

## **Cabinet Member for Environmental Sustainability and Regeneration:**

**Date:** 17<sup>th</sup> November 2015

**Agenda item:**

**Wards:** Colliers wood

**Subject:** Baltic Close, Proposed Pedestrianisation/Improvements – Results of Formal Consultation

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

**Lead member:** Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

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

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### **Recommendations:**

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

- A) Notes the results of the statutory consultation carried out between 8<sup>th</sup> and 30<sup>th</sup> October 2015 on the proposal to pedestrianise the recently adopted street of Baltic Close as a home-zone style street.
- B) Notes and considers the representations including objections received in respect of the proposals. These are detailed in Appendix 3.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed pedestrianisation of Baltic Close.
- D) Agrees to the statutory consultation and making of the relevant TMO to amend the CW Controlled Parking Zone (CPZ) to allow parking by residents of Oslo Court, Baltic Close.
- E) 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 presents the result of the statutory consultation carried out on the Councils' proposals to pedestrianise Baltic Close.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) for the proposed pedestrianisation and approval to proceed with the implementation of the proposed improvements as illustrated on drawing CCW/P/02-12 attached as Appendix 2. It is important to note that the actual proposed improvements will vary in details so as to accommodate the feedback received from the residents. An up to date plan will be provided at a later stage. This report seeks approval for the pedestrianisation of Baltic Close and the nature of improvements does not form part of the Traffic management Order and in legal terms not essential for the purpose of this report.

## **2. BACKGROUND**

- 2.1 Colliers Wood (CW) is in the north of Merton bordering LB Wandsworth with good transport connections. It is considered to provide a gateway to Wandle Regional Park and a number of nationally significant cultural and heritage assets.
- 2.2 Following the riots in August 2011, the Mayor for London announced a fund of £70m to invest in the long term regeneration of some of the worst affected boroughs. From this, the Connecting Colliers Wood project was developed and Merton was successful in its bid for funding from the Mayors Regeneration Fund.
- 2.3 The proposals for the Connecting Colliers Wood project were approved in early 2012. The project consists of alterations to the roads and junctions to improve the environment for pedestrians and cyclists, and public realm enhancements, introducing high quality materials, landscaping and references to the area's heritage. On behalf of LB Merton, TfL have recently completed all the highway related improvement works.
- 2.4 The Connecting Colliers Wood project has been delivered in partnership with TfL designed to deliver improved public realm for all road users particularly for cyclists and pedestrians; improve the attractiveness of CW High Street particularly in close proximity of the tube station and support the growth and long-term survival of small local businesses.
- 2.5 As part of the project the Council and TfL held a range of engagement events. This included residents design workshops in November 2012, drop-in sessions at the library in July 2013, public meetings hosted by the local MP. The Council also distributed newsletters locally, covered the proposals in MyMerton, involved local residents associations and provided information online on a dedicated webpage [www.merton.gov.uk/connectingcollierswood](http://www.merton.gov.uk/connectingcollierswood).
- 2.6 Baltic Close is a cul-de-sac of relatively narrow and short nature. It is a key access point to Wandle Park and it is the only feasible delivery point for the Charles Holden Public House. It is currently being used as an unmade and uncontrolled car park. The proposals for Baltic Close form an important part of the enhancements already introduced in Colliers Wood, turning Baltic Close into an attractive public space off the busy main road and creating a gateway between the High Street and Wandle Park.

## **3. BALTIC CLOSE STATUTORY CONSULTATION**

- 3.1 The proposed measures include the reconstruction of this new public highway to high standards with improved public realm. One key objective of the project is to allocate limited available space for pedestrian use by minimising vehicular occupation. One way to achieve this is to pedestrianise Baltic Close whilst maintaining access for loading/unloading including drop off and pick up. To accommodate the parking needs of the residents, the Council has considered allowing the residents to park in Zone CW1 which is currently underused and would be able to accommodate the additional parking demand. However, in line with the concerns raised during the consultation, residents will be permitted to park in Zone CW which is the closet zone to Baltic Close.

