

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

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report

Proposed waiting restrictions borough wide 2018 Batch 1 (statutory consultation)

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet member for regeneration, housing and transport

4. Date of Decision

21 August 2018

5. Date report made available to decision maker

21 August 2018

6. Decision

1) Notes the result of the statutory consultation carried out between 29th March and 27th April 2018 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.

2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-660-01 – Z27-660-20 and revised drawing Nos. Z27-660-03A, Z27-660-06A and Z27-660-14A.

3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

Addressing dangerous and obstructive parking
Improving road safety on roads
Support shown in the consultation

8. Alternative options considered and why rejected

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

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None

A handwritten signature in black ink, appearing to read 'Martin Whelton', with a long horizontal flourish extending to the right.

Cllr Martin Whelton

Cabinet member for regeneration, housing and transport
21 August 2018

Cabinet Member for Regeneration, Environment and Housing:

Date: 17th August 2018

Agenda item:

Ward: Various

Subject: Proposed waiting restrictions borough wide 2018 Batch 1 (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

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 29th March and 27th April 2018 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-660-01 – Z27-660-20 and revised drawing Nos. Z27-660-03A, Z27-660-06A and Z27-660-14A.
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting restrictions across the borough operating 'at any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions at various locations across the borough operational 'at any time' as shown in Drawing Nos. Z27-660-01 – Z27-660-20 and revised drawing Nos. Z27-660-03A, Z27-660-06A and Z27-660-14A.

2 BACKGROUND

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

3 STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions at various locations across the borough commenced on 29th March and concluded 27th April

2018. 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. Details and drawing plans of the proposals, see appendix A, were also available on the Council's website and a link to this website was included on all street notices.

3.2 Locations of proposals are as follows (drawing plans can be found at appendix A),

1. Service road behind Abbotsbury Road, SM4
2. Aragon Road, SM4
3. Arbuthnot Road, SM4
4. Connaught Gardens, SM4
5. Heath Drive and Berrylands SW20
6. Cranmer Close and Cardinal Avenue, SM4
7. Carlingford Road, SM4
8. Dennis Park Crescent, SW20
9. Glenthorpe Road, SM4
10. Langdon Road, SM4
11. Linkway, SW20
12. Meadowsweet Close, SW20
13. Marina Avenue, KT3
14. Ryfold Road, SW19
15. Salcombe Drive and Garth Road, SM4
16. Central Road junction with Willows Avenue, SM4
17. Calonne Road, SW19
18. The Broadway, SW19
19. Farnham Gardens, SW20
20. Effra Road, SW19

3.3 The statutory consultation resulted in the Council receiving a total of 36 representations to the proposals, which consisted of 2 representations to Arbuthnot Road, 2 representations to Berrylands, 6 to Cardinal Avenue and Cranmer Close, 1 to Carlingford Road, 1 to Connaught Gardens, 3 representations to Dennis Parking Crescent, 1 to Langdon Road, 6 to Linkway, 8 to Marina Avenue and 6 to Ryfold Road. The representations are further explained in section 4 and the content of the representations can be found in appendix B.

3.4 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.

Ward Councillor Comment

3.5 Ward Members of the wards affected by the proposals have been engaged during the statutory consultation process with the proposals.

3.6 No objections received from any Ward Councillors.

4 REPRESENTATIONS RECEIVED

4.1 **Arbuthnot Road, SM4.** Proposal was in response to resident report of obstructive parking in Arbuthnot Road. 2 petitions were received, one in objection and one in support of the proposal.

4.2 The representation objecting to the proposal included a petition of consisting of 369 signatures 'against the proposed double yellow lines', however the majority were from a wide radius of surrounding roads, but included 12 properties based on the parade of shops

fronting St Helier and Arbuthnot Road directly affected by the proposal. Details can be found in appendix B

- 4.3 In contrast the petition in support included 10 signatures from properties all on the parade of shops fronting St. Helier Road with their rear accesses on Arbuthnot Road and therefore again directly affected by the proposal. Details can be found in appendix B.
- 4.4 The carriageway width of Arbuthnot Road is not sufficient to accommodate parking on both sides of the carriageway, further the western side of the road has accesses to the rear off-road areas for the parade of shops / properties on St. Helier Road, it is this side of the carriageway the proposal aims to keep clear. The Council has a statutory duty to ensure safety and access for moving traffic on the public highway, especially refuse vehicles and emergency service vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times.
- 4.5 However, giving consideration to the representations / petitions received and appreciation to the existing parking pressure expressed by the community the extents of the waiting restrictions are proposed on the western side of the carriageway only to maintain clear access through the road, especially for waste collection services as well as provide clear access for emergency services should the need arise. The revised proposal can be found in appendix C.
- 4.6 **Berrylands, SW20.** 2 representations in support were received for this proposal.
- 4.7 **Cardinal Avenue and Cranmer Close, SM4.** In response to a resident report of obstructive parking occurring on the bend of Cranmer Close junction with the roundabout and the entrance road of Cardinal Avenue junction with Lower Morden Lane, the proposal also further includes waiting restrictions on the eastern junction of the roundabout into the rest of Cardinal Avenue.
- 4.8 6 representations were received, 5 objecting and 1 in support. The objections were based on the loss of parking in an area already experiencing parking pressure and that the proposed waiting restrictions were overzealous.
- 4.9 Giving consideration to the representations the extents of the proposed waiting restrictions are to be reduced to address specifically the reported locations only affected by obstructive parking. The revised proposal can be found in appendix C.
- 4.10 **Carlingford Road, SM4.** 1 representation received in support which also requested further waiting restrictions. This will be considered in a future investigation / proposal.
- 4.11 **Connaught Gardens, SM4.** 1 representation received with a conditional objection to the inclusion of an ambulance parking bay. The ambulance bay has been removed from the proposal and will proceed with the waiting restriction only.
- 4.12 **Dennis Park Crescent, SW20.** Request from the Ward Councillor on behalf of residents requesting waiting restrictions to ensure the carriageway is kept clear of obstructive parking. 3 representations in support were received (2 from Ward Councillors and 1 resident) however the resident stated the proposal did not completely address the obstruction issues, due to being limited operational restriction, and that it removed parking where obstruction was not an issue. The proposal is to be re-consulted in a future proposal to address issues.
- 4.13 **Langdon Road, SM4.** Response to a request from Safer Neighbourhoods Team to introduce waiting restrictions to Langdon Road, to address obstructive parking, due to frequent call-outs for the team to remove vehicles obstructing moving traffic. A representation of a petition

in objection was received with signatures of 59 residents citing loss of parking space in an area already experiencing parking pressure and devaluation of properties.

- 4.14 It must be noted that the waiting restrictions are only proposed in sections of carriageway where if parking occurs the carriageway would be obstructed and The Council has a statutory duty to ensure safety and access for moving traffic on the public highway, especially refuse vehicles and emergency service vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times.
- 4.15 **Linkway, SM4.** There were 6 representations in support received for this proposal.
- 4.16 **Marina Avenue, KT3.** 8 representations were received with 7 in support and 1 objection.
- 4.17 The objection is based on loss of parking in an area already experiencing parking pressure and that waiting restrictions on the junction corners would increase the speed of moving traffic, however the objection is strongly in favour of waiting restrictions in the turning circle at the end of Marina Avenue.
- 4.18 **Ryfold Road, SW19.** In response to resident reports of obstructive parking in front of the emergency access barrier and at the junction with Durnsford Road, 6 representations in objection were received with 1 of those including a petition signed by 126 attendees of the Mosque. The objections were based on loss of parking in an area already experiencing parking pressure.
- 4.19 Giving consideration to the representations the extents of the proposed waiting restrictions are to be reduced to address specifically the reported locations only affected by obstructive parking, the immediate carriageway adjacent to the emergency access barrier and the junction of Ryfold Road and Durnsford Road. The revised proposal can be found in appendix C.

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 by the local communities, and would not resolve the dangerous and obstructive parking that is currently taking place.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 To introduce the proposed restrictions will cost approximately £4.5k. 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 within the Capital Programme 2018 / 2019.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to

make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

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

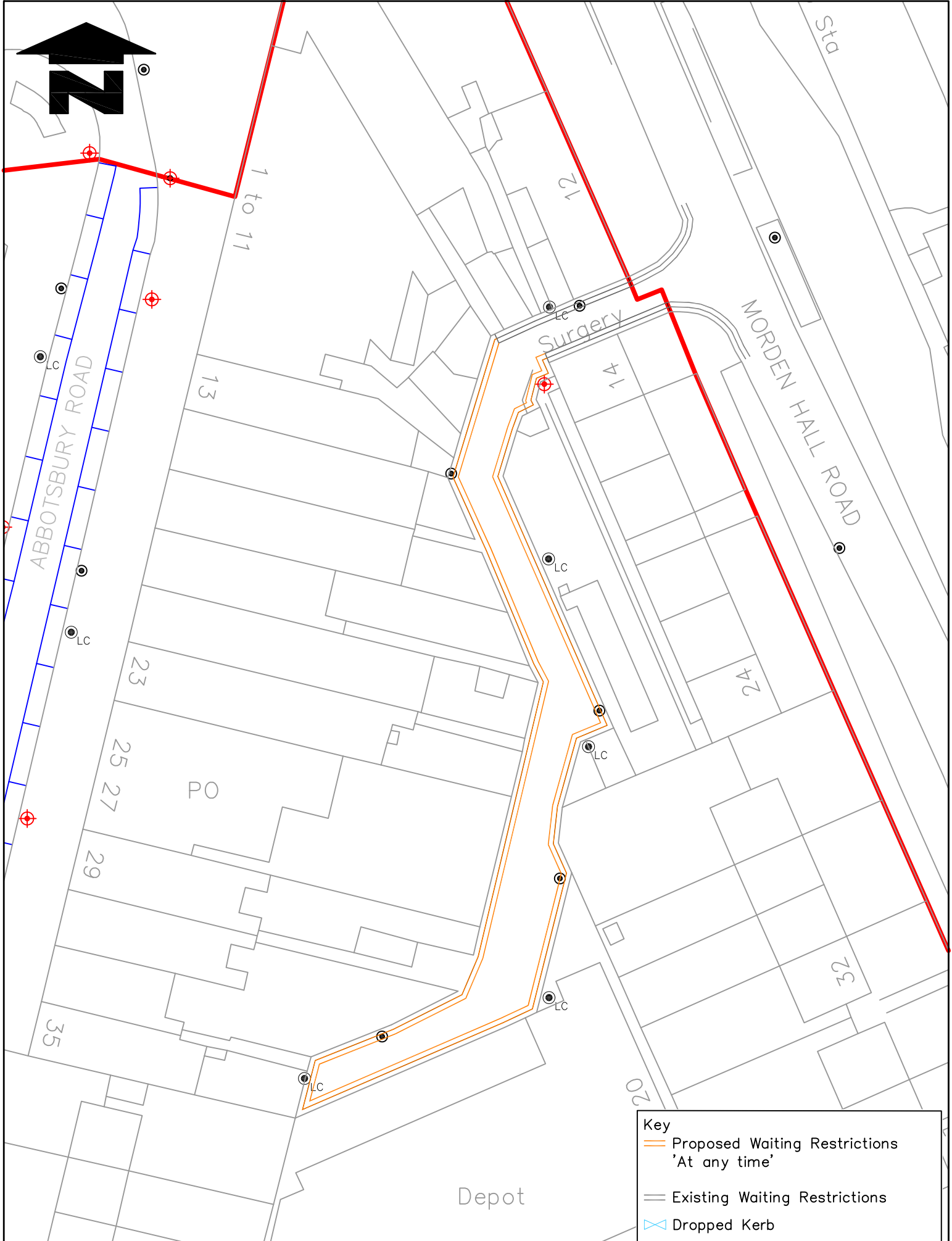
10 RISK MANAGEMENT IMPLICATIONS

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

11 APPENDICES

- 11.1 The following documents are to be published with this report and form part of the report.
- 11.2 Appendix A - Drawing Nos. Z27-660-01 – Z27-660-20
- 11.3 Appendix B - Representations and Officer's Comments
- 11.4 Appendix C – Revised Drawing Nos. Z27-660-03A, Z27-660-06A and Z27-660-14A
- 11.5 Appendix D – Petitions received within representations

Appendix A - Drawing Nos. Z27-660-01 – Z27-660-20



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- X Dropped Kerb

Notes
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Drawn by	Slj.	Date
BC		March 2018
Checked by	Slj.	Date
		March 2018
Approved by	Slj.	Date
		March 2018

PROJECT
Waiting Restrictions (Proposed)

