

LONDON BOROUGH OF MERTON

REDISCOVER MITCHAM TOWN CENTRE REGENERATION SCHEME

THE MERTON (20 M.P.H. SPEED LIMIT) (NO. *) TRAFFIC ORDER 201*
THE MERTON (BUS PRIORITY) (NO. *) TRAFFIC ORDER 201*
THE MERTON (PRESCRIBED ROUTE) (NO. *) ORDER 201
THE MERTON (PARKING PLACES) (MITCHAM) ORDER 201*
THE MERTON (FREE PARKING PLACES) (NO. *) ORDER 201*
THE MERTON (LOADING BAY) (NO. *) ORDER 201*
THE MERTON (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. *)
ORDER 201*

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Merton propose to make the above-mentioned Orders under sections 6, 45, 46, 49, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the “20 M.P.H. Speed Limit” Order would be to impose a speed limit of 20 miles per hour in the lengths of roads specified in Schedule 1 to this notice.
3. The general effect of the “Bus Priority” Order would be to:
 - (a) revoke the bus lanes in Holborn Way and Raleigh Gardens which would be replaced in part by mandatory “at any time” cycle lanes;
 - (b) shorten the bus lane in:
 - (i) London Road, the north-west side, so that it begins 28 metres south-west of Chatsworth Place and terminates 10 metres south of Langdale Avenue;
 - (ii) Upper Green East, the south-west side so that it terminates opposite the south-eastern boundary of No. 45 Upper Green East;
 - (c) prohibit taxis and motorcycles from the bus lane specified in sub-paragraph 3(b)(i) above;
 - (d) introduce “at any time” bus-only routes in London Road and St Mark’s Road at the locations specified in Schedule 2 to this notice (pedal cycles will also be permitted);
 - (e) consolidate the existing bus lanes Orders, with solo motorcycles permitted in bus lanes in the roads listed in Schedule 3 to this Order.
4. The general effect of the “Prescribed Route” Order would be to:-
 - (a) open London Road to vehicular traffic (to be restricted to buses and pedal cycles by the “Bus Priority” Order), between its junction with St Mark’s Road and its junction with the south-west arm of Upper Green West;
 - (b) reverse the flow of traffic in Upper Green West (the north arm) and Upper Green East (the north-east arm) so that all vehicles except cycles must proceed in the direction specified in column 2 of Schedule 4 to this notice in relation to those roads;
 - (c) permit cyclists to proceed directly from Upper Green West (the north arm) onto Upper Green West (the south-west arm) without dismounting;
 - (d) pedestrianise the bus-only route in Raleigh Gardens slip road adjacent the western wall of Durham House;
 - (e) revoke prescribed routes relating to the redundant island sites at the junction of Western Road with Holborn Way, Raleigh Gardens and Upper Green West (the south-west arm);
 - (f) introduce a contraflow lane for buses and pedal cycles in London Road, the westernmost lane, between its junction with Raleigh Gardens and its junction with Upper Green West, the south-west arm;
 - (g) introduce a contraflow lane for pedal cycles in Upper Green West, the south-west arm, the south-west side, from the north-western kerb-line of London Road north-westward for 14 metres (as part of a longer cycle route which includes the footway on the south-west side of Upper Green West, the south-west arm);
 - (h) prohibit vehicles, except pedal cycles, proceeding in London Road, from turning right or left into Upper Green West, the north arm;
 - (i) maintain the no-entry to all vehicles into Raleigh Gardens from Western Road or Upper Green West;

- (j) prohibit vehicles, except buses and pedal cycles in the bus-only route, from turning left from St Mark's Road into London Road;
 - (k) prohibit vehicles, except pedal cycles, proceeding in Upper Green West, the north arm, from turning left or right into London Road,
 - (l) prohibit vehicles, except buses and pedal cycles, proceeding in Upper Green East, the south arm, from turning right into London Road;
 - (m) prohibit vehicles, except buses and pedal cycles, proceeding in Upper Green West, the south-west arm, from turning left in London Road ;
 - (n) prohibit buses proceeding northward in London Road from turning left into Holborn Way.
5. The general effect of the "Parking Places" Order would be to designate parking places that would operate between 7.00 a.m. and 7.00 p.m. Mondays to Saturdays in the lengths of the streets specified in Schedule 5 to this Notice and specify that:
- (a) each parking place may be used, subject to the provisions of the Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods carrying vehicles, or invalid carriages displaying a valid parking ticket or for which payment has been made using the "pay by phone" system. Motor cycles park free;
 - (b) the maximum parking period for which a vehicle, displaying a valid parking ticket may be left during the permitted hours in the parking places specified in Schedule 5 to this Notice would be 2 hours;
 - (c) the interval before a vehicle may again be left in a parking place after the expiration of the period for which a parking charge was incurred would be 1 hour;
 - (d) the charge for short term parking in the parking places specified in Schedules 2 to this Notice would be £1.20 per hour, pro rata for part of an hour with a minimum payment of 40 pence for pay and display ticket and a 20 pence convenience fee for payment by phone; first 20 minutes would be free.
6. The general effect of the "Free Parking Places" Order would be to designate a parking place on the footway that would operate between 7.00 a.m. and 7.00 p.m. Mondays to Saturdays in Upper Green East, the south arm, the north side, from a point 3 metres south-east of its junction with Regal Court (Nos. 1-10), south-eastward for a distance of 20 metres and specify that:
- (a) the parking place may be used, subject to the provisions of the Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods carrying vehicles, invalid carriages or motor cycles;
 - (b) the maximum parking period for which a vehicle may be left during the permitted hours in the parking place would be 20 minutes;
 - (c) the interval before a vehicle may again be left in a parking place after the expiration of the period it was there for would be 1 hour;
 - (d) there would be no charge for parking in the parking place.
7. The general effect of the "Loading Bay" Order would be to revoke the loading bay in Upper Green East, the south-west side, between London Road and Montrose Gardens. The loading bay in Raleigh Gardens, the south-west side, would remain.
8. The general effect of the "Waiting and Loading" Order would be to further to amend the Merton (Waiting and Loading Restriction) Order 1977, so that:-
- (a) waiting by vehicles (including for the purpose of delivering or collecting goods or loading or unloading a vehicle) would be prohibited 'at any time' in certain lengths of the streets specified in Schedule 6 to this Notice;
 - (b) waiting by vehicles (other than for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be prohibited 'at any time' in certain lengths Raleigh Gardens and Holborn Way;
 - (c) waiting by vehicles (other than for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be prohibited between 7am and 7pm Mondays to Saturdays in London Road, the south-east side, from a point 10 metres north-east of Elmwood Road to the party wall of the telephone exchange with Nos. 263/265 London Road;
 - (d) waiting by vehicles (other than for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be prohibited 'at any time' in certain lengths Raleigh Gardens and Holborn Way;
 - (e) revoke and re-enact its provisions in relation to Albert Road and Whitford Gardens;