- 3.2 The statutory consultation on the proposals to pedestrianise Baltic Close took place between 8<sup>th</sup> and 30<sup>th</sup> October 2015. Notices were placed in several locations in and around Baltic Close. A newsletter detailing the consultation was also hand delivered to the Charles Holden Public House and to all the 16 flats in Oslo Court. The Council's Connecting Colliers Wood webpage was also updated with information on the consultation at [www.merton.gov.uk/connectingcollierswood](http://www.merton.gov.uk/connectingcollierswood)
- 3.3 The consultation resulted in a total of six representations which are detailed in Appendix 3 and summarised below along with officer's comments:
- One from the Charles Holden Pub in support.
  - One from the local MP asking for parking to be considered in the design.
  - Three from individuals of Oslo Court in opposition.
  - One petition in opposition signed by 15 residents of at Oslo Court (11 out of 16 flats).
- 3.4 The nature of objections/concerns are summarised below:
- Support in principle and appreciation of improvements, but object to details.
  - Not being able to park outside Oslo Court.
  - Inconvenient access to CW1 Wandle Bank CPZ.
  - Not being able to park in more convenient CW CPZ.
  - Inability to check safety of vehicles if they are parked some distance from home.
  - Threat of increased anti-social activity due to seating and pub expansion into street.
  - Turn the street into a residents parking zone to solve the problems of the street.
  - Oslo Court bins only kept in the street because of uneven paving preventing them being kept at the rear of the building.
  - Waste of public money when only small inexpensive measures are needed to address the problems of the street.
  - Inconvenience for those with general health issues who use cars.
  - Car parking for residents is more important than cycle parking as there is cycle parking to the rear of Oslo Court.

#### Officer's Comments

- 3.5 Until 11<sup>th</sup> August 2015, Baltic Close was a private street owned by the Charles Holden PH. It allowed some local businesses to use the street for parking under a private agreement, and informally allowed residents of Oslo Court to park in the road. Parking is disorganised and obstructive. Given the level of demand, parking is never guaranteed. Given that there has never been any formal permission for residents to park in Baltic Close and due to unorganised/unenforced nature of parking, particularly by the local taxi firm, there is no evidence residents could in fact gain access to any parking at any given time. Now that Baltic Close is a public highway, Merton Council is responsible for access, safety and the use of Baltic Close.
- 3.6 It is appreciated that the residents of Oslo Court have enjoyed ad-hoc free parking on private land without any formal agreement but now that it is a public highway, this informal arrangement cannot continue. Providing parking for 16 flats in Baltic Close would render this public highway essentially a car park serving the residents of Baltic Close.

- 3.7 To accommodate the parking needs of the residents, initially it was proposed to allow the residents to park in Zone CW1 Wandle Bank. However, following the representations received regarding the distance between zone CW1 Wandle Bank and Oslo Court, the Council is minded to allow residents to park in Zone CW with the exception of Valley/South/North Gardens; the reason being that the Council has been petitioned to have these roads under a different zone with extended hours of operation. These roads do not have the capacity to accommodate any additional demand.
- 3.8 It should be noted that residents would need to purchase a permit which is subject to meeting some terms and conditions and having a parking permit does not guarantee a parking space. Concerns about visibility of vehicles in terms of crime are noted, but this is an issue with all residential roads where it is unreasonable to expect to be able to park outside one's property all the time.
- 3.9 Although there have been some representations regarding physical ailments and mobility problems, the Council has determined that there are no blue badge holders currently residing in Baltic Close. However, to accommodate future needs, the layout plan for Baltic Close is being amended to allow for the future provision of a maximum of 2 disabled parking bays in Baltic Close.
- 3.10 Following discussions with the owners and operators of the Charles Holden PH, the layout of the road will be amended to better facilitate their access and delivery requirements whilst allowing for the installation of bollards to prevent illegal parking. The layout will allow for deliveries to the rear of the PH and general servicing and deliveries for the road. It is important to note that there is a free parking bay on Colliers Wood High Street adjacent to Baltic Close that would be convenient for the residents/ visitors of Baltic Close to use short term.
- 3.11 Concerns regarding anti-social activity are noted and the Council takes these very seriously. It is the view of the Council that to introduce more activity which is legitimate, controlled and licensed by the Council, will deter the anti-social behaviour alluded to by objectors, as they will generally seek secluded areas for their activities. More people partaking in legitimate activity in a responsible way will create a natural deterrent to anti-social behaviour.
- 3.12 The pub will need to obtain a license for use of part of Baltic Close for its activities and will be required by that license to ensure these activities are properly managed to ensure there is no anti-social activity. At a recent meeting, the Pub confirmed that they welcome the proposed improvements and that it would be in the Pub's best interest to manage its clientele and activities. The Council will regularly review the license and take into account any reports of inappropriate activity. The Council has the power to revoke the license if the pub fails to comply with the terms of the license.
- 3.13 The plans also include a CCTV camera within Baltic Close which can be used for monitoring purposes. It is proposed to introduce two high quality, enclosed and lockable bin stores. These will be located at the front of Oslo Court and should act as a privacy screen, noise barrier, and 'defensible space' for residents of Oslo Court and deter pub users from spilling out too close to the flats.
- 3.14 Within any project, the Council seeks to reach a balance between the needs of residents and the wider objectives of the project which includes improving the overall environment and experience of this road for the local community, particularly

for Oslo Court residents. The type of design chosen is intended to support these wider aims. The high quality materials and range of design features is designed to celebrate the character and history of Colliers Wood. This and the associated higher costs of this approach are an integral part of raising quality and a key element of the regeneration aims of the project.