TITLE
Service road behind Abbotsbury Road, SM4



Drawing No.	Z27-660-01
Revision	-
Classification	CONSULTATION
Scale	1:500



Key

- ▬▬▬ Proposed Waiting Restrictions 'At any time'
- ▬▬▬ Existing Waiting Restrictions
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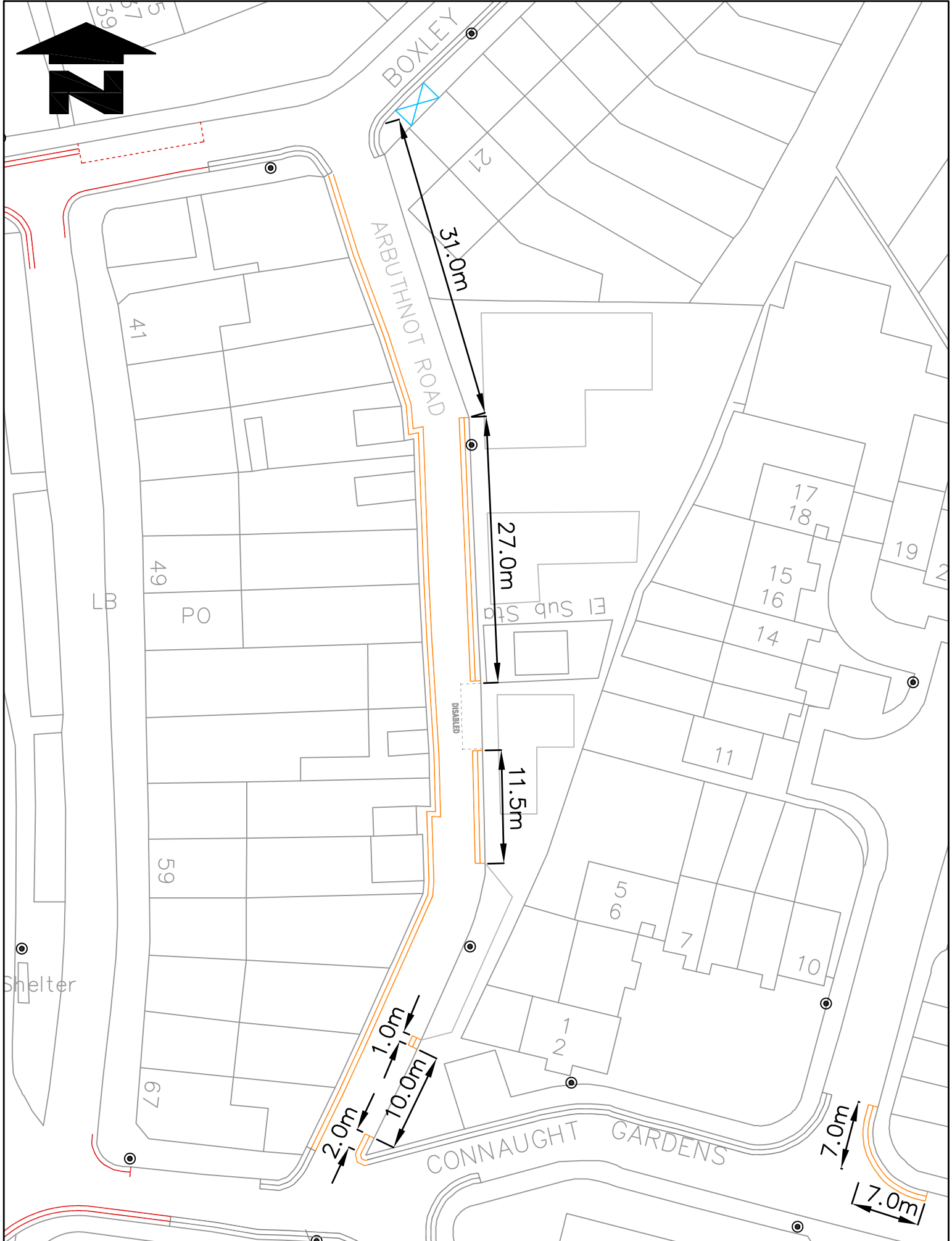
PROJECT
Waiting Restrictions (Proposed)

TITLE
Aragon Road, SM4



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

Drawing No.	Z27-660-02
Revision	-
Classification	CONSULTATION
Scale	1: 500



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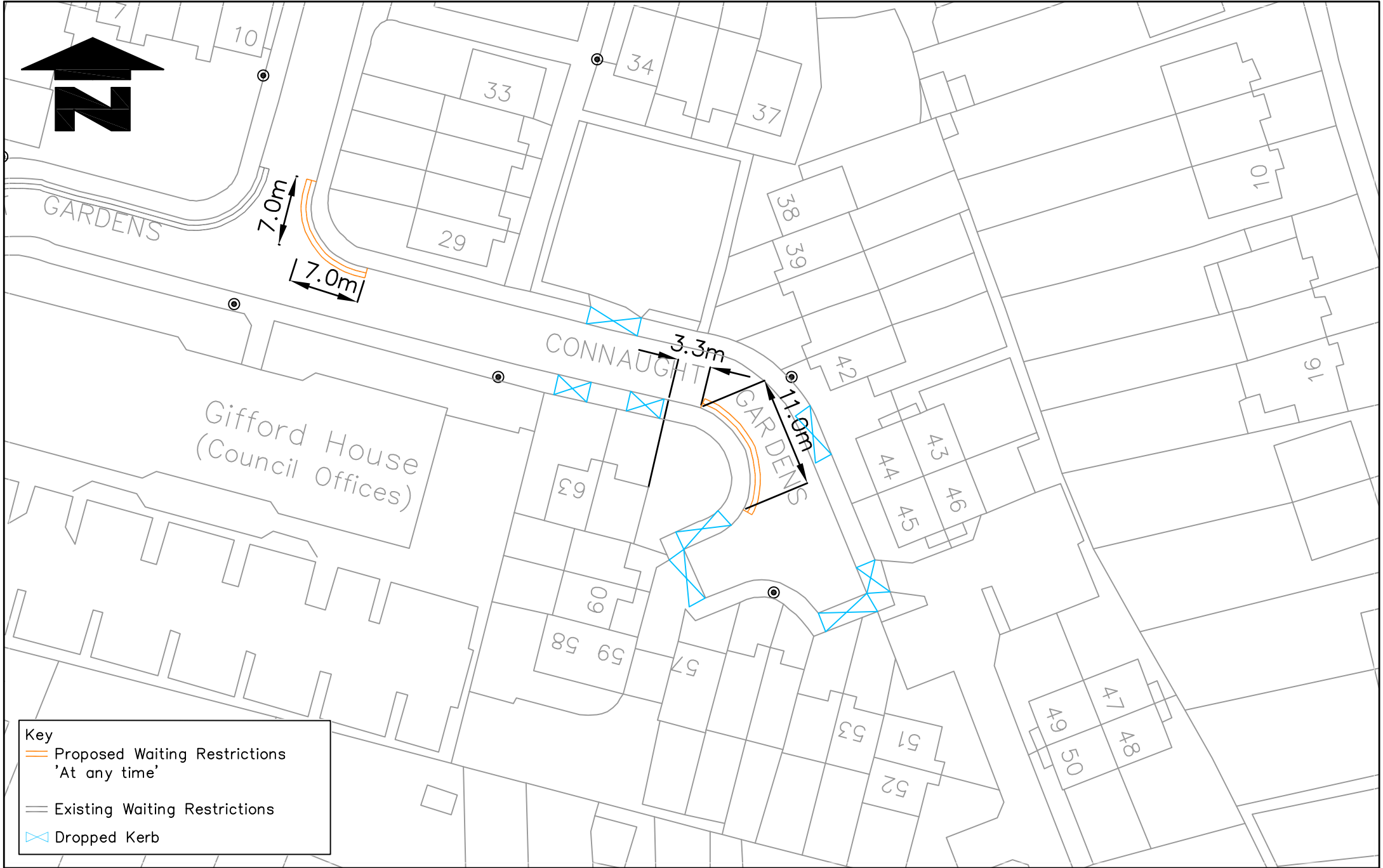
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Approved by	Slj.	Date
		March 2018

TITLE
Arbutnot Road & Connaught Gardens, SM4



Drawing No.	Z27-660-03
Revision	-
Classification	CONSULTATION
Scale	1:500



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
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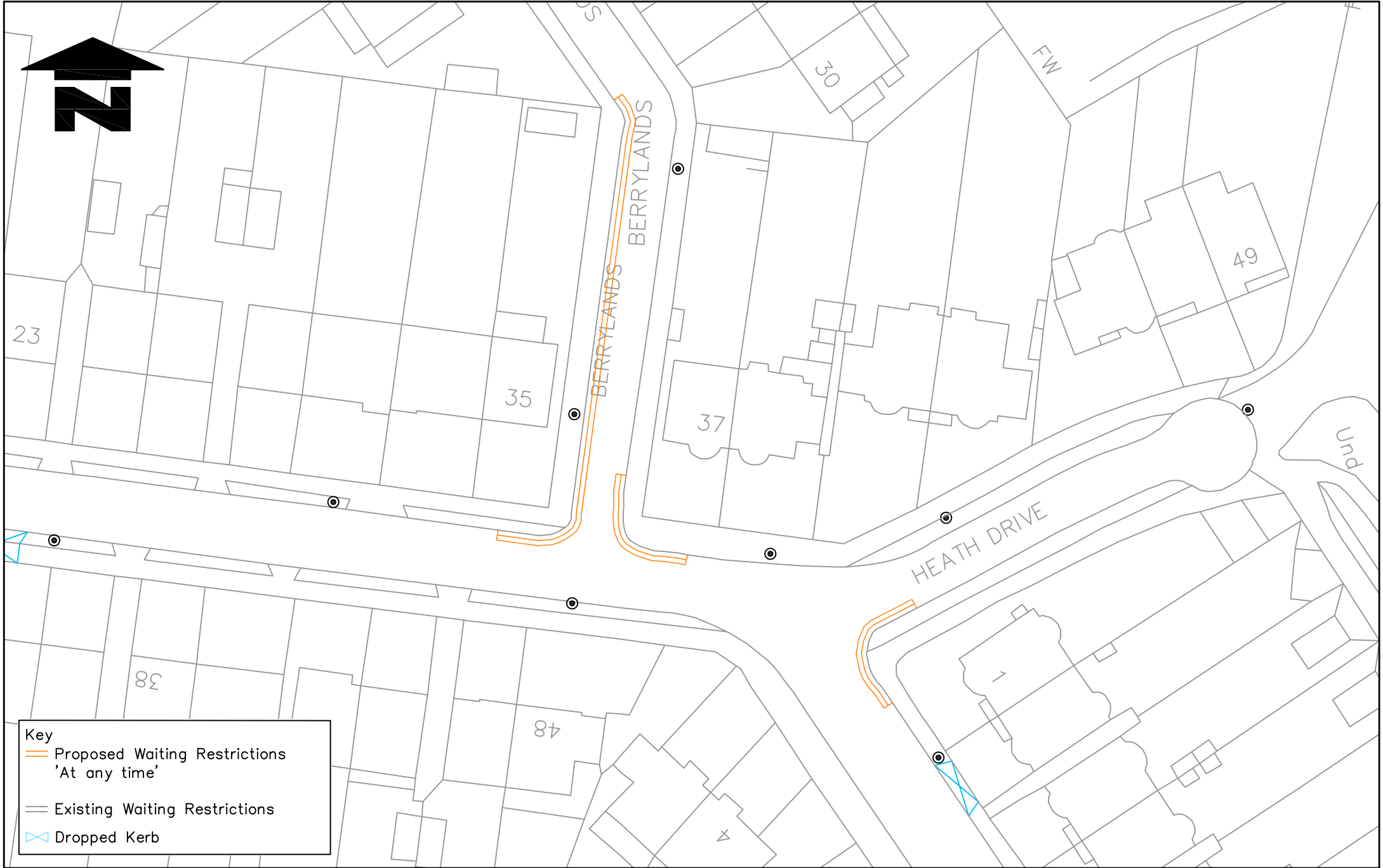
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		May 2017

PROJECT
Waiting Restrictions (Proposed)

