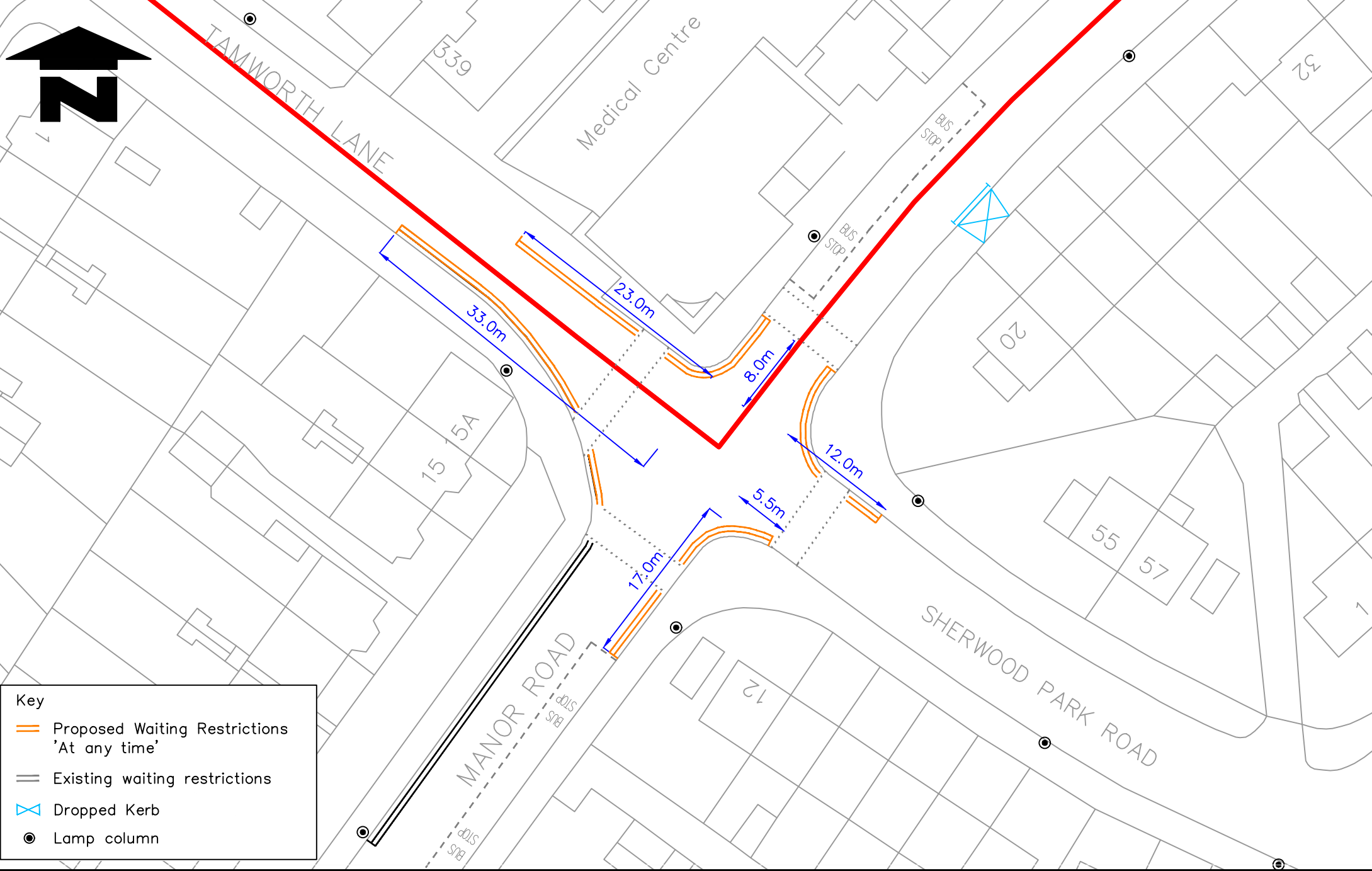
**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Cambridge Road  
and Oxford Close CR4



Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
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Drawing No. Z27-678-15
Revision -
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Scale 1: 500



**Key**

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

**Notes**  
Do not scale from this drawing

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

**Traffic & Highways**

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Drawn by BC	Sig.	Date June 2019
Checked by	Sig.	Date June 2019
Approved by	Sig.	Date

**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Manor Road, Tamworth Lane  
and Sherwood Park Road CR4

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

Drawing No. Z27-678-16
Revision -
Classification CONSULTATION
Scale 1: 500





London Borough  
of Croydon

SOUTH LODGE AVENUE  
GALPIN'S ROAD





FW

138

150

125

123

- Key**
-  Proposed Waiting Restrictions 'At any time'
  -  Existing waiting restrictions
  -  Dropped Kerb
  -  Lamp column

**Notes**  
Do not scale from this drawing

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



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Drawn by BC	Sig.	Date June 2019
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PROJECT	Waiting Restrictions WR2019 Batch 3
TITLE	South Lodge Avenue and Galpin's Road CR7



Drawing No.	Z27-678-17
Revision	-
Classification	CONSULTATION
Scale	1: 500

## Appendix B - Representations and Officers' Comments

### Lower Morden Lane, SM4

#### ES/WR2019B3/001

I am emailing because of the planned proposal for restricting parking on lower Morden lane.