#### Ward Member's comments

- 3.15 All Ward Members have been fully engaged in the consultation process and informed of the representations made by residents. All three Members have responded in a positive and supportive manner. This included queries and suggestions that are in general alignment with the changes proposed and outlined in this report.

#### **4. RECOMMENDATIONS**

- 4.1 Following some of the concerns and points raised by those who made representations to the consultation, where possible amendments have been to address some of those issues. These are set out in section 3 of this report. A summary however, includes:

1. Allowing residents to purchase permits to park in the more conveniently located CW Controlled Parking Zone, rather than Zone CW1 Wandle Bank. This would involve undertaking a statutory consultation to amend an existing TMO.
2. Amend the design to accommodate the provision of future disabled parking bays for Oslo Court.

- 4.2 Having made some changes to accommodate a number of issues and given the wider positive implications of the proposals, it is recommended that whilst being mindful of those objections that cannot be overruled, approval is given to make the appropriate Traffic Management Orders and the measures are introduced accordingly.

#### **5. TIMETABLE**

- 5.1 If a decision is made to proceed with the pedestrianisation of Baltic Close, Traffic Management Orders (TMOs) will be made and construction works will commence soon after with a provisional completion date of March 2016. To enable residents of Oslo Court to purchase permits for CW CPZ, a statutory consultation to amend the existing TMO for Zone CW will be undertaken during December 2015/January 2016.

#### **6. ALTERNATIVE OPTIONS**

- 6.1 Do nothing. Baltic Close is in poor condition with no parking controls and presents a poor quality gateway to Wandle Park. Retaining this situation would lead to a congested residential road where vehicles would compete for space in an ad-hoc and disordered manner. And it will do nothing to assist the Pub to continue its business which is likely to lead to legal action.
- 6.2. Retain parking. Due to its relatively narrow and short nature, Baltic Close is unable to accommodate parking for all the residents/visitors and the Pub's loading/unloading needs. Additionally, maximising parking in Baltic Close would adversely impact on providing a high quality landscaped gateway to Wandle Park and public realm improvements that the residents can enjoy. To accommodate the

resident's parking needs, they will be included within Zone CW. Loading/unloading/dropping off and picking up activities will be permitted.

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

7.1 The cost of implementing the proposed improvements is estimated at £370k. This will be funded from the Mayor's Regeneration Fund grant of £1.6m which includes the new open space in front of the Brown & Root Tower and other public realm works to the front of Wandle Park and along the banks of the River Wandle. This is part of the wider package of measures including the enhancement works recently carried out to the highways by TfL, with an overall project value of £3.6m. The other funding sources making up this figure include LIP funding, S106 from the Tower development and LB Merton Regeneration Capital.

## **8. LEGAL AND STATUTORY IMPLICATIONS**

8.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 Council in reaching a decision.

8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

9.1 The implementation of the proposals will improve the accessibility around Colliers Wood particularly for pedestrians and vulnerable users who cannot easily negotiate the poor surfacing and randomly parked cars. A high quality, well managed street and landscape, linked to a robust license agreement with the pub, will help foster a sense of care and ownership of the public realm and so aid community cohesion. A well-lit, active, carefully designed street with appropriate management of vehicles will encourage pedestrian use the entrance to the park and ensure safety of residents

## **10. CRIME AND DISORDER IMPLICATIONS**

10.1 The proposals seek to enhance the quality of the street and encourage increased and legitimate use of it as an important link and gateway between Wandle Park and Colliers Wood Town Centre. It is envisaged this will deter any occasional existing anti-social activity and provide better natural surveillance. The location of the bin store and the CCTV camera will also increase safety and privacy for Oslo Court residents and visitors.



## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.
- 11.2 The risk of not pedestrianising Baltic Close is that it will undermine the successful delivery of a coherent package of improvements in Colliers Wood. It is important to note that Baltic Close was adopted by the Council for the sole purpose of the proposed improvements with funding being made available by GLA. Non delivery of the proposed measure would mean the loss of funding, and as Baltic Close is now adopted and in poor condition, the Council would need to directly fund all associated works in ensuring that this road adheres to adoptable standards.
- 11.3 If Baltic Close is not pedestrianised, due to loading needs of the pub and the narrow nature of the road, it would be extremely unlikely that any parking other than a maximum of 2 disabled parking bay would be permitted. The area leading into the park entrance would be subject to yellow line restrictions as to allow a turning area for those vehicles that enter Baltic Close. In conclusion, not pedestrianising Baltic Close would not necessarily lead to introduction of parking spaces. The Council's duty is to provide a safe environment for all road users. Safety and access take priority over parking spaces.

## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1 Before reaching a decision to make the necessary Traffic Management Order to implement the proposed scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 12.3 When determining parking places on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.4 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
- a) The desirability of securing and maintaining reasonable access to premises,
  - b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,

- c) The national air quality strategy,
- d) Any other matters appearing to the Council to be relevant.

### **13. APPENDICES**

13.1 The following documents are published with this report and form part of the report.

Appendix 1: Consultation Newsletter

Appendix 2: Design Drawing No. CCW/P/02-12 (to be modified)

Appendix 3: Detailed Consultation Responses



# Connecting Colliers Wood Baltic Close



Councillor Andrew Judge  
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Environmental Sustainability  
and Regeneration  
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ISSUE DATE : 5 OCTOBER 2015

Dear Resident,

As you may be aware there have been some major investment in Colliers Wood and as part of these improvements, the Council has now formally adopted Baltic Close as public highway and proposes to make extensive improvements to the space. The proposals include the creation of a home-zone street, with new landscaping and lighting. This will enhance the environment for residents, visitors and create an important landscaped link between Wandle Park and Colliers Wood station.

Baltic Close will be designated as a Pedestrianised zone constructed in high quality material, accommodating new trees, rain garden style planters, William Morris benches and much needed additional cycle parking. An artist 's impression and a plan of proposed design indicates the proposed improvements.

Baltic Close will primarily be for pedestrian use, creating a new urban space away from the noisy High Street. The layout intends to enhance the visibility of the entrance to Wandle Park and improve pedestrian links to the High Street to increase accessibility and use of open space for the local community. There will be no motorised traffic permitted other than delivery vehicles, refuse vehicles and Emergency Services. The legal definition is that a Goods Vehicle means a motor vehicle constructed or adapted for use for the carriage of goods. As a rule, this does not allow entry to the Zone by a saloon / estate / private car. However, deliveries by these vehicles will be permitted in Baltic Close, but parking will not be permitted.

To accommodate the parking needs of the residents, it is proposed to allow residents to park in Wandle Bank which is a short walk away. Due to capacity issues you cannot be permitted to park in Zone CW. It should be noted that if you opt to park within this zone you are required to purchase a permit. The information regarding the operation of a CPZ and parking permits is attached with the attached leaflet. It should be noted that you will only be permitted to park in Wandle Bank and no other roads within the CPZ.

The restrictions do not apply to the emergency services as long as they are entering the Zone to attend to an emergency situation. Additionally the restrictions do not apply to those vehicles making deliveries to the Public House. These vehicles, however, will not be permitted to park in Baltic Close.

The Council is mindful of the needs of our vulnerable residents and we are therefore asking all blue badge holders who drive, own a vehicle and are registered to Baltic Close to contact the Council [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by **16th October 2015**. It is important to note all these criteria must be met for the Council to be able to consider a disabled parking bay in Baltic Close. Every effort will be made to facilitate the need for a disabled parking bay but this cannot be guaranteed.

The works are provisionally programmed for **November 2015** but you will receive a letter detailing the exact starting date. The Council believes that the proposed improvements will make for a more pleasant and safer environment for residents and pedestrians.

Further details are online at [www.merton.gov.uk/connectingcollierswood](http://www.merton.gov.uk/connectingcollierswood)

## COLLIERS WOOD WARD COUNCILLORS

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## WHAT HAPPENS NEXT

A Notice of the Council's intention to pedestrianise Baltic Close will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **30th October 2015** quoting reference **Es Baltic 2015**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented to the Cabinet Member for Environmental Sustainability and Regeneration. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Colliers Wood Library. This information is also available on Merton Council's website at [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk)

Please note that following the completion of each stage updates will be posted on the Council's website [www.merton.gov.uk/connectingcollierswood](http://www.merton.gov.uk/connectingcollierswood). You will receive a newsletter after the Cabinet Member decision is made, advising you of the outcome of the consultation.