TITLE
Connaught Gardens, SM4

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

Drawing No.	Z27-660-04
Revision	-
Classification	CONSULTATION
Scale	1: 500



Key

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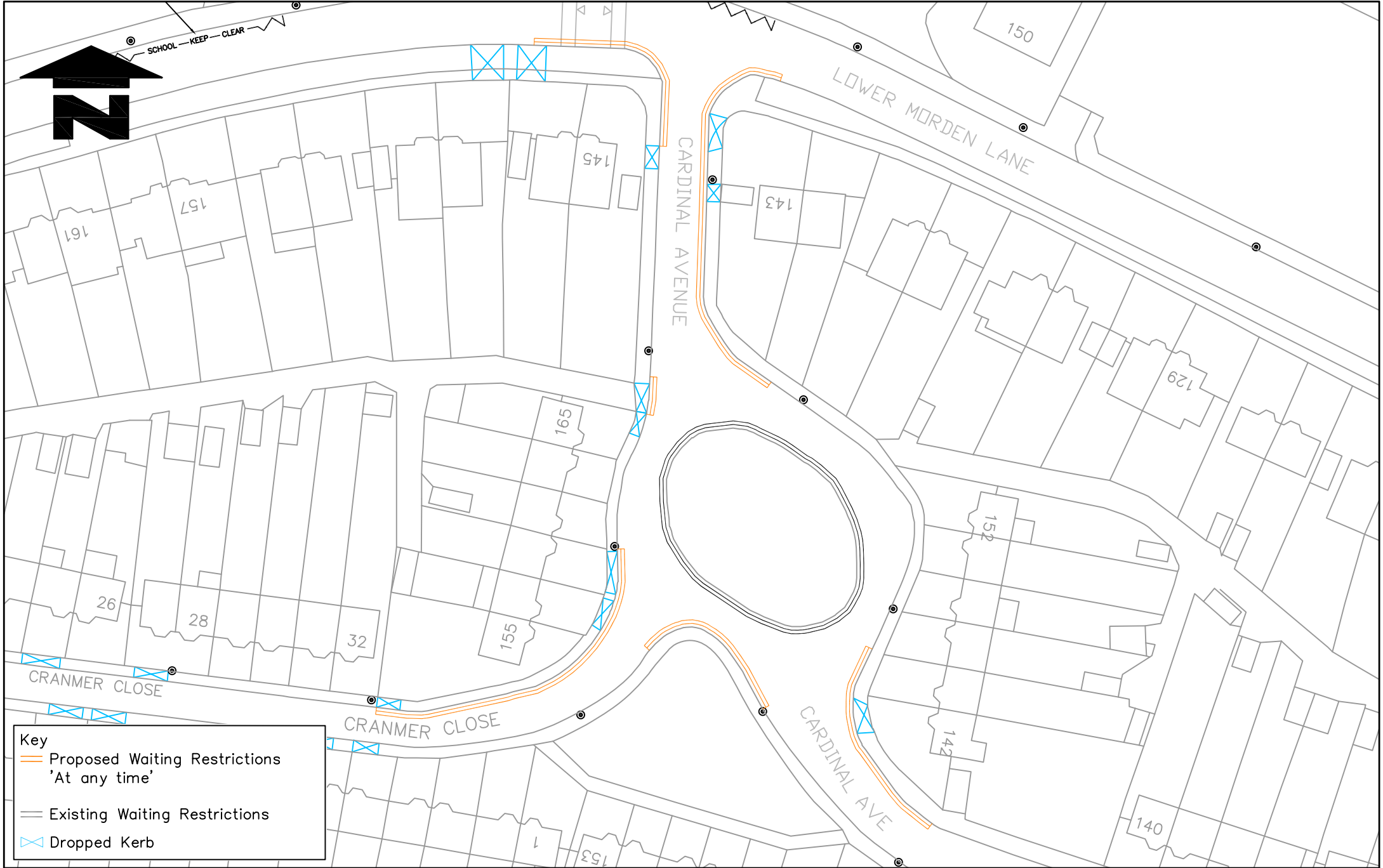
PROJECT
Waiting Restrictions (Proposed)

TITLE
Heath Drive / Berrylands SW20



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

Drawing No.	Z27-660-05
Revision	-
Classification	CONSULTATION
Scale	1: 500



SCHOOL — KEEP — CLEAR

Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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		May 2017

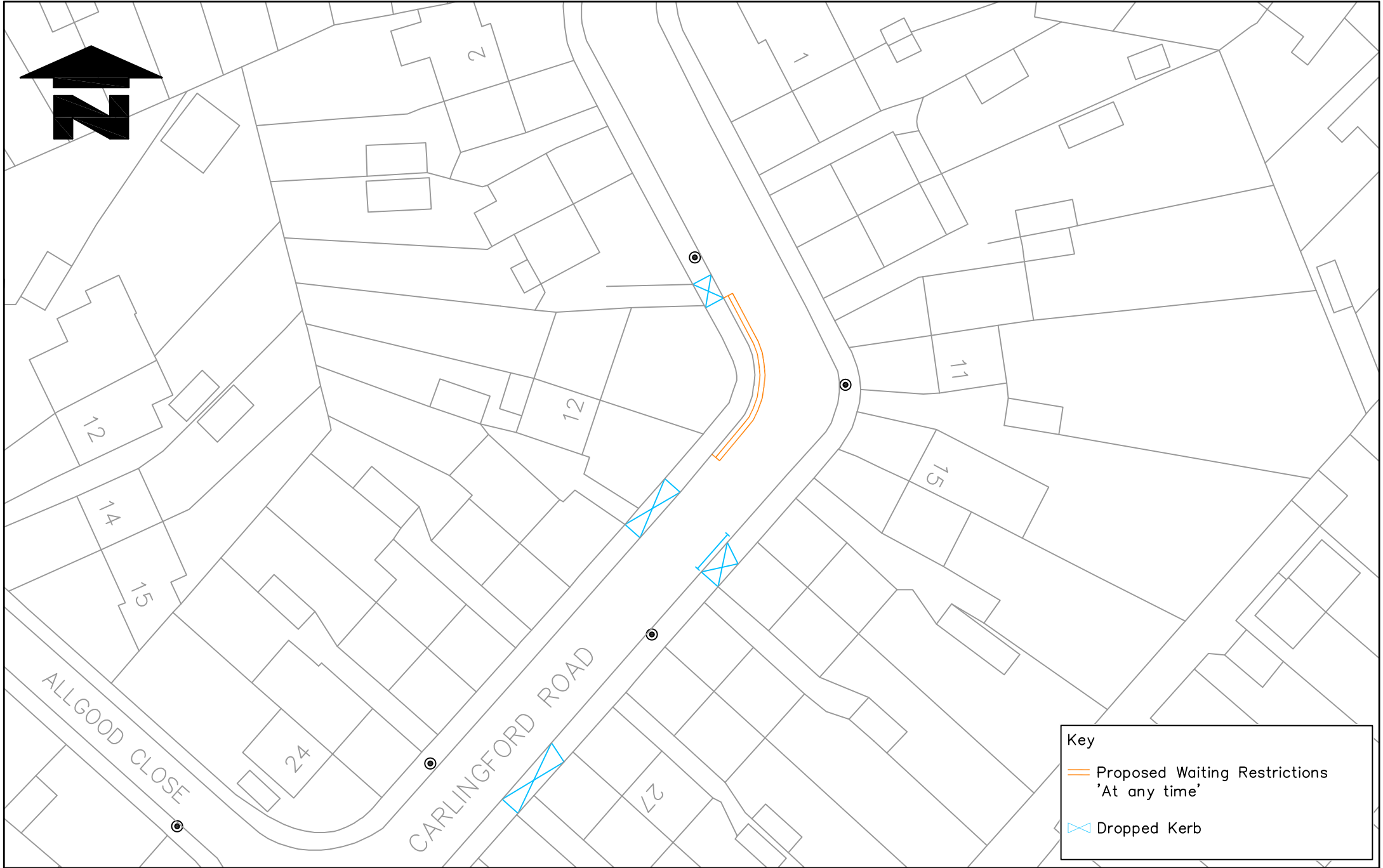
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Cardinal Ave / Cranmer Close SM4



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

Drawing No.	Z27-660-06
Revision	-
Classification	CONSULTATION
Scale	NTS



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PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Carlingford Road
SM4

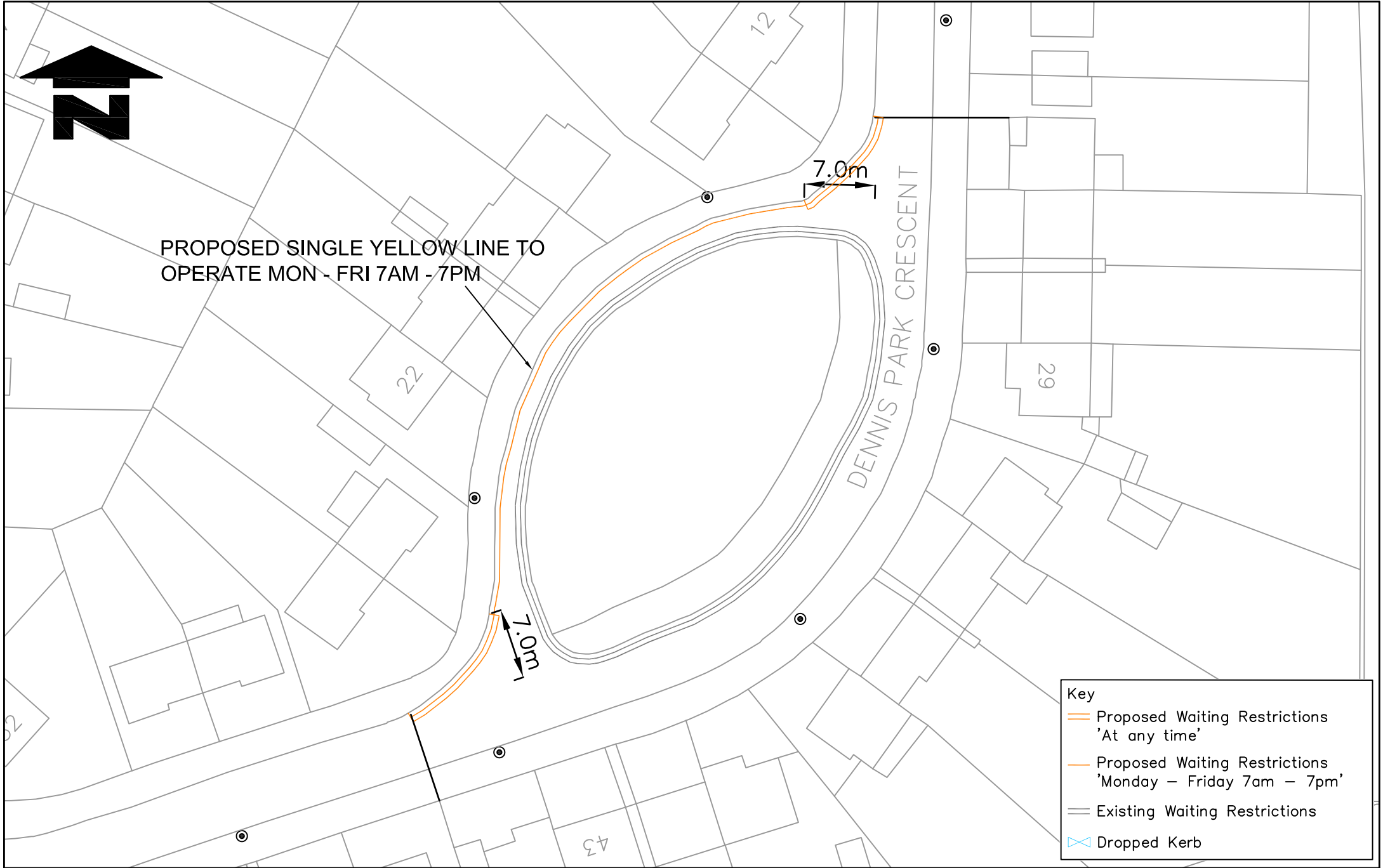


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Drawing No.	Z27-660-07
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Scale	1:500



PROPOSED SINGLE YELLOW LINE TO OPERATE MON - FRI 7AM - 7PM



Key

- Proposed Waiting Restrictions 'At any time'
- Proposed Waiting Restrictions 'Monday – Friday 7am – 7pm'
- Existing Waiting Restrictions
- Dropped Kerb

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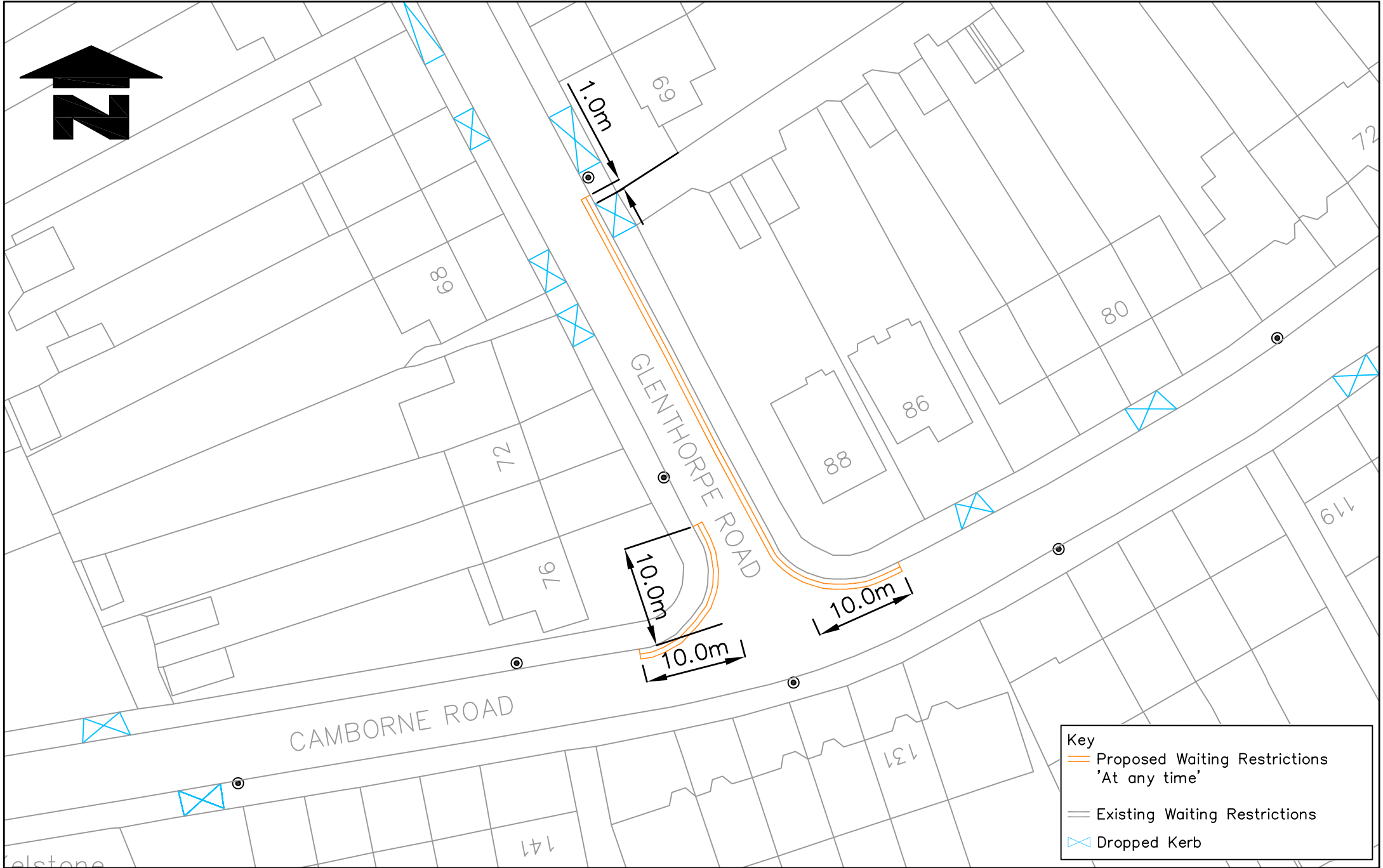
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Dennis Park Crescent, SW20 SM4