I would kindly oppose this restriction as it would be of great inconvenience for the houses within the restricted range who use this road every day.

Secondly, I would like to suggest that instead of introducing a double yellow line, a more sensible option would be to introduce a give way board on either end of the proposed double yellow line. This way traffic can be controlled as it is on Garth Road, and at the same time it would cause less inconvenience to the residents of Lower Morden Lane who use the proposed area on a daily basis.

#### ES/WR2019B3/002

I am emailing to oppose the planned parking restriction on Lower Morden Lane. My reason being is that there are already parking shortages in this area for the houses within your proposed double lined area. We use this space regularly as there are not enough parking spaces for our cars and visitors.

A better way of managing traffic would be the addition of give way /priority signs similar to those on Garth road. This way it would allow resident, visitors and traffic to get by smoothly and easily without fuss or disturbance.

#### ES/WR2019B3/003

Please can you review the lack of parking restrictions opposite the entrance to Merton Cemetery and along the stretch of Lower Morden Lane between the roundabout by the Morden Brook and the bend into Garth Road.

For at least 3 months cars have been parking along this stretch of road by the houses causing a lot of congestion and problems driving along the road. The same car is parked opposite the Cemetery entrance on a daily basis. It is not possible to see round the cars on the bend by the brook and it is not uncommon to have drivers coming in the opposite direction who can't see and don't always give way. This section of road is becoming dangerous especially with high level of large articulated lorries, is also a bus route and the funeral cars have problems.

I am fed up of having near misses every time I drive this stretch of road and would be grateful if you would investigate the problem.

#### Officer's Comments:

**This section of Lower Morden Lane is a local distributor road and a bus route and the Council is obligated to maintain flow of traffic. The aim of the proposal is to maintain clear vehicular access on the public highway. The proposed DYL are in response to concerns received about obstructive parking that hinders flow of traffic on what is a busy narrow section of carriageway, with a slight curve. It is noted that the properties at the location of the proposal have available off-street private parking for several vehicles and it is recommended that the use of off-road parking areas is maximised.**

### Linkway, Westway and Westway Close, SW20

#### ES/WR2019B1/004

As you consider ES/WR2019B3 please bear in mind the following : WITHOUT PREJUDICE

- a) The other 2 houses have dropped curbs on the corner so it is not fair and justified to only penalise 1 Westway Close with removal of full parking rights at the front of the property. It is estimated that the value of the property will be affected in excess of £ 10,000. See attached images.
- b) Alternatively, consideration should be given to reduce the double line to 5 metres AND this needs to be coupled with Residents Parking as you are removing 7 car spaces so we will still have to park near the Church on Church walk (5 mins away or further down Westway taking parking someone else).
- c) It is important to consider reducing demand for the parking by making this area Residents Parking. We have businesses on the other side of the railway plus commuters to Raynes Park station parking AND there is a new 5 storey building without adequate parking coming up on West Barnes Lane. Let's not even talk about the proposed development at Tesco.
- d) It is imperative that Raynes Park High School be brought into this issue as their customers cause part of the parking issue in the first place with the rental of the sports ground on Westway Close. Sometimes there are 30-40 cars arriving for events in a 10 min time frame at pick up and drop (I have copied them).
- e) The drop curb on the back (off Linkway) is an option.

The issue is the loss of garden size (reducing value of the property).

Another issue is the susceptibility to accidents. 6 weeks ago, the 2<sup>nd</sup> car in 5 years came crashing through the exact

spot (4<sup>th</sup> in 10 years). You can see from the google image of my back fence the difference in colour to show that the fence panels were changed 5 years ago and now I have new ones again. My insurance for the house and car have gone up and so I don't want to build a gate and put my car in line of a spot which has had so many accidents.

To reduce the accidents we need to re-introduce 2 wheel on curb to allow 2 cars to pass and a speed restrictor – worth considering for Westway also.

I am yet to get a quote but this option will cost in excess of £ 1,500 plus the loss of value to the property due to a reduced garden.

**Officer's Comments:**

See paragraph 4.1

**The carriageway adjacent to a property is public highway and there is no right for any one property owner to park on the public highway. The Council will consider a CPZ once the residents demonstrate support by means of a petition.**

**Arras Avenue and Rose Avenue, SM4**

**ES/WR2019B3/005**

Please could you provide a diagram from Arras Avenue works?