### Request for document translation

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian** Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenoheni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
  - Bengali** এই অক্ষর বোঝা অথবা আপনাদের নিজ ভাষায় বুঝতে চাইলে, দয়া করে ব্যক্তিগত (ব্যক্তি) টীক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
  - French** Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
  - Korean** 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명될 것이 필요하다면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.
  - Polish** Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
  - Portuguese** Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
  - Somali** Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
  - Spanish** Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
  - Tamil** இதுபோன்ற தகவல்களைத் தேர்ந்து எடுத்துக் கொள்ளும் விவரங்களைப் பற்றி உங்களுக்குத் தேவையான, தகவல்களைக் கேட்க விரும்பினால், கீழ்க்கண்ட விவரங்களைப் பயன்படுத்தி எழுதும்/தொலைபேசி மூலம் தொடர்பு கொள்ளவும்.
  - Urdu** اگر آپ اس دستاویز کے کسی حصے کو ہرسانی زبان میں حاصل کرنا چاہتے ہیں تو دیکھیں کہ اس میں کون کونساں حصے اور مدارے درج ذیل ماہرین سے رابطہ کرنا چاہئیں گے اور یہ بھی تحریری طور پر رابطہ کریں۔
- Large print     Braille     Audiotape

**Your contact:**

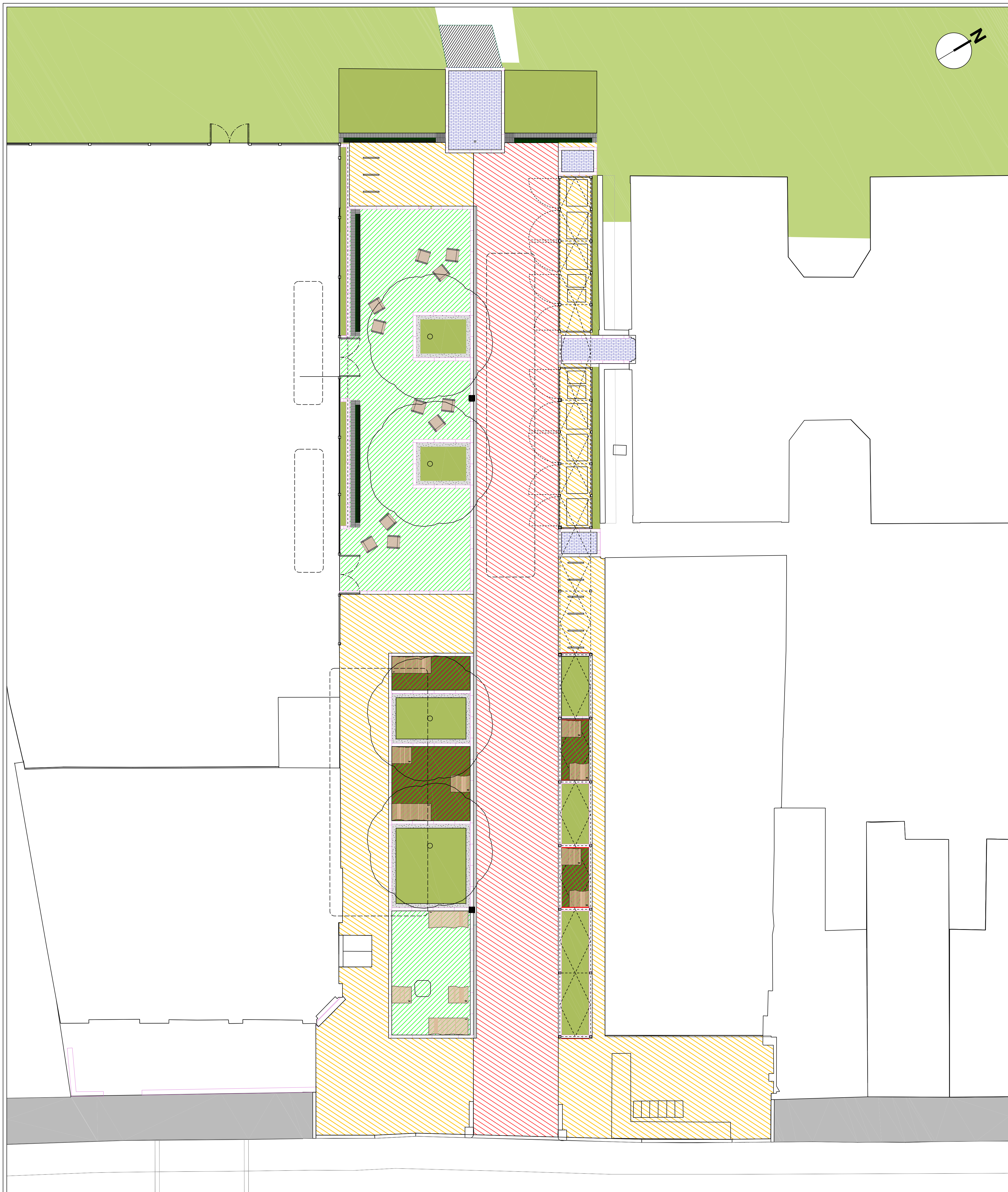
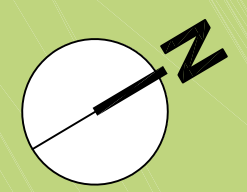
Name.....