Merton Civic Centre
London Road
Morden, Surrey
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Drawing No.	Z27-660-08
Revision	-
Classification	CONSULTATION
Scale	1:500



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		May 2017
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		May 2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Glenthorpe Road, SM4

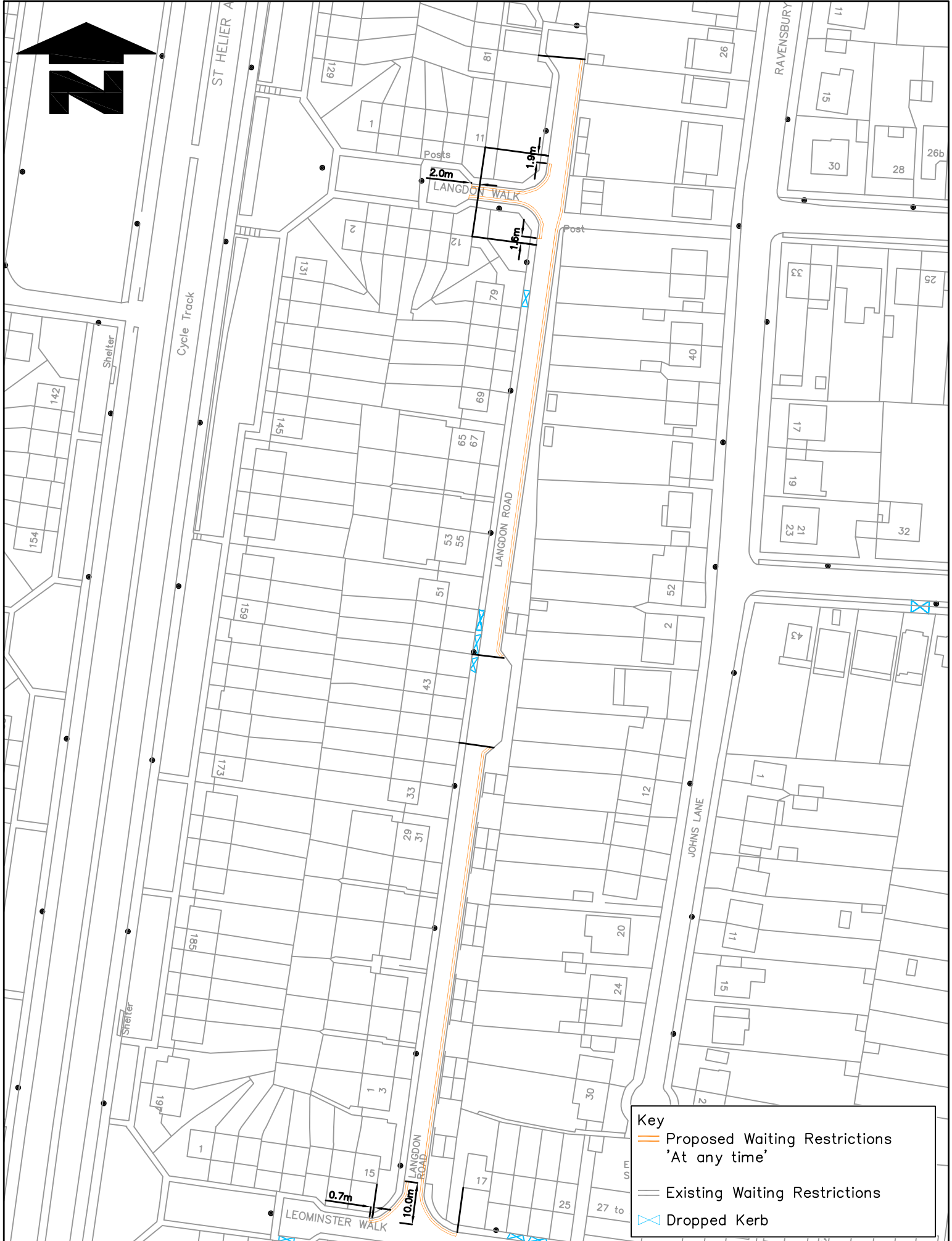
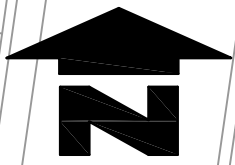
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Drawing No. Z27-660-09

Revision -

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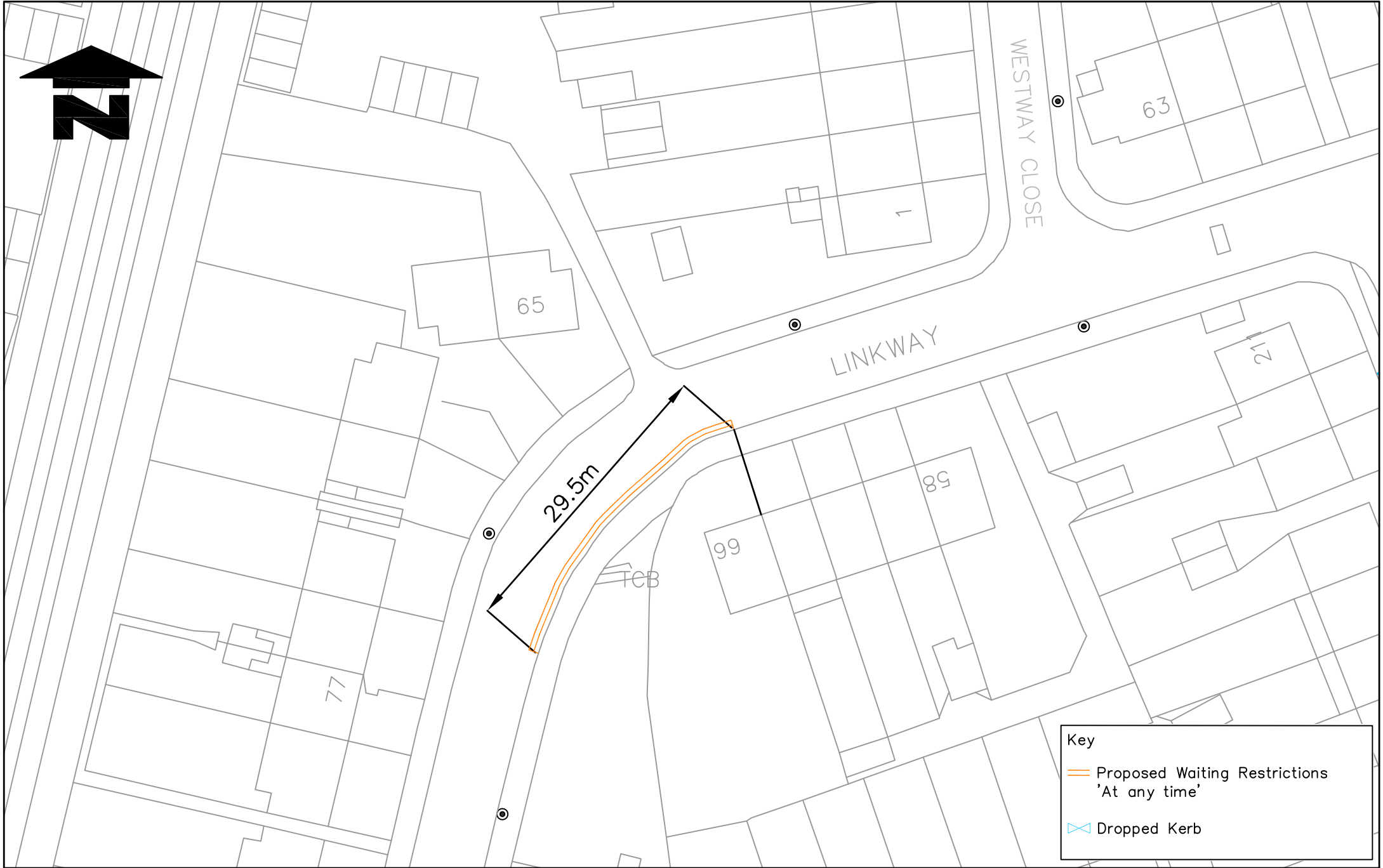
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Approved by	Sig.	Date March 2018

Waiting Restrictions (Proposed)

Langdon Road SM4



Drawing No. Z27-660-10
Revision -
Classification CONSULTATION
Scale NTS



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PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Linkway, SW20 SM4



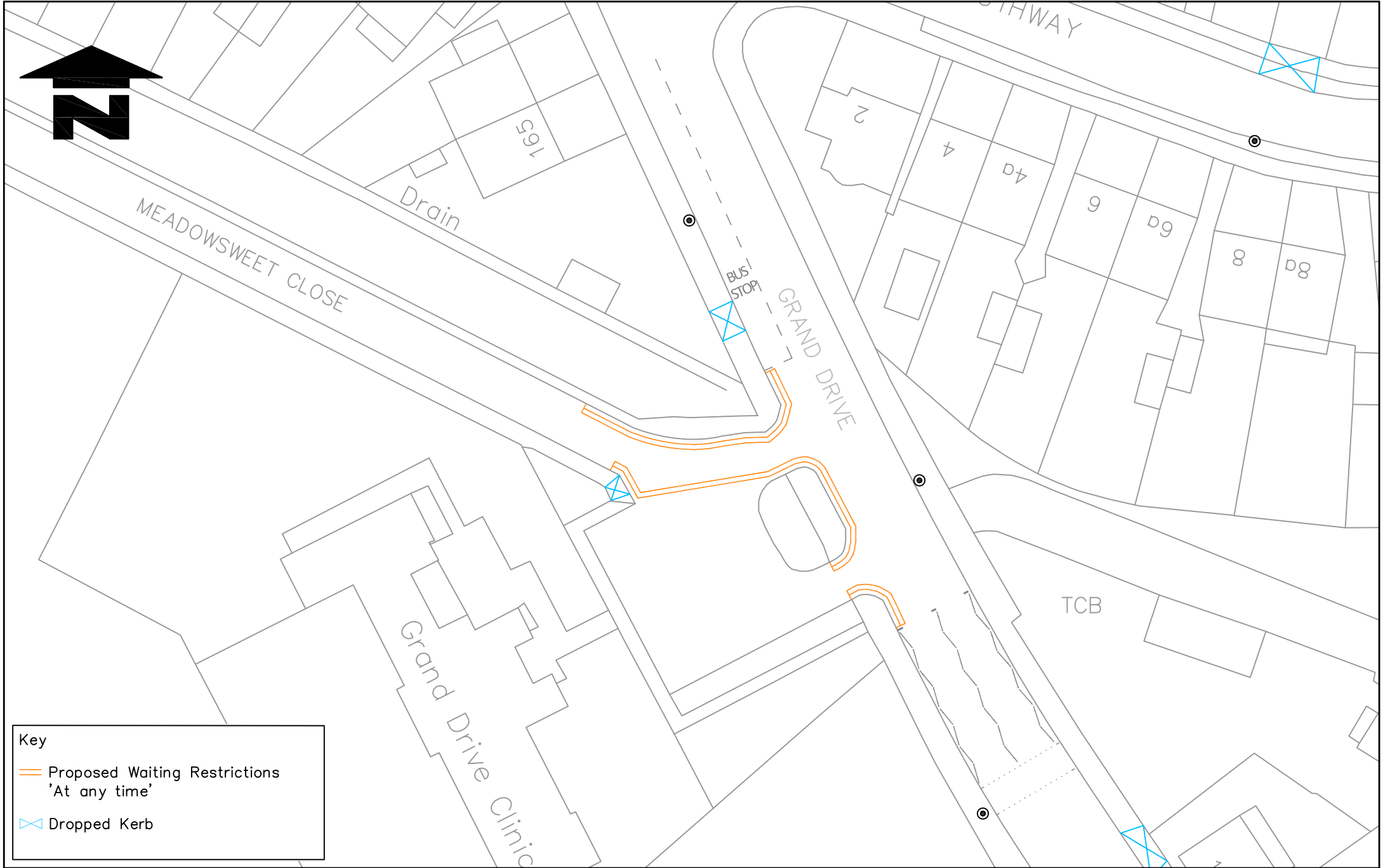
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London Road
Morden, Surrey
SM4 5DX
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Drawing No.
Z27-660-11

