

Cabinet Member for Regeneration, Environment and Housing:

Date: 2nd March 2017

Ward: Collier's Wood

Subject: Proposed waiting restrictions in Christchurch Close (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 12th January and 3rd February 2017 on the proposals to introduce 'At any time' waiting restrictions in Christchurch Close.
 - 2) Notes the representations received (detailed in appendix B) and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting restrictions 'At any time' in Christchurch Close as shown in Drawing No. Z78-652-01, see Appendix A.
 - 3) 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 of the Councils' proposals to introduce waiting restrictions in Christchurch Close 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 in Christchurch Close operational 'at any time' as shown in Drawing Nos. Z78-652-01, appendix A.

2 DETAILS AND BACKGROUND

- 2.1 The width of the carriageway is not of sufficient width to accommodate parking on both sides of the carriageway. Due to the neighbouring CPZ and lack of off street parking for many of the residents, Christchurch Close has been suffering from severe obstructive parking which has resulted in many complaints from some residents, Police and Council Refuse services. Obstructive parking in Christchurch Close is causing missed refuse collections; the inability of delivery vehicles being able to gain access particularly to the eastern end of the road and resident's access into and out of the road.
- 2.2 The Council has received a petition from the residents for the introduction of a CPZ. Initially, it was intended to introduce a complete parking management as

part of the CPZ consultation which until recently was waiting to be programmed. The delay, however, was not acceptable by some residents and given the level of complaints and reports of obstructive parking, the Council agreed to expedite the statutory consultation for the double yellow lines to address the obstructive parking problems ahead of the CPZ consultation.

3 STATUTORY CONSULTATION UNDERTAKEN

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions in Christchurch commenced on 12th January 2017 and ended on 3rd February 2017. 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 Local Guardian and the London Gazette. A newsletter with a plan of the proposals, see appendix A, was also distributed to all properties within Christchurch Close.

Ward Councillor Comment

- 3.2 Ward Members have been engaged during the statutory consultation process and are supportive of the proposed measures.

4 REPRESENTATIONS RECEIVED

- 4.1 The statutory consultation resulted in the Council receiving 7 representations objecting to the proposals and also a petition signed by 24 residents from properties in Christchurch Close objecting to the proposal. Full details of representations and the petition can be found in Appendix B.
- 4.2 Of the 7 representations; these include 5 representations objecting to the introduction of waiting restrictions without residents' parking controls, and 2 objecting simply to the introduction of waiting restrictions. All objections are on the grounds of loss of parking and that currently experienced parking pressure contributed by non-resident parking in Christchurch Close will be exacerbated by the proposals; however it is acknowledged that with resident parking controls in place then priority parking would be provided to residents and offset the current pressure.
- 4.3 The petition signed by 24 residents strongly object to the proposal of waiting restrictions without the introduction of a residents' parking scheme. Residents state that they struggle on a daily basis to park in their own street due to commuters, drivers from the local bus garage and residents of Fortescue Road and that if waiting restrictions are introduced without a Controlled Parking Zone (CPZ) then spaces available to residents will exacerbate the parking pressure.
- 4.4 It is important to note that the council must strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the community. Although it is appreciated that residents may experience parking difficulties, given the level of obstructive parking and associated complaints, the Council is obliged to give safety and access priority over parking spaces. To minimise the inconvenience, the Council is preparing an informal consultation on the proposed CPZ but the introduction of the CPZ is not guaranteed as it is subject to an informal and a statutory consultation which would take several months before implementation could be considered. To wait for such a length of time to address obstructive parking (now that has been

identified and consulted upon) would be unreasonable and in case of an incident the Council could be held liable.

5 TIMETABLE

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

6 ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would be contrary to the concerns expressed thus far, and would not resolve the dangerous and obstructive parking that is currently taking place.
- 6.2 An option would be to delay the introduction of waiting restrictions in Christchurch Close until the Council is in a position to introduce a CPZ. Although this would acknowledge the majority view of the residents made via their representations for the reasons stated in section 4.4 of this report, it is recommended that the obstructive parking is addressed appropriately in a timely manner.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 To introduce the proposed restrictions will cost approximately £4,300. This includes the making of The Traffic Management Orders. The set up costs will be funded from the Capital budget identified for controlled parking zones and waiting restrictions within the Capital Programme 2016/2017.