Address.....

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Telephone.....






**Key**

-  Enhanced paving (Vehicular)
-  Enhanced paving (Pedestrian)
-  Kerb Stone
-  Granite Cobbles

-  Ceramic Glazed Brick Slip
-  Rain Garden finish
-  Enhanced Paving
-  Timber and metal seat
-  Bespoke Timber bench

-  Bike stands
-  Column light
-  LED Strip light
-  New planting
-  Make good existing finished





N.B THIS IS ONLY INDICATIVE OF THE PROPOSED IMPROVEMENTS



**APPENDIX 2: Design Drawing No. CCW/P/02-12**

Representations
Support
<b>Response BC-001, Managing Director, The New Pub Company (Charles Holden PH):</b> Thank you for coming to The Charles Holden yesterday and explaining to us the purpose of the current Consultation and what the intended lay out of the regeneration of Baltic Close might be. I am pleased to confirm that we will support the plans as set out in the Public Consultation in relation to the Pedestrianisation of Baltic Close. It was agreed that there will be further discussion in relation to the final lay out of the scheme and this will take place once the initial preparatory and discovery work is undertaken by your contractors. You noted our concerns about the current design layout and it was agreed that these would be taken into account at the next stage of the design.
Opposition
<b>Response BC-002, letter from Siobhain McDonagh MP on behalf of Oslo court resident:</b> I have recently been contacted by my above constituent regarding her concern that the redevelopment of Baltic Close will result in residents of Oslo Court being unable to park outside their properties. I understand that Baltic Close is to be pedestrianised and that it has been proposed that residents park in the nearby Wandle Park. XXXX is concerned that this site is some distance from Oslo Court and that she will be unable to see her vehicle from her property. XXXX is also concerned that Wandle Park is some distance from Oslo Court. I attach a copy of XXXX email to me, and I would be very grateful if you could inform me as to whether parking provisions might be considered as part of the consultations of these works.
<b>Response BC-003, above constituent - Oslo Court, Baltic Close:</b> I write to register my representations against the proposed changes to Baltic Close (REF: Es Baltic 2015). While I do support the improvements in principle, I do not agree that the proposed planned improvements will enhance the environment for the residents as they stand. As residents of Oslo Court, the only residential block on Baltic Close, we have been able to safely park outside our properties for many years. The proposed changes take away that ability completely, making our lives much more difficult and will also increase our insurance premiums, given the safety implications of parking away from your property. The new parking zone suggested, Wandle Park, is a short walk away, as you suggest. However we have no sight of the street on a daily basis and it is not easily accessible by car from Baltic Close. Given the various traffic schemes in place on other residential streets access requires a significant diversion on busy roads for all residents when they would like to park. Added to that is my personal concern about the safety of my car. While having it outside my property is no guarantee of its protection from theft and vandalism, it does provide a certain piece of mind which I will no longer have. It seems utterly unreasonable to remove our parking and prevent us applying for a CW parking permit as this is where we live and have done for a number years, and plan to for many more. We are only to be allowed to park in one area not easily accessible by car and not part of our community here. I appreciate that improvements are being made to our community and I welcome that. However I don't feel the improvements should be made to the detriment of the residents of the community. Is there a compromise we can come to which balances the need for improvement with the needs for the only residents of Baltic Close? There are no more than 5 cars that require a parking space on Baltic Close, maybe less. Can they be accommodated within the scheme so we too can enjoy the improvements being made to the road we live on?
<b>Response BC-004, Oslo Court, Baltic Close:</b> I write to object in the strongest possible terms to the proposed pedestrianisation of Baltic Close ref Es Baltic 2015. I am a resident at Oslo Court which is in the immediate vicinity of Baltic Close. The substance of my objection is primarily related to the personal anguish and unnecessary unbearable hard ship i will be placed under due to the proposed plans. I am approaching my 50th birthday this year and have severe medical difficulties related to my lower back. I do not receive any disability allowances for this as i believe in working hard and not taking help unless it is absolutely necessary. The proposed plans will have a detrimental affect on my health and mobility. Having to park my vehicle in Wandle Bank then to walk with my shopping bags all the way back to my house is insufferable. I also feel strongly that to expect me and other residents to walk that distance which is not a "short walk away" by any stretch of the imagination is completely unacceptable, not to mention the wet/windy and sometimes snowy conditions we will undertake whilst walking to and from our vehicles, In addition to the distance factor, the fact that i am an asian single mother with an 11 year old son who will be forced to walk past many pubs and bars in the late evenings just to get back to the safety of our home instead of being able to simply park outside my home is oppressive and unnecessarily dangerous. In addition to the above another of my deep concerns is the safety of our vehicles whilst they are parked in