Revision
-

Classification
CONSULTATION

Scale
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- Dropped Kerb

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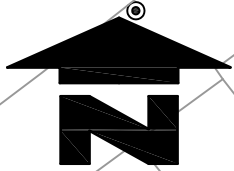
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Meadowsweet Close, SW20



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

Drawing No.	Z27-660-12
Revision	-
Classification	CONSULTATION
Scale	1:500



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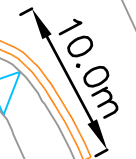
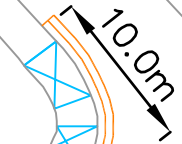
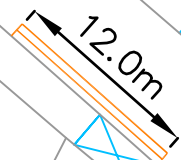
MARINA AVENUE

13

16

23

18



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
Do not scale from this drawing

Rev.	Revisions	Drawn	Slg.	Date	Chkd.	Slg.	Date	App.	Slg.	Date



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BC		March2018
Checked by	Slg.	Date
		March2018
Approved by	Slg.	Date
		March2018

PROJECT
Waiting Restrictions (Proposed)

TITLE
Marina Avenue, KT3



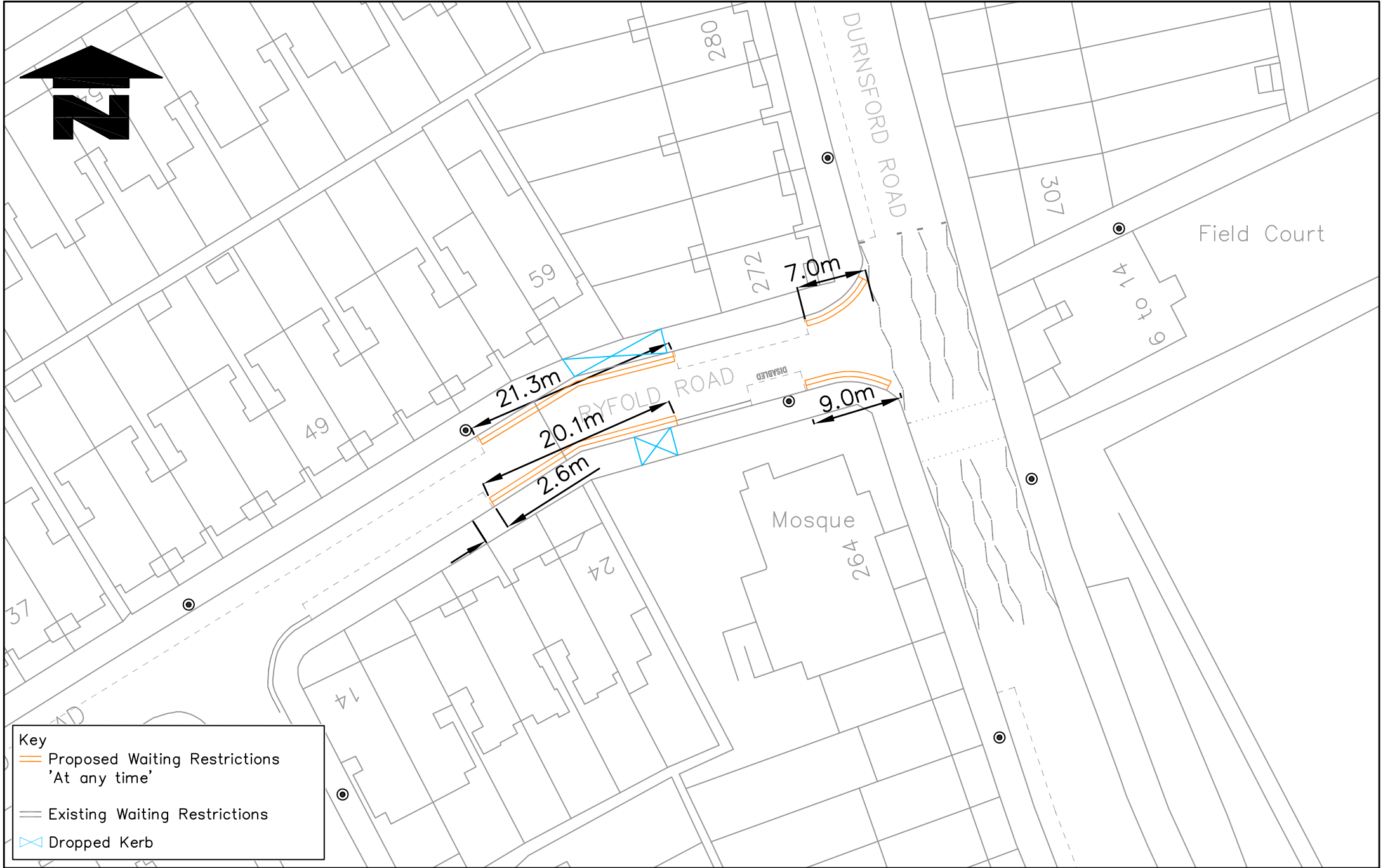
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z27-660-13

Revision -

Classification CONSULTATION

Scale 1: 500



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
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		May 2017

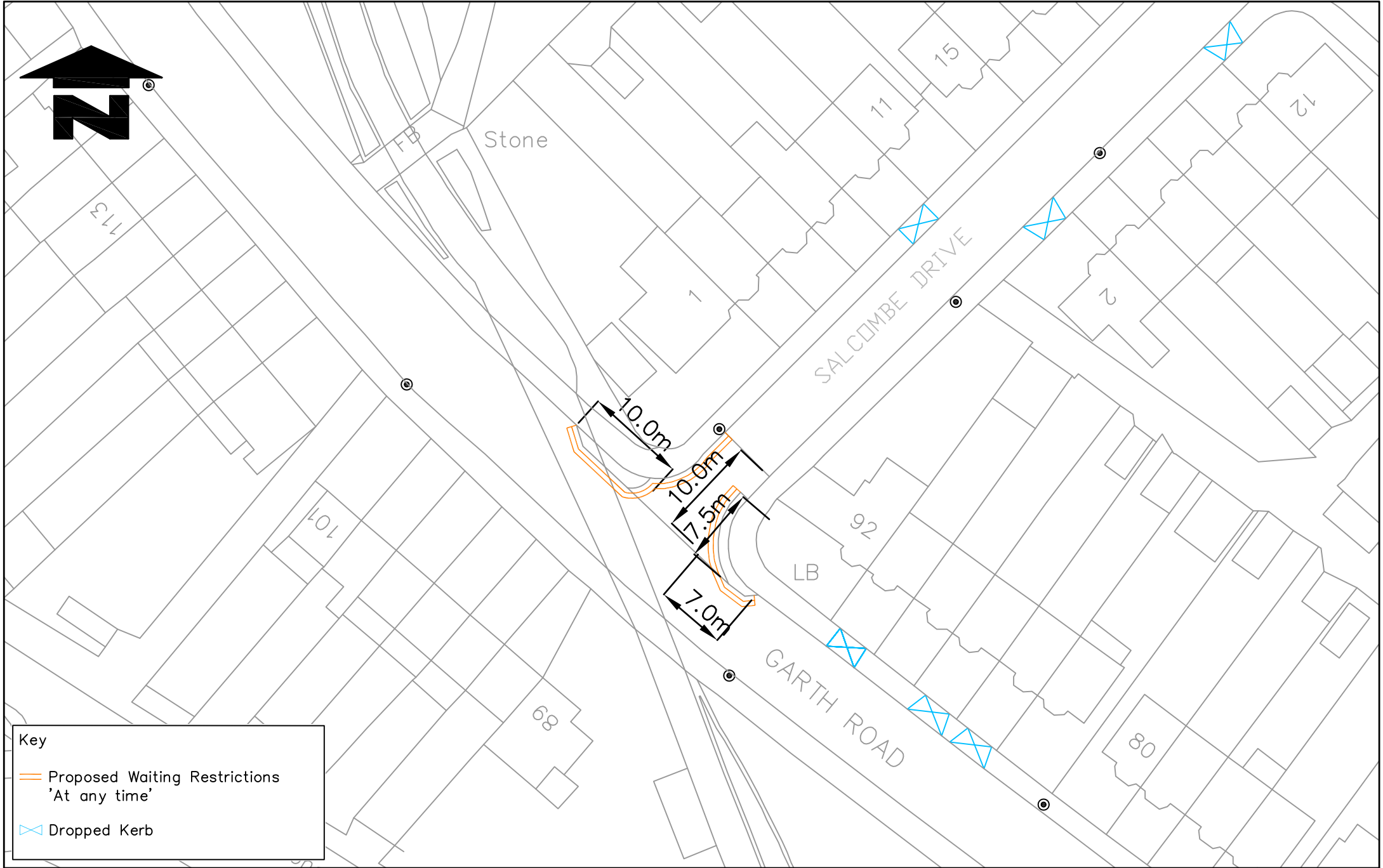
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Ryfold Road, SW19



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

Drawing No.	Z27-660-14
Revision	-
Classification	CONSULTATION
Scale	NTS



Key

- Proposed Waiting Restrictions 'At any time'
- Dropped Kerb

Notes
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Sustainable Communities
environment & regeneration

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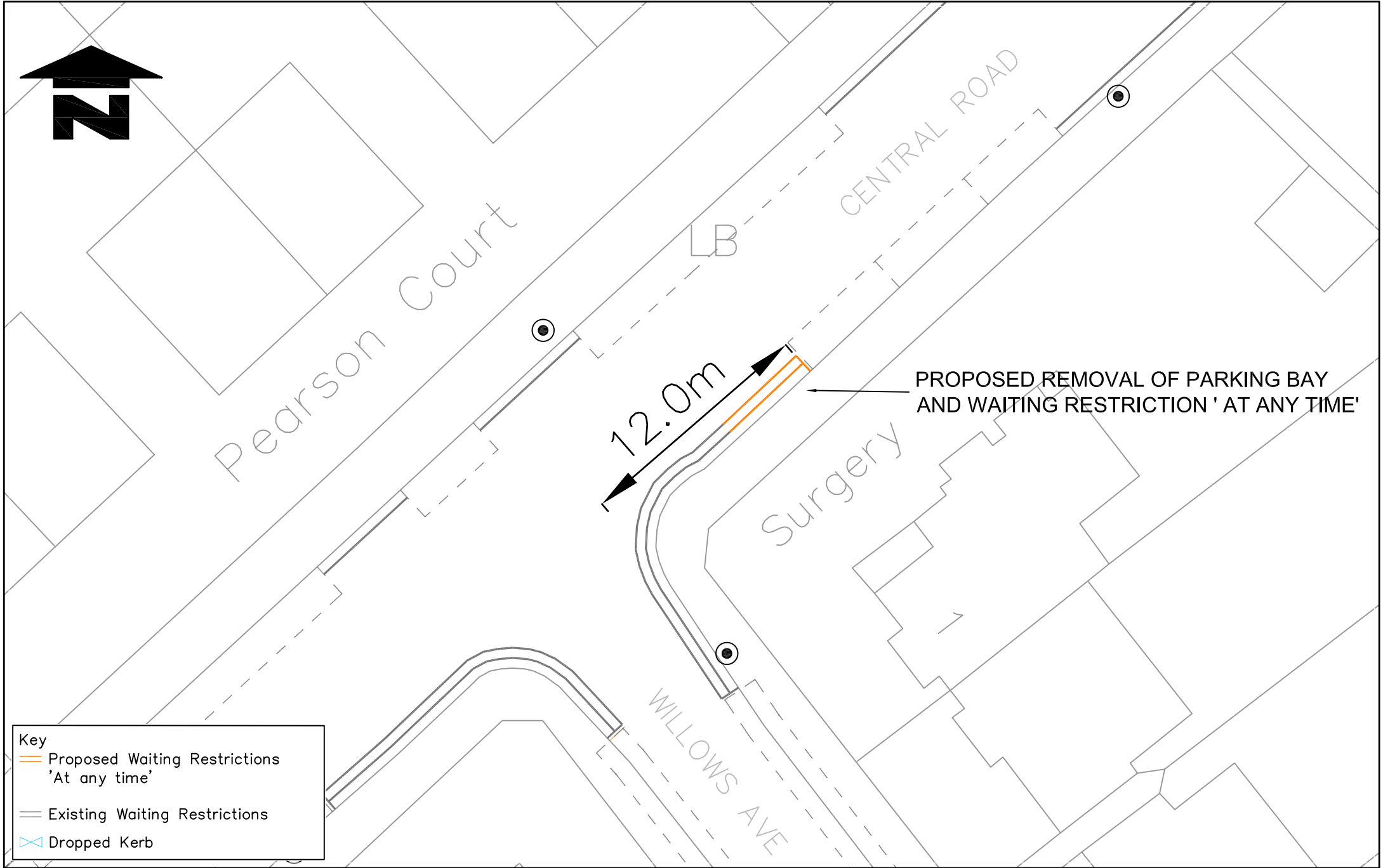
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Salcombe Drive and Garth Road, SM4

merton

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

Drawing No.	Z27-660-15
Revision	-
Classification	CONSULTATION
Scale	NTS



PROPOSED REMOVAL OF PARKING BAY AND WAITING RESTRICTION 'AT ANY TIME'

Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
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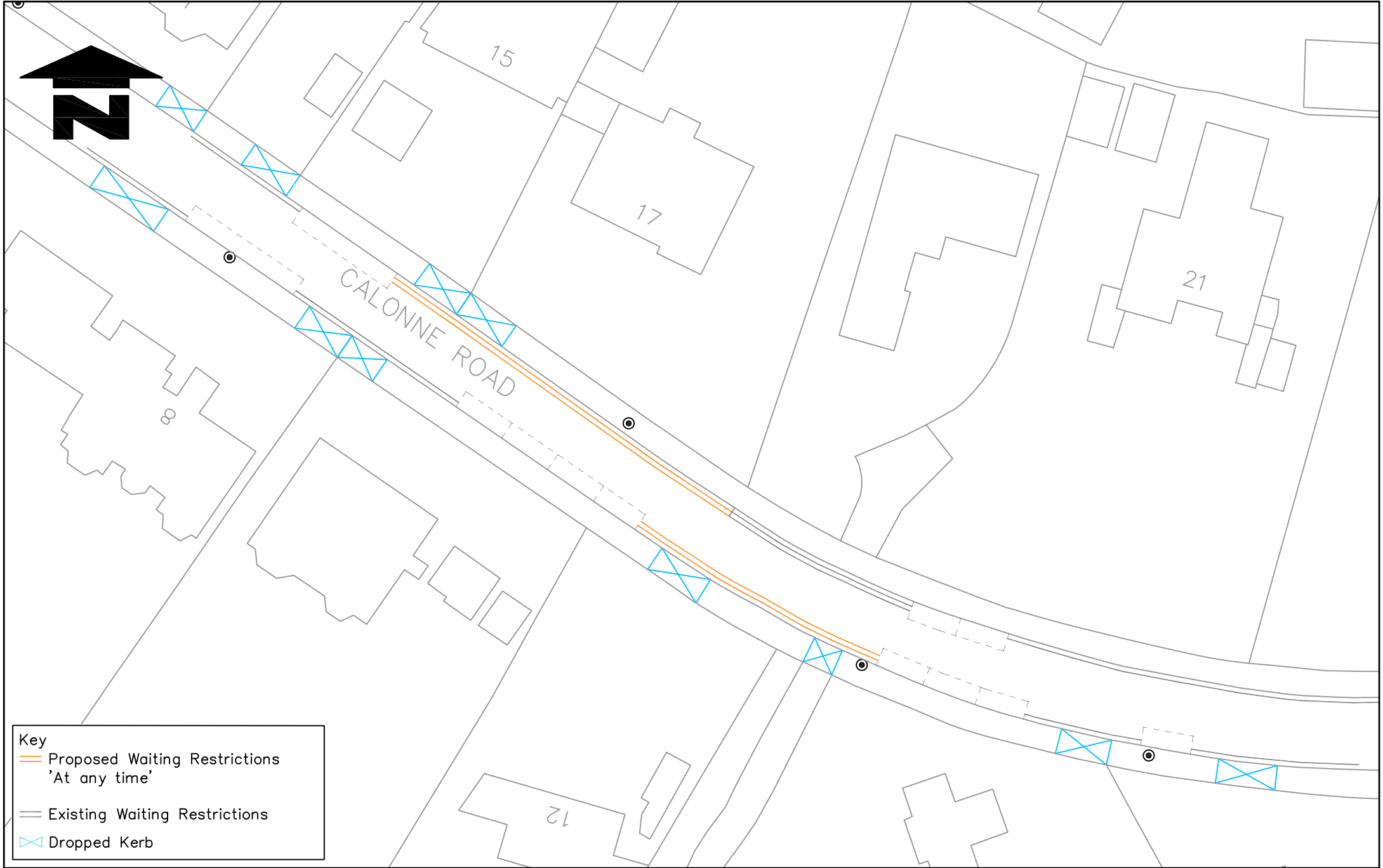
Drawn by	Sig.	Date
BC		May 2017
Checked by	Sig.	Date
		May 2017
Approved by	Sig.	Date
		May 2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Central Road, SM4 junction with Willow Avenue,

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

Drawing No.	Z27-660-16
Revision	-
Classification	CONSULTATION
Scale	1:250



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
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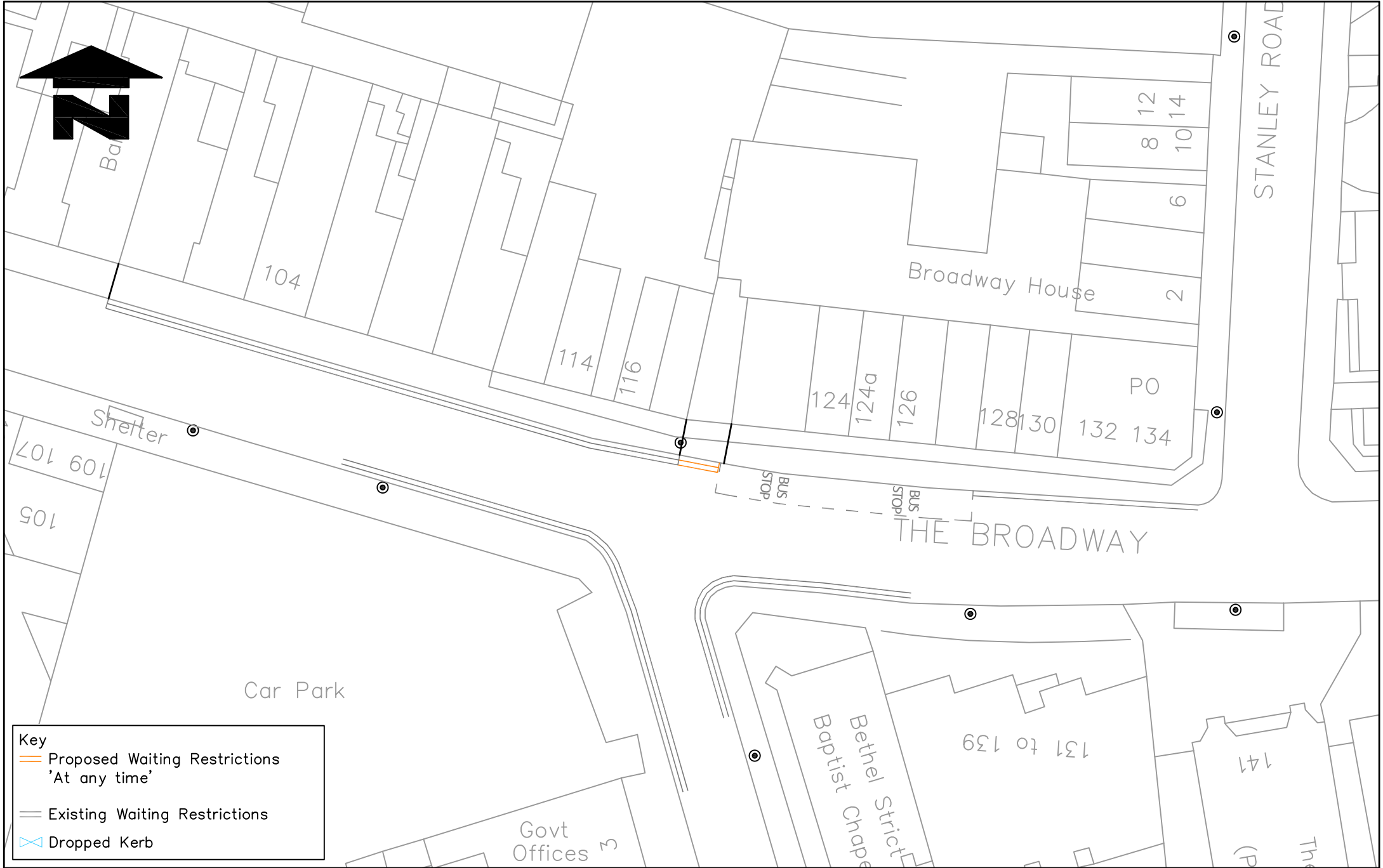
Drawn by	Slg.	Date
BC		May 2017
Checked by	Slg.	Date
		May 2017
Approved by	Slg.	Date
		May 2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Calonne Road, SW19

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

Drawing No.	Z27-660-17
Revision	-
Classification	CONSULTATION
Scale	NTS



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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



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		May 2017
Approved by	Slg.	Date
		May 2017

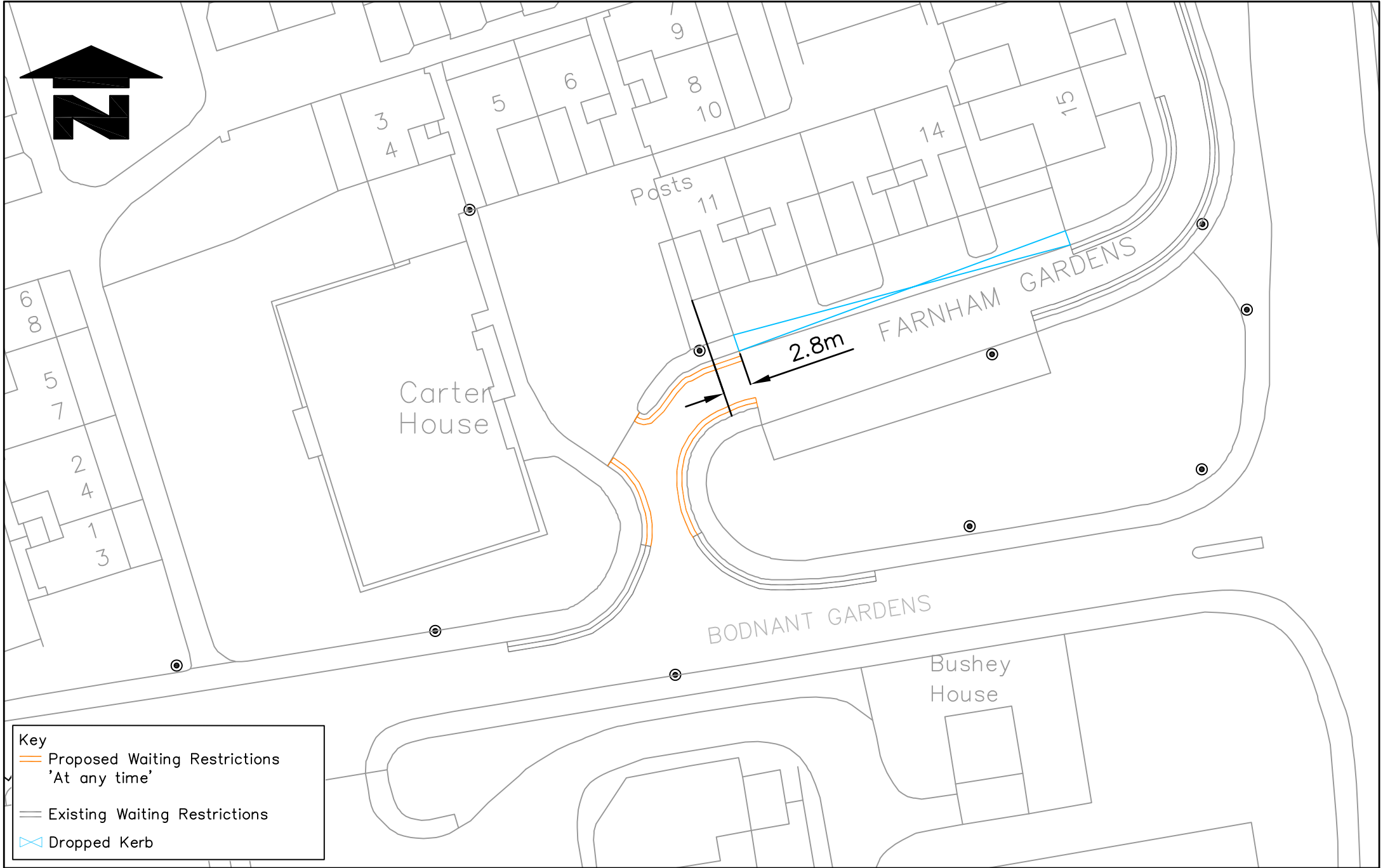
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
The Broadway, SW19



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

Drawing No.	Z27-660-18
Revision	-
Classification	CONSULTATION
Scale	1:500



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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



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BC		May 2017
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		May 2017
Approved by	Sig.	Date
		May 2017