- (f) waiting by vehicles (including for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be prohibited between 7am and 10am and between 4pm and 7pm Mondays to Saturdays in:
- (i) London Road, the south-east side, from a point 10 metres north-east of Elmwood Road to the party wall of the telephone exchange with Nos. 263/265 London Road; and
 - (ii) Raleigh Gardens, the north-east side, from its junction with London Road, north-westward to a point 16 metres north-west of the south-eastern flank wall of Fair Green Court.
9. Additionally, it is proposed to introduce raised junction tables (raised to pavement level, on-off ramp gradient of no more than 1:15) in Upper Green West (northern arm), Upper Green East (the north-eastern arm) London Road and Montrose Gardens as described in Schedule 7 to this notice under powers conferred by section 90 A-F of the Highways Act 1980.
10. A copy of each of the proposed Orders and other documents giving more detailed particulars of the Orders, including a plan which indicates the lengths of roads to which the Orders relate can be inspected Monday to Friday during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden, Surrey until 6 weeks have elapsed from the date on which either the Orders are made or the Council decides not to make the Orders.
11. Any person desiring to comment on the proposed Orders or the proposed raised junction tables should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ES/REDISCOVER MITCHAM**, no later than 13 May 2016.

Dated: 21 April 2016.

Paul McGarry
futureMerton Manager
London Borough of Merton,
Merton Civic Centre,
London Road,
Morden Surrey, SM4 5DX

SCHEDULE 1 – 20 MPH Speed Limit

London Road, Mitcham,
between the north-eastern kerb-line of Upper Green West, the south-west arm, and the southern kerb-line of St Mark's Road.

Upper Green East, the north-east arm, between its junction with Majestic Way and the north-western kerb-line of Montrose Gardens.

Upper Green West, the north arm, between the north-eastern kerb-line of Upper Green West, the south-west arm, and its junction with Majestic Way.

SCHEDULE 2 – Bus Priority Route

LONDON ROAD, Mitcham
the north-west side, a north-westbound contra-flow bus lane between its junction with Raleigh Garden and its junction with Upper Green West.

LONDON ROAD, Mitcham

between the north-eastern kerb-line of Upper Green West, the south-west arm, and the southern kerb-line of St Mark's Road.

ST MARK'S ROAD, Mitcham

the south side, from a point 6 metres west of the western kerb-line of the service road at the rear of Nos. 203 to 223 London Road, westward for a distance of 9.5 metres.

SCHEDULE 3 – Bus Lanes

Commonside West CR4, Durnsford Road SW19, Hartfield Road SW19, Holborn Way CR4, London Road, CR4, Morden Road SW19, The Broadway SW19, Upper Green East CR4, the south arm, and Wimbledon Hill SW19.

SCHEDULE 4 – One-Ways

Column 1.	Column 2
Upper Green West, the north arm	from east to west
Upper Green East, the north-east arm, from its junction with Montrose Gardens to its junction with Upper Green West, the north arm	from south-east to north-west

SCHEDULE 5 – Pay and Display Parking Places

Upper Green West, the south-west arm, the south-west side, from the party wall Nos. 3 and 4 Fair Green Court, westward to a point 10 metres west of the eastern flank wall of Nos. 2 -14 Durham House.

Upper Green East, the south arm, the south-west side, from the party wall of Nos. 2 and 3 Upper Green East, to a point at 2.5 metres south-east of the party wall of Nos. 2 and 4 Langdale Parade.

SCHEDULE 6 – No Waiting/No Loading At Anytime

Clarendon Grove, Deseret House service road, Elmwood Road, Glebe Court access road, Holborn Way, Langdale Avenue, London Road, Montrose Gardens, Raleigh Gardens, the access road between Nos. 33 and 37 Upper Green East, the service road to the rear of Nos. 203 to 223 London Road, Regal Court entrance (Nos. 1 to 10, off Upper Green East), St Mark's Road, Upper Green East (the north-east arm), Upper Green East (the south arm), Upper Green West (the north arm), Upper Green West (the south-west arm) and Western Road.

SCHEDULE 7 – Raised Junction Tables

London Road - from its junction with Upper Green West, the south-west arm/Upper Green East, the south arm, northward for a distance of 75 metres.

Upper Green East, the north-east arm/Montrose Gardens – from its junction with Upper Green East, the south arm, north-eastward for a distance of 27 metres.

Upper Green East, the north-east arm – from its junction with Montrose Gardens, north-westward for 6 metres.

Upper Green West, the north arm - from its junction with Upper Green West, the south-west arm, northward for 8 metres.