## Support

**Response BC-001, Managing Director, The New Pub Company (Charles Holden PH):**

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## Opposition

**Response BC-002, letter from Siobhain McDonagh MP on behalf of Oslo court resident:**

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**Response BC-004, Oslo Court, Baltic Close:**

I write to object in the strongest possible terms to the proposed pedestrianisation of Baltic Close ref Es Baltic 2015. I am a resident at Oslo Court which is in the immediate vicinity of Baltic Close. The substance of my objection is primarily related to the personal anguish and unnecessary unbearable hard ship i will be placed under due to the proposed plans. I am approaching my 50th birthday this year and have severe medical difficulties related to my lower back. I do not receive any disability allowances for this as i believe in working hard and not taking help unless it is absolutely necessary. The proposed plans will have a detrimental affect on my health and mobility. Having to park my vehicle in Wandle Bank then to walk with my shopping bags all the way back to my house is insufferable. I also feel strongly that to expect me and other residents to walk that distance which is not a "short walk away" by any stretch of the imagination is completely unacceptable, not to mention the wet/windy and sometimes snowy conditions we will undertake whilst walking to and from our vehicles, In addition to the distance factor, the fact that i am an asian single mother with an 11 year old son who will be forced to walk past many pubs and bars in the late evenings just to get back to the safety of our home instead of being able to simply park outside my home is oppressive and unnecessarily dangerous. In addition to the above another of my deep concerns is the safety of our vehicles whilst they are parked in



Wandle bank, I and my fellow neighbours are regularly checking the safety of our vehicles parked on Baltic Close, but if this proposal goes through who will fulfil this role? Why are our family and visitors being made to park away from our home? How will my elderly aunt who is 85 walk all that way? I also feel it is highly unfair and indicative of a certain attitude towards council residents, whereby we are being forced to walk a great distance for parking whilst the council always grants parking spaces to private residents in the immediate vicinity of their homes. We the residents at Oslo Court have had to deal with many issues in relation to the Pub across from us, some of which include but are not limited to, loud music, regular police and ambulance visits due to drunks, loitering and criminal damage. To propose a whole new public space in addition to the great park right outside our home is ludicrous considering all of the new problems that it would create. We are already dealing with youths smoking cannabis in the Baltic Close area and thefts which take place at the back of the building bike shed. With all of the above in mind and more which time does not permit me to express, I am appalled at the proposal and the complete disregard of the Oslo Court residents. The fact that this has reached this stage already with no prior consultation is indicative of the indifference and poor insight behind this project. I sincerely hope that the council takes a long hard look into the points raised by me and the residences who live at Oslo Court, those who will be deeply affected by the proposal.