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 AND HEALTH AND SAFETY IMPLICATIONS

- 10.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, including residents, businesses and visitors, particularly in the case of an emergency. 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. 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 – Statutory consultation newsletter and plan (drawing No.Z78-652-01)
- 11.3 Appendix B – Representations and Officer's Comment



**Christchurch Close
London
SW19 2NZ**

Future Merton
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Date: 12 January 2017

Dear Resident,

The Council has received reports from some residents concerning obstructive parking hindering access in Christchurch Close and instances of missed collections from Council Refuse services and delivery vehicles unable to access the eastern end of the road. This is of concern due to the risk to emergency service vehicle access in the event of an emergency and the width of the carriageway not being sufficient to accommodate parking on both sides of the carriageway.

PROPOSED MEASURE

The Council is proposing to introduce 'at any time' waiting restrictions along one side of the carriageway and authorise footway parking where possible, whilst maintaining pedestrian access on footways. See the attached plan for the layout of proposed restrictions.

WHAT HAPPENS NEXT

A Notice of the Council's intentions to make the relevant Traffic Management Orders (TMOs) for the required changes will be published in the local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity.

All representations must be in writing by either emailing trafficandhighways@merton.gov.uk or to **Environment & Regeneration Department, futureMerton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX.**

All comments must be received no later than **3 February 2017** quoting reference **ES/WRCHRISTCHURCH**

Objections must relate only to the elements of the scheme that are subject to this statutory consultation. 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.

Copies of the proposed Traffic Management Order (TMO), a plan identifying the area affected by the proposal and the Council's 'Statement of Reasons' can be inspected at 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 will also be available at the Collier's Wood library.

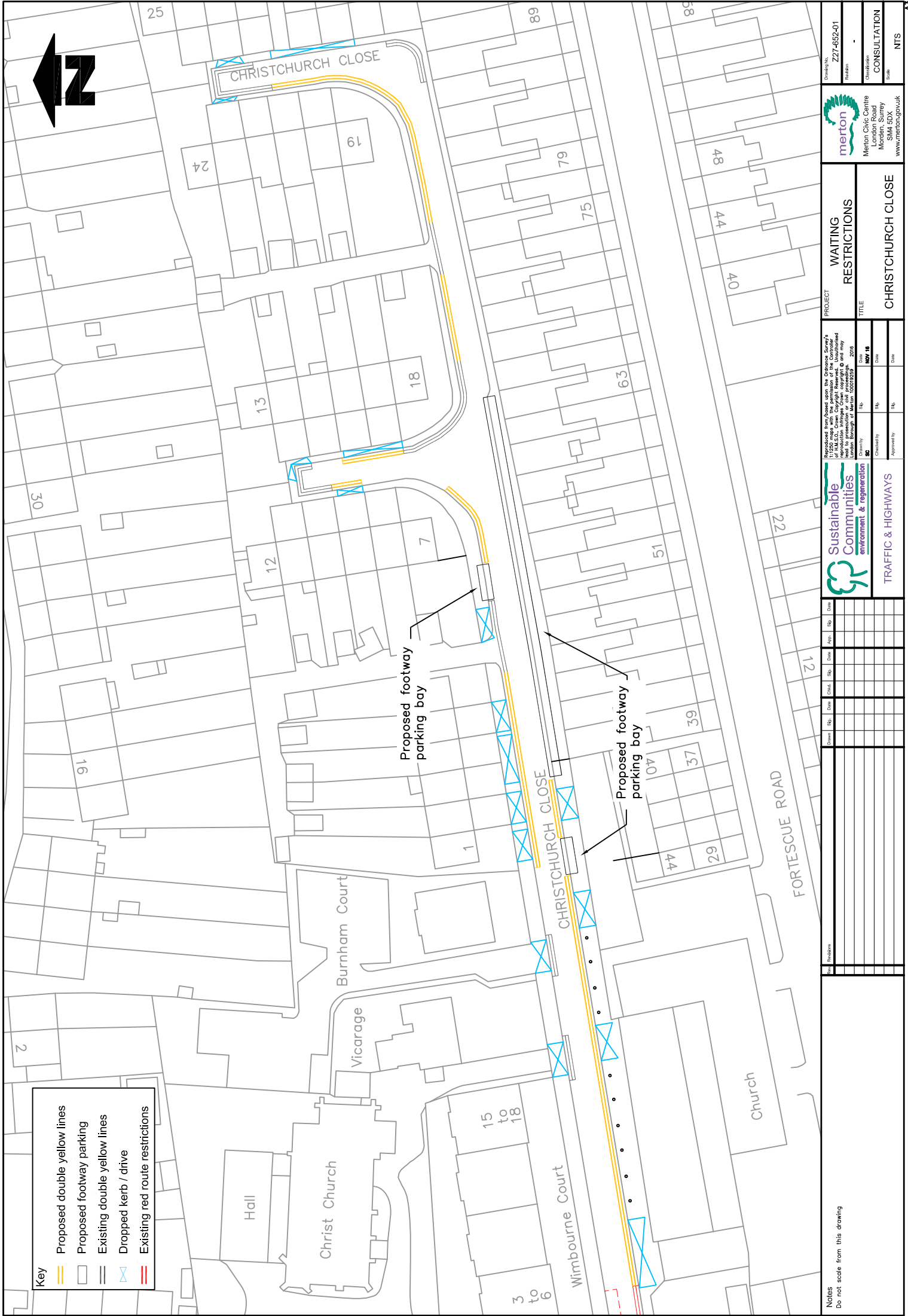
All representations along with Officers' comments and recommendations will be presented in the report to the Cabinet Member for Regeneration, Environment and Housing. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member. Once a decision is made by the Cabinet Member you will be informed accordingly.