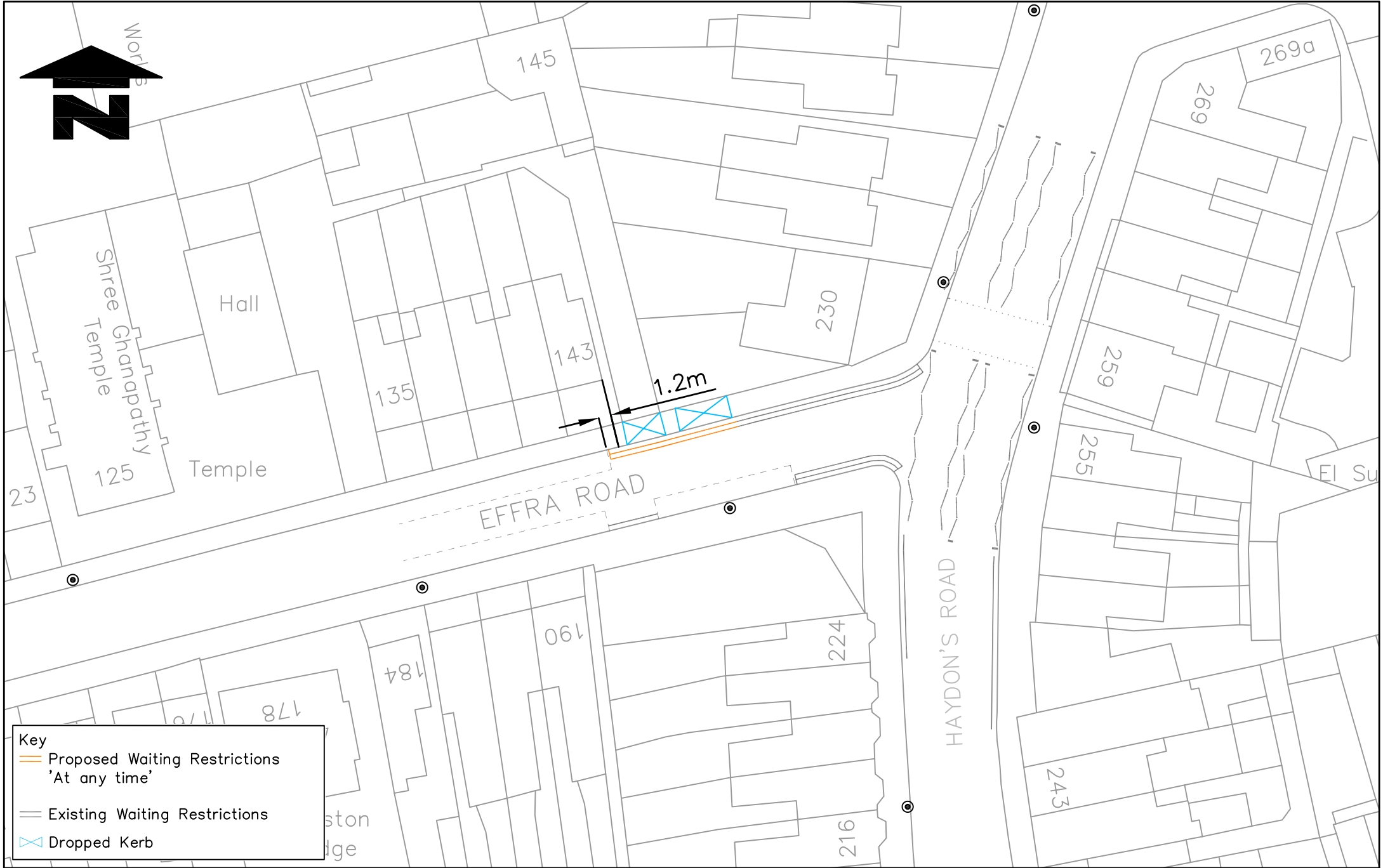
PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Farnham Gardens, SW20



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

Drawing No.	Z27-660-19
Revision	-
Classification	CONSULTATION
Scale	1:500



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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



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ECR50R 189 Borough of Merton 100019259 2017

Drawn by	Slg.	Date
BC		May 2017
Checked by	Slg.	Date
		May 2017
Approved by	Slg.	Date
		May 2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Effra Road, SW19



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

Drawing No.
Z27-660-20

Revision
-

Classification
CONSULTATION

Scale
1:500

Appendix B - Representations and Officers' Comments

Arbuthnot Road, SM4

ES/WR2018B1/031

I am making this Petition Representation Against the proposed Double Yellow Lines WR2018b1 on St Helier Avenue Service Road / Arbuthnot Road & Connaught Gardens. This petition consists of a paper one, and Online at Change.org. Background and Issues :

The garages which were set back off the road, which used to be situated along St Helier Service Road, (now one side is Arbuthnot Road) enabled parking conveniently off road and enabled the rear of the shops to readily use their rear entrances. Visitors and residents alike could park fairly easily, and leave the roadway mostly clear.

Then the garages were to be replaced with flats & one long property, and in spite of many local objections to the position of the property and the problems that it would cause, it was 'built anyway' without taking any adherence to the local concerns.

After the flats were built, a new resident was granted a disabled bay, but rather than positioned one their property it was placed on the roadway, which creates a 'slalom or chicane'. This is because the far side has typically been the 'through side', because it is on the 'opposite' side to the shops rear entrances. (Obviously not their fault!)

Typically all parking was kept to the rear side of the shop rear entrances or on the former garage forecourts, which allowed exit & entry from the far lane.

But the disabled bay encourages cars to park on the 'far or Arbuthnot side', and then leaves the rear shops parking outside their rear entrances.

The Flats arrived and allocated 6 spaces for parking for potentially 22 adults! Then as the flats were finishing we 'lost' part of our roadside parking and a 'layby parking' feature arrived. This enabled around 5-6 vehicles to park roughly 90 degrees to the roadside. But then it was tarmacked and fitted with barriers! Then we understood it was 'given' to the flats, leaving residents with nowhere to park! PCM signs went up to enforce the section.

Only 2 of these 'layby spaces are ever used' and then only occasionally. I have been told that they buy their flat with a car-parking space for an additional £10,000, but have no right over anyone else with a permit to park there!

Meanwhile on the other side of the flats, at the forecourt section initially around 6 cars regularly parked and juggled about, in order to come and go.

Then a grey tent appeared, in the community gardens, and then 3 car parking spaces were disallowed as the 'garage added notices of No Parking? So now those 3 cars have to park on the road.

Parking is now at such a premium for the flats that they squeeze onto the corners or have to park along the road.

Then we've been seeing a steady increase in the number of damaged 'taxi's' which have appeared on the local roads to the flats. The owner of this insurance business Mr Khan lives in one of the flats and runs Zhe German. Complaints are made, and cars are moved (some quickly /some take a few months), but the flow never seems to stop! This greatly reduces our parking options.

Two of the shops feel that they don't have room to pull out because of the 'opposite road parking'. I have pointed out that angling their vehicles prior to exiting, ought to provide enough room to pull out into the nearby lane, however this is tight, depending upon the vehicle size. Opening up each entrance to the full width of their property, will enable the full 'swing angle' to be used. Another option is to introduce a 'parking lay-by' to clearly demonstrate the active and private use. To assist with the prevention of parking outside gates/shuttered entrances I have suggested that they try the White Cross Over Lines. Most people respect this entrance mark and don't park?

Time is required to explore these options.

Some people like the Accountants, Chinese, Chicken Food Take-aways, and many residents, and all visitors, have no parking at all and makes their trading /parking much harder as they are left to simply 'find a space every night' or when they visit. It is widely agreed that if the Legal Dept. of Merton Council at Gifford House moved their gate further in and allowed the end 8 parking spaces or so to be general public, this would help; or allowed overnight parking from say 7pm - 8am it would greatly help everyone. Perhaps we'd need permits to do this but it would help. Have spoken to many, many local residents, they are now all very worried and concerned, that if we lose 'our right to park' we will be forced to use their roads and they are all already under extreme pressure.

It makes our life harder and more stressful totally un-necessarily, as we try to carry heavy food shopping, or goods or other reasons need to alight near our homes. People are appalled at this Sledge Hammer approach, to resolve a case of 'car dumping' and sorting a few entrance issues. Double Yellow Lines will prevent everyone from parking is incredibly inconsiderate to other's needs & requirements, not neighbourly, selfish and extremely greedy. This will devalue our homes, as we and guests are prevented from parking, making the property less attractive than others. Had the flats been set back 4ft in total then parking outside would have been perfectly possible and resolved all of this above issues. So I and everyone who has signed this Petition on paper or online, implore you along with my

substantial local petition to not paint the double yellow lines, but to please re-think this. I am most happy to work with you and the other residents, to try to find more appropriate solutions.

<images available>

Officer's Comments:

The aim of the proposal is to maintain clear access through the road, especially to assist emergency and waste collection services. The carriageway width of Arbutnot Road is not sufficient to accommodate parking on both sides of the carriageway, further the western side of the road has accesses to the rear off-road areas for the parade of shops / properties on St. Helier Road, it is this side of the carriageway the proposal aims to keep clear. It is important that properties maximise use of their off-road parking areas and the waiting restrictions assisting with clearance at the access point will be greatly beneficial.

Giving consideration to the representations / petitions received and appreciation to the existing parking pressure expressed by the community the extents of the waiting restrictions are proposed on the western side of the carriageway only, the proposed yellow lines on the eastern side will not proceed. This will maintain clear access through the road.

The Council has a statutory duty to ensure safety and access for moving traffic on the public highway, especially refuse vehicles and emergency service vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times.

Berrylands, SW20

ES/WR2018B1/001

I am a resident of Berrylands cul de sac and have seen the proposed plans for double yellow lines. My husband and I think it is an excellent idea.

ES/WR2018B1/006

Having now seen the proposals for Berrylands they don't appear to be unreasonable to me. In practice I rarely see cars parked on the side of road where lines will be added and understand adding restrictions on corners.

Cardinal Avenue and Cranmer Close, SM4

ES/WR2018B1/009

As a resident of over 22 years with rear access from our property to Cardinal Avenue at the Round a bout, In all that time we have not seen any accidents due to the parking. we want to object to the restrictions on the grounds detailed below;

1. Loss of parking for residents living in and around Cardinal
2. The proposal will push parking further up Cardinal where it is already congested with less parking due to dropped curbs.
3. This proposal will also result in pushing parked cars onto Lower Morden Lane.
4. The proposal will severely affect a bad traffic situation with parents not having a drop off point at Hatfield School in Lower Morden Lane
5. It will make it more dangerous than it is at the moment for the parents and children.
6. With limited parking spaced of the development in Lower Morden Lane between the school and Wyevale, the overspill will undoubtedly end up on Lower Morden Lane as well.
7. Residents from Cramer have difficulty parking, so they also park in the roadway around the round a bout.

We would be grateful if you would take these objections into account and that they will only push the problem elsewhere.

ES/WR2018B1/013

I want to object to the above proposals on the grounds that it is already difficult living here with a car, and these restrictions would make it worse. I don't know why they have been suggested but my guess is that it is to do with congestion caused by the staff from Hatfield School parking in these roads, together with parent drop offs. It seems wrong to me that residents should be inconvenienced all of the time, by a problem that exists just some of the time. I put forward three ideas!

The first is to abandon the restrictions entirely, leaving things as they are. Things work as they are although parking is tricky, especially on school days.

The second is, if there are to be restrictions that the double yellow lines from the Cardinal Avenue/Lower Morden

Lane junction end at the western boundary of the rear of No 143 Lower Morden Lane. Also that the double yellow lines proposed on the south side of the Cranmer Close/Cardinal Avenue junction be removed completely. These lines appear on drawing Z27-660-06 but I can't find a reference in the Public Notice Schedules. The junctions here are wide with no oncoming traffic and would free useful parking spaces.

The third is, that taking the second idea into account, the remaining double yellow lines are changed to single yellows with restrictions 8am to 4pm, Monday to Friday, term time only. I do urge you to reconsider these restrictions.

ES/WR2018B1/016

The proposals include the removal of 18 parking spaces and the introduction of double yellow lines. Our very strong objections to the proposal are as follows;

1. The real problem is a lack of existing parking spaces which these proposals will make worse.
2. The congestion that forms in the mornings and afternoons during school pick up and drop off from Hatfeild School is a minor inconvenience and lasts approximately 15 minutes in each circumstance.
3. Although we accept that there is occasional illegal parking across some residents crossovers, as this is already illegal it could easily be dealt with by the occasional visit of a police car or traffic warden to remind parents of the restrictions with regards to obstructing driveways.
4. One of the pleasures of living in Cardinal Avenue and Cranmer Close is that these streets still retain a feeling of quiet domestic occupation. The introduction of double yellow lines and the necessary accompanying street signage will spoil the existing character and change the aesthetics of the area to something more akin to a high street urban environment.
5. The effect of introducing double yellow lines together with the loss of 18 parking spaces will only push the existing problem associated with the school further along Cardinal Avenue and Cranmer Close. This in turn will mean that more residents will be forced to turn their front gardens into driveways thus further spoiling the current aesthetic of the area.

We should also like to point out that the plan provided by the Council in connection to this proposal is inaccurate in as much as there are far more existing crossovers than have been shown. A large proportion of the proposed yellow lines would be totally unnecessary as they would be placed on an area which forms part of the roundabout where traffic moves in single file. There is a very strong feeling of objection amongst the community and as such we have a petition to present to you.

ES/WR2018B1/017

I am pleased finally this seems to be going ahead. I am all for the double yellow parking lines to be placed from 32 Cranmer Close, up to the drop kerb outside 155 Cardinal Avenue.

This was my original issue with the constant double parking on both school runs five days a week with serious danger of pedestrians with prams being forced to go into the road to go around double parked cars! I do not think there is a need to have all the rest of the double yellow lines you are proposing around the rest of Cardinal Avenue, this will cause severe parking issues for school users, why have these been proposed also?