**Response BC-005, Oslo Court, Baltic Close:**

As a resident of Baltic Close I wish to put forward my reasons why our street should NOT be made into a Home-zone area and offer alternative solutions to the problems that we as residents suffer. We believe that you initially want to put this into place due to the excessive amount of taxi cabs which park here blocking the road and access to the park and also the state of the rubbish bins which the council leave at the front face of the building. The cab office has always paid the landlord of the George Holden Public House to park outside causing many of us residents a good nightmare the last couple of years, now that this land is not owned by the Public House the cabs parking can be reduced by making this a Resident Parking Zone only with immediate effect, the road does need new tarmac and this would be a massive saving to Merton by just doing this rather than adding tables and benches, new trees etc. This is also not a good reason to have this outside our flats, as although we do have double glazing it is not very good at sound proofing, we currently get a lot of noise from the main road, Pub and the park but to encourage people to be hanging around, drinking late at night, skating within 10 feet of our bedroom windows would not be fair to the 8 residents bedrooms facing the proposed area. In regards to the bins which I do find appalling but this could quite easily be rectified with another small investment still costing less than the proposed Home-zone plans, should the council re-pave the very uneven paving in our back garden the bins could well be put back in their rightful place, the only reason the bin men don't wheel the bins back is it is too uneven and you could not wheel a full bin over the slabs without causing yourself an injury, a small ramp to the gate to the furthest side of the park would enable easy access for them and this would stop all the shops from the main road plus fly tippers leaving all their rubbish alongside ours. I've been a tenant at Oslo Court for 23 years and believe me the only issue ever here is the cab office and their rowdy drivers who do like confrontations with some people over parking out here, without this issue and controlled parking problem solved overnight. Yes I do also have a car which I could not be without, I have Arthritis in my back and am unable to either walk or carry for long, at present it does not warrant me to be the holder of a Blue-Badge although as I get more older it will become more of an issue and if the Home-zone is put in place where would I then get a disabled parking space. Not a concern of yours but we also have a dog who suffers from Epilepsy and in the event that he has what is known as Cluster Seizures we have to take him immediately to the vets, sometimes having to carry him to the car, neither myself or my Husband could do this if we had to park in the suggested area of Wandle Bank as he weighs over 20 kilo's, so you can imagine carrying a dog for 5 minutes anyway let alone whilst having a seizure. I wish that you would reconsider all of the above and listen to us residents before you change our wonderful little community here, yes improve the look of the road, but don't restrict the people who live here and use this road more than any other resident in Colliers Wood.

**Petition BC-006, Letter to residents and subsequent petition signed by 15 residents at 11 of the 16 flats at Oslo Court. Content of the letter is shown below:**

Dear fellow residents,

You may or may not have heard of Merton Council's upcoming redevelopment plans for Baltic Close and its surrounding areas but I would like to show you how these plans, if implemented will affect you should they come to pass and more importantly how we can stop them.

The council are pushing this as an investment to Colliers Wood and even more so an improvement for residents of Baltic Close however it is us who will be most negatively affected by the impact of these changes.

The newly designed space will be a pedestrian only zone meaning no vehicles are permitted to park here. It's been specifically stated on Merton's website that "There will be no motorised traffic permitted other than delivery vehicles, refuse vehicles and Emergency Services." and yes this does indeed include cars owned

by residents. There will be a number of public benches built and even “...*much needed additional cycle parking.*” according to the council.

Merton Council are proposing that residents will now be able to park in Wandle Bank but the removal of our current car park and parking then being provided at a 10-15 minute walk away would leave many of us at a loss.

Having to walk through badly lit areas such as the park to possibly be confronted by loiterers and anti-social trouble makers on the newly built benches that will be located right on our doorstep is certainly not something that should be sold to us as a development that will “..*enhance the environment for residents*”.

On plenty of occasions, many of us have noticed youths who do not live in Baltic Close gathering, drinking, smoking and loitering around/in the building. These plans only invite and encourage this behaviour by creating a more inviting and accommodating space for those individuals.

**Some key points to note are:**

**Distance.**

- Proposed parking will now be at Wandle Bank, 10-15 minutes away.
- Things as small as the weekly shop become impractical.

**Public benches on our doorstep.**

- These benches are already known to be a problem in Colliers Wood for loitering and anti-social behaviour.

**Safety concerns.**

- Unsafe for those of us coming home late having to walk from Wandle Bank through the park at night to possibly be greeted by anti-social individuals sitting on the newly built benches outside our home.

**Waste of funding.**

- There are already facilities for cycle parking and resources could be better utilised elsewhere.
- Car parking is a higher priority than cycle parking and is far more needed by residents as we already have cycle parking at the rear of the building.

**Rain garden is better suited to Wandle Park.**

- Colliers Wood is already home to Wandle Park, a large nature reserve that would better accommodate this site.

In summary, these plans are quite clearly ill-considered as this is a car park which is used by many people including but not limited to, residents, friends and family of residents, cabs, visitors and even the customers of local businesses and therefore are neither in our best interests nor the interests of local businesses.

**For full officer’s comments please refer to section 3.5 of this report**