Yours sincerely,

Barry Copestake
Traffic Engineer |futureMerton|
Environment and Regeneration |London Borough of Merton|
Direct Line: 020 8545 3840
Email: barry.copestake@merton.gov.uk



- Key**
- Proposed double yellow lines
 - Proposed footway parking
 - Existing double yellow lines
 - Dropped kerb / drive
 - Existing red route restrictions



Drawings: Z27-562-01
Revision: -
Classification: CONSULTATION
Scale: NTS

PROJECT
WAITING RESTRICTIONS
TITLE
CHRISTCHURCH CLOSE

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Drawn by	Checked by	Approved by	Date
SB	SB		10/11/18

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Notes
Do not scale from this drawing

Appendix B - Representations and Officer's Comment

ES/CHRISTCHURCH/001

Today, I have received notice of the proposed measure for Christchurch Close. I make the following observations.

1. The map has inaccuracies with regard to various crossovers, without surveying the whole close; I can state there are crossovers at No 18 and No 7 which are not shown. A crossover is shown at No 9 where none exists. There is also a crossover to the rear of 64 Fortescue Road which is not shown I cannot speak for the remainder of the crossovers at this time.
2. The proposed new double yellow lines further restricts the space available for residential on street parking which is currently used heavily by commuters and Merton bus garage drivers going on and off shifts, which is the main cause of the issue of obstructive parking in the first place, This would be alleviated by the implementation of a Controlled Parking Zone, which has been requested by the residents association for some time, but without success.
3. I suggest the removal of the concrete bollards opposite the vicarage and Wimbourne court to free up further footway parking
4. The yellow Lines outside No's 19 to 22 appear to be placed to assist access to the crossover between no 22 and 23 Christchurch Close leading to the garages behind Nos 25 to 32.
5. In view of item 4, due to the narrowness of the crossover, pavement and road, further double yellow lines to the rear of 74 and 75 Fortescue Road are needed to assist access to the service road at the rear of 13 to 24 Christchurch Close.
6. I would suggest that the proposed measures be put on hold until an implementation of a CPZ as the current proposal of adding further double yellow lines would adversely impact on a future CPZ with respect to the number of parking bays available to residents.

ES/CHRISTCHURCH/002

I received a letter today with regards to proposed parking measures in Christchurch Close Colliers Wood. I am the home owner of number 20 Christchurch Close, one of the houses that you have proposed putting double yellow lines in front of.

Please note that I very strongly object to the proposal to put double yellow lines outside houses 20 and 21 Christchurch Close as this is completely unnecessary. Parking is already limited to one side of the road only in this section due to the dropped curbs outside houses 29 and 30 opposite as reflected on your map. If you put double yellow lines in front of houses 20 and 21 as well there will then be no parking available on either side of the road so this does not fit with your objective or the reasons behind it.