**ES/WR2019B3/008**

I'm objecting against the yellow lines, that will be going down on ARRAS AVENUE/ ROSE AVENUE, due to people then would start parking over people's driveways. Most of the vehicles have gone by 9 o'clock am. I don't see the point in having the yellow lines down in Arras Avenue. Most cars are parked on the pavement on the left hand side to allow vehicles to pass more easily.

**Officer's Comments:**

See paragraph 4.4

**Middleton Road and Muchelney Road, SM4**

**ES/WR2019B3/006**

My mother lives at \*\*\* Middleton Road and does not understand the proposed changes. She is a blue badge holder and can't get to the civic centre to view the plans.

**Officer's Comments:**

**A plan of the measures was provided**

**Tudor Drive, SM4**

**ES/WR2019B3/007**

The proposed restrictions will seriously affect our lives and we would like to propose alternative measures.

As you may be aware, parking on Tudor Drive is very difficult especially during certain times when the park is being used for football, cricket etc. or due to the volume of people going through the driving test centre. It is also not helped by people from other streets using Tudor Drive to park and leave their vehicles due to lack of room in their streets (we often have a cab left by someone from Wolsey Crescent, and a removal truck from someone who lives the other side of the park, as well as people who use the road daily as a place to park their car and get a cab to Morden).

This has left us residents, who don't have a driveway, with an issue of finding somewhere to park. (For reference we have previously applied for a dropped kerb and been denied due to our proximity to the crossing - we have spoken at length with the council about this and, while disappointed about the decision, we fully understand the reasons for this). As a result both ourselves and our neighbour in number \*\* try to use the space in front of 65/67 as they are nearest to our houses and we both have little cars that do not block visibility (as opposed to pick-up trucks and large vans that cannot). Additionally our neighbour at number \*\* works late nights and she feels very unsafe parking further down the road with little lighting.

This proposed restriction will mean that it is near impossible for us residents to park on our own road unless other measures such as resident parking permits i.e. for 1 car per household, are also put in place (and even then may still cause problems with lack of space availability).

Since living here (we have been residents for nearly 6 years) we have had 2 cars written off as a result of speeding and dangerous driving down the road. In one instance, if our car had not been parked in the place you are now proposing is restricted, then a Toyota Land cruiser would have no doubt killed the group of kids who were near the railing when the Toyota veered into our vehicle - our vehicle absorbed the impact and while it wrote our vehicle off we are thankful that it meant we didn't have fatalities to deal with. The residents on the road are very aware of the speeding and dangerous driving that takes place on this road on a daily basis and would suggest that average speed



cameras are put in place to prevent this - having just a static speed camera would not, we feel, resolve the issue as drivers tend to slow down rapidly for cameras then speed up again afterwards. This measure would have far greater impact on safety than the proposed parking restrictions will have.

There is also something I can't understand from the proposed restrictions - that is why only one side of the crossing is being penalised when the space on the other side in front on 69/71 is not having the same restrictions put upon it? Is there a reason behind this?

In short we propose that the restriction is not put in place on Tudor Drive in front of number 65/67 and that parking permits of 1 vehicle per household are issued as well as average speed cameras are put in place.

I am happy to discuss this with you further and will also raise it with Sally Kenny, our local councillor that lives nearby and is aware of the issue we have had with parking and accidents on this road.

**Officer's Comments:**

**Tudor Drive is London distributor Rd and a bus route and the primary emergency route. The aim of the proposal is to ensure clear access for the 2 dropped kerbs (access routes) which are both communal accesses, one to several garages to the rear of Tudor Drive properties and the second dropped kerb is to access the garages and pavilion in King Georges Recreation Field. A vehicle parked (even partially) across these dropped kerbs will block vehicular access; also the gap between the two accesses is insufficient to accommodate a parked vehicle without the vehicle's overhang obstructing vehicles entering / egressing the dropped kerbs; the DYL also ensure clear sightlines for those using the access roads. Parking adjacent to nos.65 / 67 are unaffected by the proposed restrictions.**