Given that the intention is to limit parking to one side only, and that parking is already limited to one side only, double yellow lines are not necessary in this section. If you were to put double yellow lines in this section of the road, surely it would make a lot more sense to put them in front of the houses with the dropped curbs where the parking is already effectively restricted? I would have no objection to that and I cant see why the owners of 29 or 30 would either as it would stop their private off road parking from being blocked by someone parking in front of the dropped curb. It would also still achieve your objective of restricting parking to one side of the road and ensuring access for deliveries and emergency vehicles. It really does seem a much better and arguably obvious solution that I would be surprised if anyone objected to, as opposed to what has been proposed which restricts parking on both sides of the road and I very strongly object to.

Please note that as the proposed restrictions unnecessarily restrict access to both sides of the road and would leave me unable to park within a reasonable distance of my house, I will be looking to take legal action if these proposals go ahead.

ES/CHRISTCHURCH/003

I was pleased to receive your letter advising the residents of our Close the measures you will take to relieve the parking problems we encounter from non-residents. However having studied it I was horrified to see the plans you have in mind.

To put double yellow lines over the dropped kerbs of our terrace houses was a terrible shock.

You may be misled by the diagram you sent us that we all have garages at the back of our properties. These were

built in the 1930's and no modern cars now can be turned in the narrow width of the rear alley into our back gardens. These so called garages are now sheds that house bicycles and garden implements etc. On the occasions we need access to the back access of the properties for builders to bring their vans down,(which also means they have to reverse all the way back out again) the neighbours inform each other what is about to happen so the entrance isn't blocked and also for security reasons. Council officers are welcome to come and check this.

The house at No.4 with a dropped kerb also has a white line painted on the road as a reminder to drivers about parking; I would be more than willing to pay for one in front of our property. On the very rare occasions a car has parked partially on my dropped kerb (as mine is the first house in the row) a call to the council and the parking warden comes and puts a ticket on it. The car owners don't do it twice.

A double yellow line would stop my family/friends/workmen from parking (with two wheels on my drop outside my house not blocking the road) and surely this would be a cruel step to take, that would badly affect the quality of our lives.

Many years ago the neighbours asked for help with this problem and the council suggested something similar which is why I vetoed that plan. I thought this time it would be different.

The residents already have few parking spaces for the number of houses and to take those few options away from them and make their quality of life worse I cannot believe you would do this without the proper consultation.

We have formed a Residents Association who will be meeting this month with our local councillor Siobhain McDonagh MP and Paul Atie so they will be able to report back to you personally. I sincerely hope you will not implement any of these draconian measures.

ES/CHRISTCHURCH/004

We are writing to object to the proposed implementation of Double Yellow Lines in Christchurch Close. SW19 2NZ.

We do not agree that this is of benefit to ease our situation of parking problems and could possibly make it worse, especially if any implementing of parking restrictions is done without an agreed CPZ plan alongside of it.

We are in negotiations/consultation with the council on the above and hope for a satisfactory outcome soon.

ES/CHRISTCHURCH/005

I have previously written to the Council to express my frustrations about road access, and the difficulties I have encountered when using (or trying to use) my car, to enter and leave the driveway to my home, number 14 Christchurch Close, due to obstructive parking, and have asked the Council to take some action.

My next door neighbours at number 13 Christchurch Close have an adjoining dropped kerb and have faced similar problems when wanting to leave or enter their driveway with their car. I should add that whenever access to the drives at numbers 13 and 14 is obstructed, the emergency services if called would, as a result of the obstruction, lose vital time that can make a difference in gaining access to these houses.

My wife and I at number 14 Christchurch Close were, therefore, very pleased to note that the Council now acknowledges that the current unrestricted parking situation in Christchurch Close is causing serious on-going difficulties for residents. It is, indeed, correct for the Council to highlight in its correspondence to the residents that, in the light of the present situation, the emergency service vehicles are likely to face difficulties gaining access to homes, and that refuse collection service vehicles already have problems in gaining access to all parts of the Close.

The proposal put forward by Council with its letter dated 12 January, however, in the absence of a residents' only controlled parking zone, does not offer a solution for us residents. The proposed new double yellow lines will take away available space for parking cars for residents at a time when residents are already struggling to find space for parking (with the result we at number 14, and my neighbours at number 13, often suffer as we find ourselves blocked in and unable to use our cars when we need to).

I am aware that a site meeting, which was sought by the residents' association for Christchurch Close, was held on Friday 20 January 2017, was attended by residents who were able to attend, our MP Siobhan McDonagh and representatives from Merton Council, Mr Paul Attie and Ms Caroline Stanyon.

My neighbours at number 11 Christchurch Close have proposed an alternative plan, which would involve a controlled parking zone (Close only), reduced double yellow lines and a sufficient number of parking bays for the residents.

Importantly for us at number 14, and my neighbours at number 13, their plan proposes the extension of the double yellow lines currently existing outside houses 13 and 14 Christchurch Close onto the road outside number 15 Christchurch Close. Such an extension of the double yellow would mean that we at number 14 and my neighbour at number 13 are much less likely to find ourselves blocked in, or prevented from returning our cars to our driveway.

The plan from my neighbours at number 11 also proposes the removal of the double yellow line outside their house and number 12 Christchurch Close. That proposal makes logical sense as there are no dropped kerbs on that end of the road.

The plan put forward by my neighbour, regrettably, also foresees the removal of some street trees. This is

unfortunate, but a reasonable and inevitable proposal. For example, one of the trees (next to a BT telegraph pole) clearly has a limited lifespan as the roots are trespassing onto the road and have already caused movement to the road surface.

Accordingly, we at 14 Christchurch Close strongly support the proposal put forward by our neighbours at number 11. The proposal has been drawn by residents who have intimate knowledge of the road and its parking needs. It is well thought out and offers a realistic pragmatic solution for all the residents in the Close. I urge the Council not to dismiss the proposal put forward by them, and rather to enter into discussions with the residents to find a long lasting solution acceptable to all of us.

I am aware that the residents' association (Christchurch Close Residents' Association) is pressing for a street-only controlled parking zone with sufficient parking bays. I can confirm that we at number 14 Christchurch Close support that cause.

ES/CHRISTCHURCH/006

I am writing in response to the current proposals with regards to Christchurch Close, SW19 2NZ ("the Close"). I am aware that recent meetings have taken place which I was unfortunately unable to attend owing to work commitments. I understand that it is the view of some residents that yellow lines should not be placed on the Close until the CPZ is processed and that this could take 8 months. I would however like to submit that some parts of the Close require yellow lines in advance of the CPZ, for reasons of health and safety and for the reasonable enjoyment of residents. I live at number 29, and I understand that yellow lines are proposed opposite our house. Currently, there are no parking restrictions on this section of the Close meaning that anyone can park along this stretch. When they do so, it means that entering and exiting our drive is virtually impossible, meaning that my car must necessarily be parked on the road perpendicular to my driveway. This in turn blocks access to the end of the Close for any other vehicles, meaning that Emergency vehicles, any delivery vehicles or other visitors would not be able to get through.

As a direct result of this, our rubbish is often not collected. This happens on an almost monthly basis, the latest occasion being last week. If rubbish trucks cannot sufficiently access our property, there would be little chance of an ambulance or a fire truck doing so. I am a parent to a small baby and it is therefore of even more worry to me.

There is one other factor that should be taken in account and that is that there is a private road between my property and number 28. This is used by an elderly neighbour of ours to access their garage. The lack of parking restrictions means that it is often impossible for his wife to manoeuvre her car in and out of the private road, and indeed it can cause a barrier to accessing that road.

I should not need to rehearse previous arguments regarding the constant use of the Close as a car park by non-residents, including bus drivers, commuters, and workmen. This is all to the detriment of residents. The CPZ is therefore much needed as a matter of urgency. In the meantime however, it should be possible to place yellow lines by houses 20 and 21 of the Close so that they go from number 19 to 22, in order to ensure that emergency vehicles can access all houses and to ensure that residents can access their properties. Once the CPZ has been finalised and bays have been allocated then the lines can be revisited if necessary however action must be taken in the interim for the health and safety of residents. The Council owes a duty of care to its residents and the current situation means that it is failing in that duty. Yellow lines, even as an interim measure pending completion of the CPZ would assist in redressing that.

ES/CHRISTCHURCH/007

Regarding the yellow lines proposed at Christchurch Close, I know that we have discussed having the yellow lines together with the CPZ.

However, there are some key areas which I believe the yellow lines should happen before the CPZ consultation due to safety issues and to allow access for normal vehicles and emergency services.

Outside houses number 19 to 22. The yellow lines are urgently needed here. Currently we are unable to access our driveway as cars/commuter cars park opposite as there are no yellow lines. Making it difficult for us to access our homes.

I was very ill in June and had to go to the hospital and a taxi was unable to reach my house due to the cars parked outside 19 to 22. How would an ambulance have reached me if needed?