**Waterside Way, SW17**

**ES/WR2019B3/009**

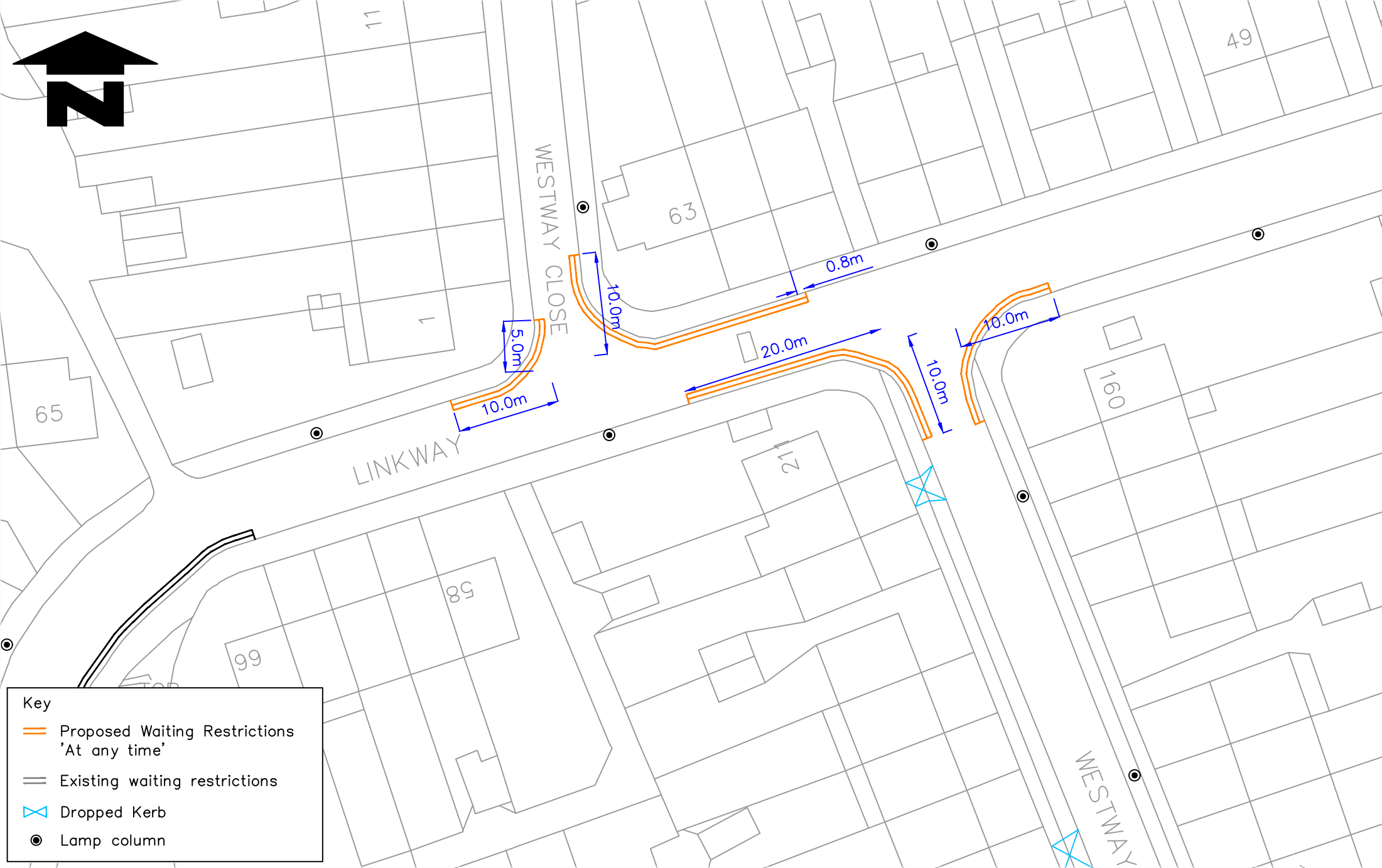
I have been contacted by a Unite Representative for Waterside Way Bus Garage about the proposal to double yellow the entire road which will have serious implications for the staff who drive these routes operating out of this garage. The advantage to parking helps to keep the staff, a lot of flexibility starting at 4am to 2.30am the following day on a rolling shift pattern. Losing this would be public transport from Tooting - Garrat Lane or Wimbledon - Haydens Road this all depends on night bus been available. Our staff who some lives outside of the catchment area would have to possibly relocate.

**Officer's Comments:**

**The importance of parking by the various road user is acknowledged but the Council has a statutory responsibility to ensure safety and access.**

**The objective of the proposed restriction is to ensure that clear access is maintained at all times at what is essentially a narrow section of public highway with a bend. The proposed restriction will also provide clearance at the pocket park adjacent to the bus garage on Waterside Way. It should be noted that a local business has also reported obstructive parking north of their entrance gate that hinders their delivery vehicles when attempting to access their yard. The proposed restrictions are kept to a minimum whilst ensuring that there is unconstructive access and manoeuvrability particularly for larger vehicles such as buses and HGVs.**

**Appendix C – Revised Drawing Nos. Z27-678-01A and Z27-678-09A**



**Key**

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

**Notes**  
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**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Linkway, Westway Close  
and Westway SW20



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

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Revision A
Classification CONSULTATION
Scale 1: 500



**Key**

- Proposed Waiting Restrictions 'At any time'
- Existing waiting restrictions
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- Lamp column

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**PROJECT**  
Waiting Restrictions  
WR2019 Batch 3

**TITLE**  
Arras Avenue and Rose Avenue  
SM4



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

Drawing No. Z27-678-09
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