With a car parked outside numbers 21 and 22 and a car parked outside number 28, houses 22 to 27 are unable to access their driveways. What happens on a daily is that due to this, these cars park across our drive and in the middle of the road until they are able to gain access to their drives. Those parking here are commuters not residents daily.

Commuters should not have priority over us residents.

Once a fortnight our recycling or rubbish is not collected due to access issues. I pay my council tax and receive limited services due to the omission of yellow lines. What has happened a few times is that I have had to plead with the recycling collections men to take the extra recycling that does not fit into the boxes as my collection was missed last week making it mount up. This should not be the case, as they should be able to access my house and due to lack of yellow lines commuter cars make his difficult.

I have a newborn and in December when I came home with her from the hospital it was raining heavily. I was unable

to access our end of the close due to cars parked on the bend and outside houses 19 to 22. I had to park in the middle of the road to carry my newborn home in the rain. With a drive way and as a resident this was beyond ridiculous.

I know that access to the entire close is very difficult during the week due to commuters and worry about the access to emergency vehicles.

The constant battle we have with all of this is that due to no yellow lines the council are unable to ticket badly parked cars and the police are unable to do anything either. Leaving us residents suffering. On December 23 due to badly parked cars the majority of residents were unable to come or go for over 5 hours. Again a situation that shouldn't have occurred and the only ones who suffered were residents.

Between houses 29 and 28 there is a private road which we use to access our homes and some use to park their cars. As cars park opposite this, in front of houses 21 and 22, we have great difficulty accessing our road. I am unsure if the council has taken this into consideration as this is a working road used by us daily.

With the CPZ consultation underway but with an 8 month plus implementation timeline, some yellow lines as discussed above are needed ahead of this. Failure to put these outside houses 19 to 21, the bends etc. will make the council liable should any emergency occur. I understand that some existing yellow lines can be removed when CPZ is introduced as long as this meets all requirements necessary.

Officers comments:

Concerns have been raised by some residents in Christchurch Close regarding obstructive parking leading to access problems and instances of non-collection of refuse due to the Council's refuse service vehicles unable to gain access to the full length of the road. Some complaints have also been received from residents regarding failure of deliveries to their properties due to lack of access. This is especially due to narrow sections of the carriageway where the width of the road is insufficient to accommodate parking on both sides.

The aim of the proposal is to maintain clear access at the junctions and narrow sections of the carriageway, especially for larger vehicles and waste collection services as well as provide clear access for emergency services should the need arise. There is an increase in car use over the years resulting in parking space becoming a premium, especially in Greater London, and the Council is mindful to strike a balance with ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the community, however safety and access always take priority.

Reference: ES/WRCHRISTCHURCH

24th January 2017

Dear Sir/Madam,

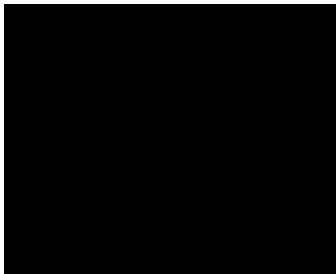
I am writing to object to the proposed measure for Christchurch Close SW19. Reference number: ES/WRCHRISTCHURCH.

I object strongly to the introduction of any additional double or single yellow lines without the introduction of a resident's parking scheme, which we have been petitioning for since January 2016.

We struggle on a daily basis to park in our own street due to commuters, drivers from the local bus garage and residents of Fortescue Road using the street to park in. If double or single yellow lines are introduced without a CPZ, then spaces available to residents will be further limited, thus exacerbating the situation.

Following a meeting with the council and Siobhain Mcdonagh on 20th January, the residents are hopeful that a resolution suiting all parties can be reached.

Yours Sincerely



Petition of 24 no. residents

.....
.....
.....
.....

OBJECTION LETTER

...../...../.....

Dear Sir/Madam

Reference: ES/WRCHRISTCHURCH

Traffic and Highways, Merton

We/I am writing to express our/my objection to the plans for the implementing of double yellow Lines in our road. Christchurch Close.

The current proposal would not benefit our parking problems and could actually make the situation worse as implementation on its own and not along with an agreed CPZ plan would restrict space available to residents.

We have an active residents group and are in negotiations with the traffic and highways department on the above and hope to come to a satisfactory outcome soon.

..... [Redacted] 26/01/17
[Redacted]
[Redacted] Christchurch Close
SW19 2NZ

Reference: ES/WRCHRISTCHURCH

24th January 2017

Dear Sir/Madam,

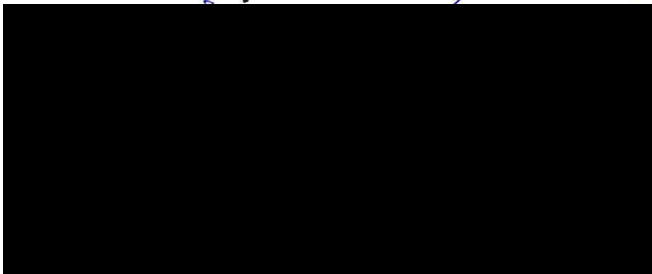
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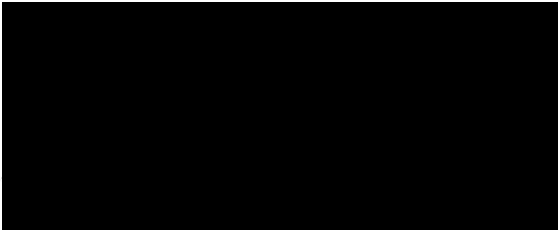
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Yours Sincerely



OBJECTION LETTER

CHRISTCHURCH

CLOSE

6219 2 NZ

26/01/2017

Dear Sir/Madam

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Traffic and Highways, Merton

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[Redacted signature]

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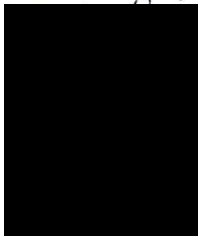
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Yours Sincerely



Christchurch Close
Colliers Wood

OBJECTION LETTER

SN19 2NZ

25/01/2017

Dear Sir/Madam

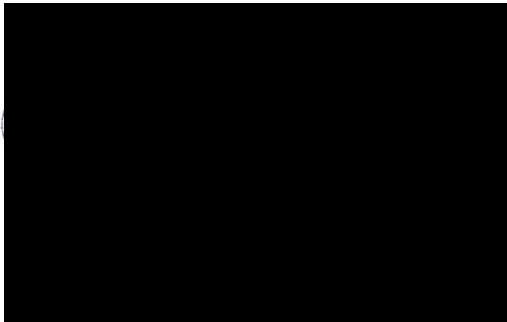
Reference: ES/WRCHRISTCHURCH

Traffic and Highways, Merton

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Reference: ES/WRCHRISTCHURCH

24th January 2017

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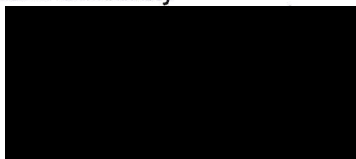
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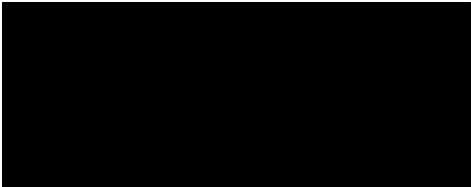
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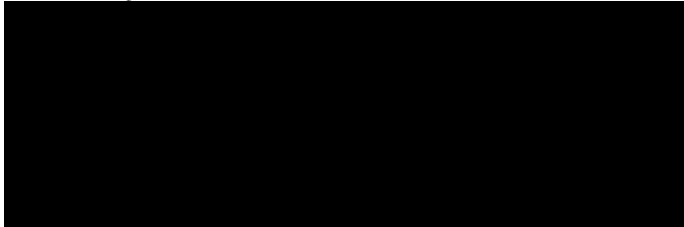
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OBJECTION LETTER

CHRISTCHURCH CLOSE

COLLERS WOOD

SW19 2NZ

25/01/17

Dear Sir/Madam

Reference: ES/WRCHRISTCHURCH

Traffic and Highways, Merton

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OBJECTION LETTER

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LONDON

SW19 2WZ

25/1/17

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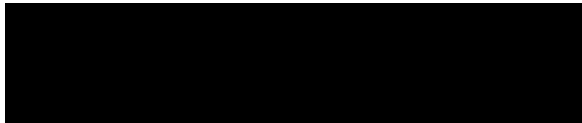
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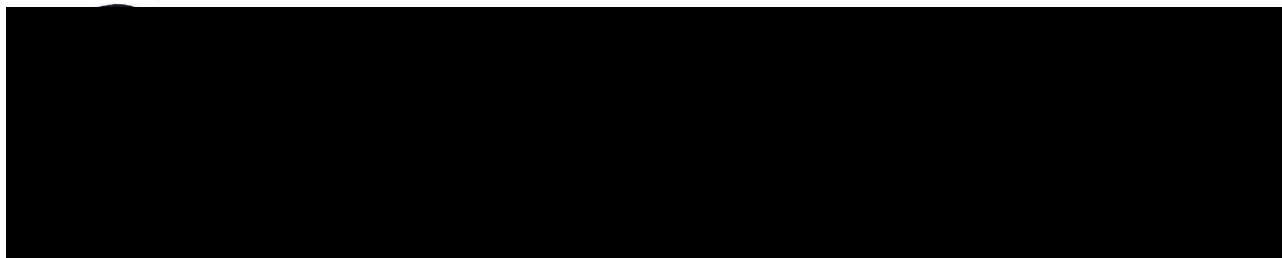
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Christchurch Close OBJECTION LETTER

Colliers Wood

London SW19 2NZ

26/01/17

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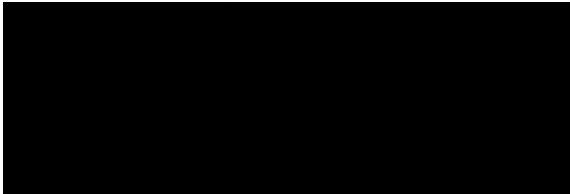
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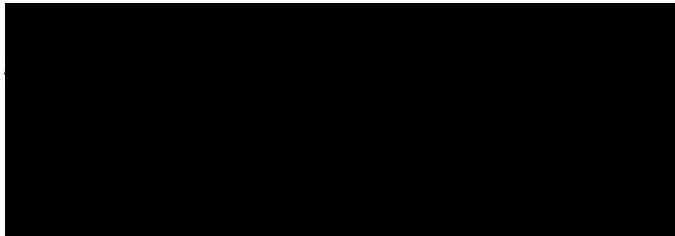
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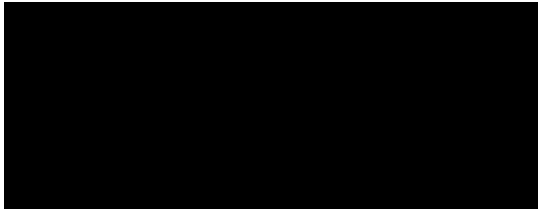
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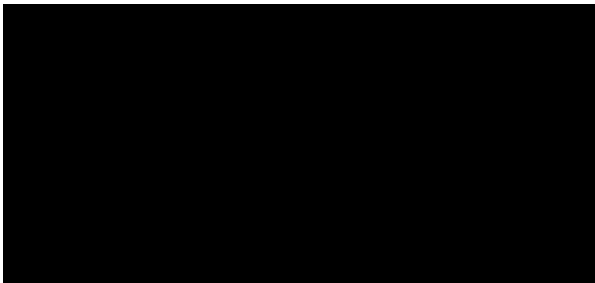
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27.01.2017

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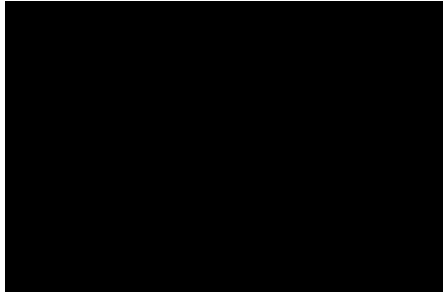
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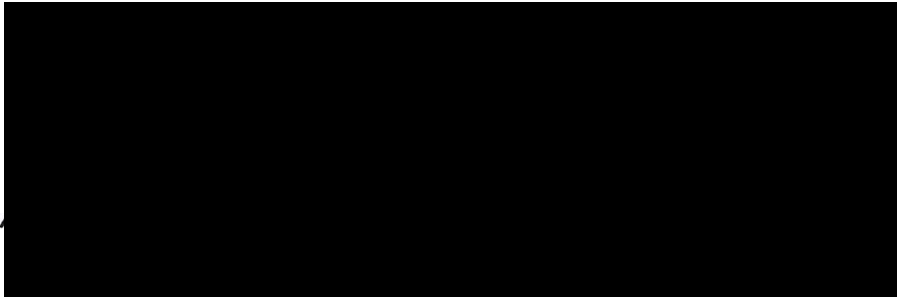
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