ES/WR2018B1/022

Your drawing Z27-660-06 showing drop kerbs around the roundabout in Cardinal Avenue is hopelessly out of date. It shows drop kerbs at the following properties:- 157-159-165 Cardinal plus the entrance to the alleyway behind 165. On the other side of the roundabout it shows 142 as having a drop kerb. The properties that actually have drop kerbs are as follows:- Along the right side (looking at your drawing) there are drop kerbs at numbers 142-144-146-148-150-152 plus the entrance to the alleyway behind 152. In Cardinal Avenue itself you show no drop kerbs at all. In actual fact there are drop kerbs at numbers 141-137-135-133-131.

Your Merton Consultation document states that *"We will consider introducing CPZs in areas suffering from parking congestion to help reduce traffic, make it easier for local people to park and to make our streets cleaner, safer and more accessible for all."* In view of the fact that virtually the only parts of Cardinal that would be available to make it easier for local people to park are nearly all provided with drop kerbs, it would make it more difficult for local people to park rather than easier.

The basic problem, with parking in Cardinal Avenue is caused by teachers from Hatfeild school who have no regard for local people being able to park. There is space in the school grounds for them to have a car park. Perhaps you should be considering enforcing this as a policy. When school hours are over there is another situation which blocks any available parking for residents which is the arrival of the Mothers to collect their children. They seem to dump rather than park their cars and we understand that this is the reason that the lady in 163 or 165 has made the request to you. Unfortunately it is a fact that if you live in close proximity to such a popular school there are going to be times

when the road will become blocked. It doesn't last for very long and in the overall scheme of things is a fairly minor irritation. Putting yellow lines in will aggravate rather than relieve that particular situation.

This is another excerpt from Merton's web site. *"We produce a leaflet and questionnaire delivered to every property in the consultation area. The consultation document has specific information about the scheme and how it would affect residents. There are typical questions and answers relating to the operation of a parking zone. A prepaid reply card is also provided. The consultation document is produced in conjunction with any local Residents Association and the Ward Members. The document sets out the arguments for and against having parking controls, what it will cost and ask a series of questions that will help us deliver a scheme residents want."* It also states *"We only implement a zone in an area / roads if there is a majority response in favour of parking controls."* Please tell me where the leaflet and questionnaire are. I certainly have not received them and neither have my neighbours, and there is most certainly not a majority in favour.

To go ahead with your scheme would not only go completely against the wishes of the vast majority of residents, it would cause an almost impossible parking scenario which, frankly, is totally unacceptable. I have not yet brought this situation to the attention of Siobhan McDonagh, but if plans appear to be going ahead we will have to ask for her assistance.

Officer's Comments:

The aim of the proposal is to maintain clear access through the road, especially to assist emergency and waste collection services. However, giving consideration to the representations and the parking pressure expressed from the community the extents of the proposed waiting restrictions are to be reduced to address specifically the reported locations only where vehicles parking causes obstruction, due to the narrow width of the carriageway.

I note the excerpts included in the representation, however this is in relation to proposed Controlled Parking Zones (CPZ). The statutory consultation for proposed waiting restrictions are processed as batches of individual locations across the borough and includes the proposal being published in the local press and London Gazette and street notices being erected onsite on lamp columns. Unfortunately the Council does not have available resources to distribute newsletters to all residential properties in the areas affected across the whole borough. Any parties are able to make representation on the proposals.

ES/WR2018B1/035

I have only just noticed the tiny yellow sign stating that double yellow lines will be placed in front of my home. Apologies for not responding in the timeframe, but I have some thoughts and hope you will consider them.

The effect of putting yellow lines outside that area:

- It will make an already overcrowded area, absolutely impossible for residents to park anywhere near their homes. Particularly those of us who live in front of the lawn and have no designated parking or driveway.
- I bought the house because as a mum on my own, it was safe for my child as she could run from the car, across the lawn, to our home (without crossing roads). Where are you now proposing I would park? Lower Morden Lane?! How would I carry everything, let alone my child across that distance?
- It will significantly reduce the value of my property as it will now have no available residents parking anywhere near the house. Bearing in mind there is no public transport locally, a car is imperative. I would not have bought the house if I had known there was no parking nearby.

Ideas to improve situation:

Perhaps the area should be 'permitted' to stop work vans and vehicles (many left overnight) and school traffic / teachers from parking there during the day? I would approve a permitted situation to reduce the problem of overcrowding. That way only residents could park in those areas and there will be less overcrowding enabling fire trucks and ambulances to access more easily.

Seeing as the rubbish trucks seem to be able to get through, I actually can't see the problem for ambulances or fire engines. But should you feel there is, perhaps only the corner where the road narrows should have lines (which is where I assume the problem is)?! This would still give those of us who live in front of the lawn, the areas in front of our homes to park.

Officer's Comments:

The aim of the proposal is to maintain clear access through the road, especially to assist emergency and

waste collection services. However, giving consideration to the representations and the parking pressure expressed from the community the extents of the proposed waiting restrictions are to be reduced to address specifically the reported locations only where vehicles parking causes obstruction, due to the narrow width of the carriageway.

To address non-resident and commuter parking in your street, the process for consideration of new Controlled Parking Zone (CPZ) schemes is driven by the community and therefore with the provision of evidence of support for parking controls in the immediate community (evidence such as a signed petition from residents in the road and neighbouring roads for example) we will present this to the Cabinet Member for his consideration when deciding next year's parking plan. A CPZ aims to prioritise resident parking and without the controlled parking in the roads the Council cannot discriminate against which vehicles park in the road.

Carlingford Road, SM4

ES/WR2018B1/021

Having viewed that plans, I am happy that a problem has been identified and it will get sorted out. However I feel that the biggest problem has been missed.

As you enter Carlingford Road, people park on the first bend. There are usually two long wheel base vans that are used by scaffolders - parked on the right hand side. They belong to No2 and No 8. Then an EDF van parks on the left hand side. Not to mention other cars. During the working day this is usually not a problem. However in the evenings and most weekends, this is a serious problem. In the event of a fire, it will be virtually impossible for a fire engine [and probably an ambulance] to pass through.

Officer's Comments:

Officers have noted residents' concerns for further waiting restrictions and this will be progressed with future investigation as part of the Council's borough-wide proposed waiting restrictions programme.

Connaught Gardens, CR4

ES/WR2018B1/020

I would like to raise an objection on the above reference in Connaught Gardens Drawing No. Z27-660-04.

I would like to bring to your attention that the proposed Ambulance bay has been drawn in front of two private off-street residential parking bays for Nos 60 and 61 Connaught Gardens. Having this Proposed Ambulance bay here would result in these parking spaces being completely blocked from access to the Road. Please can you adjust your proposal so as to not block the parking bays?

Officer's Comments:

The ambulance bay has been removed from the proposal and will proceed with the waiting restriction only.

Dennis Park Crescent, SW20

ES/WR2018B1/028

Agree, if just that small section around the back of the green, then a sensible addition.

ES/WR2018B1/029

I have seen plans of proposed double and single yellow lines for part of Dennis Park Crescent, but have not yet found any notices for residents to be able to respond. There are no signs on the surrounding lamp posts yet. I'm anxious, because although there is a very real problem with cars blocking this narrow road, these lines seem to be rather unhelpful!

The two small proposed double yellow areas are exactly where there is room for a car to park without hindering traffic. Residents and visitors use these every day with no problem and would be really upset to lose them. The proposed single yellow line, however, is exactly where the road is too narrow for anything to park without blocking the way. It would seem that the single yellow is indicating that you can park after 7pm, which, unfortunately, would still be blocking this single track road. Ideally, there would be a double yellow where you have indicated a single yellow line, and no markings where you have indicated a double yellow line.

I will happily respond to a consultation document, but can't track it down yet. However, I wondered whether you had any advice or explanation of the markings' use.

Officer's Comments:

Giving consideration to the representations in that the proposal did not completely address the obstruction issues, due to being limited operational restriction, a single track road and that it removed parking where obstruction was not an issue, the proposal is to be re-consulted in a future proposal to address issues.

ES/WR2018B1/030

It is what residents wanted, and seeing how narrow the road is, it is imperative.

Langdon Road, SM4

ES/WR2018B1/026

Having only found out about these proposed parking restrictions in Langdon Road/Langdon Walk on Friday evening, I was put in contact with CA whom I believe has already contacted you. She told me you had extended the deadline to today. I set off with my petition Saturday afternoon. A lot of the residents were not home but those that were, were eager to sign. A vast majority of the residents were unaware of these proposals.

From talking to them, it is in agreement that something should be in place, Leominster/Langdon Rd junction (to allow access to emergency vehicles) but double yellows on the side of Langdon Road where no one parks is a complete waste of time and money.

Tenants were also in agreement, there is no reason to double yellow the Langdon Rd/Langdon walk junction with parking at this end already a problem. Please see attached petition.

Officer's Comments:

The aim of the proposal is to maintain clear access through the road and sightlines at the junctions of the carriageways and especially assist waste collection services as well as provide clear access for emergency services should the need arise. The request for waiting restrictions originates from the Safer Neighbourhoods Team to introduce restrictions to Langdon Walk junction with Langdon Road, to address obstructive parking, due to frequent call-outs for the team to remove vehicles obstructing moving traffic.

It is important to note that waiting restrictions are proposed where parking cannot be accommodated without causing obstruction, where parking can be accommodated restrictions are not proposed. Although I appreciate that parking may be a priority for you but as the Traffic and Highway Authority, Council's priority is to ensure that safety and access are maintained at all times and as a result officer's recommendations would be to introduce the proposed restrictions.

Linkway, SM4

ES/WR2018B1/004

We live in ** Linkway and think the double yellow line that is being proposed is a great idea. Cars parked on both sides of the road in that area has always impacted traffic flow and was in my opinion dangerous due to the lack of visibility to oncoming traffic.

So having this section free would greatly help with flow and the visibility to oncoming traffic.

ES/WR2018B1/008

I have seen the proposal to put a double yellow line at the bend from 66 to 68 Linkway, Raynes Park and I wholeheartedly support this proposal. This is becoming a fairly dangerous bend when cars are parked there, obstructing the forward view of the road. In particular, when there are large events at the playing fields many parents even park their cars on the pavement around that area.

ES/WR2018B1/010

As residents in Linkway, we would like to express our support to the proposed waiting restrictions in Linkway.

It sound like a very good solution to a dangers stretch of road. As it is now, this bend of lower Linkway is an accident waiting to happen. With cars parked on both sides, you have no view of oncoming traffic. On a regular basis the traffic gets grid-locked because you cannot see what is happening in front of you, or you hear brakes screeching or car-horns being used.

As the proposed stretch of road is not in front of houses (except no. 66 which has off-street parking) there should still be enough parking spaces for the residents.

ES/WR2018B1/012

I think having a double yellow line on Linkway from number 66 and round the bend, is a good idea.

However, Linkway is a 30 mph road, so it would be good to have signs painted on the road saying "slow". The double yellow line by the junction with Fairway that was painted last year has improved safety, but some drivers go too fast round that bend.

Even better, Linkway and all the neighbouring roads, should have 20mph limits. But by the best would be for the default speed limit in the whole borough to be 20mph.

ES/WR2018B1/014

Re proposed double yellow line in Linkway, as a 30years-long resident of 77 Linkway I fully agree with this It will make the corner much safer for all

ES/WR2018B1/018

I am a resident of Linkway and was recently sent details of the above proposal. I think it is a very good idea and can only make the road safer.

I would also like to suggest putting double yellow lines on one side of Church Walk where it meets Grand Drive, not outside anyone's house, but either alongside the garden of the house in Grand Drive or on the other side of the road as far as the entrance to the church. This would greatly help cars waiting to turn from Grand Drive into Church Walk.

Marina Avenue, KT3**ES/WR2018B1/002**

I fully support the proposal for double yellow lines as proposed by ES/WR2018B1. This will make it safer for children and parents to cross the road, and greatly improve access for cars and lorries (including council vehicles) that need to turn down Marina Avenue. Please note my full support for this proposal.

ES/WR2018B1/003

We note and agree with the proposal and can only hope that they are enforced, which is not, --and to the best of our knowledge -- has never been the case with the current white hatched lines on the corners (by numbers 16 / 37). This often causes obstructions to those with push chairs etc.

Could you also consider applying the same lines to the entrance to the lane opposite this corner, between numbers 19 / 21, which would also help to keep the junction clear for turning (refuse trucks in particular,) and allow access to the lane. Similarly, the current white line across the access to the back lane behind number 37, and is adjacent to the gates of The SJHMPF, is in need of refreshing.

ES/WR2018B1/005

I wish to put my thorough approval with the yellow lines proposed for Marina Avenue. I believe that they are absolutely required to improve safety, visibility and to provide clear access for all road users.

ES/WR2018B1/015

I fully support the council's proposal for double yellow lines on Marina Avenue.

It can be tricky enough to turn into Marina Avenue when cars have been parked on the current white lines, and I only have a regular car. Larger vehicles cannot always make the turn when people have parked thoughtlessly.

It will also greatly improve visibility for those who need to cross the road.

ES/WR2018B1/019

I wish to express my views against the proposal to put additional double yellow lines on Marina Avenue near numbers 2.16 and 37.

I am a resident on this street and I already struggle to park my car near my property, especially if I return home after 8pm. The additional double yellow lines would make this problem worse.

In addition, cars parking close to the corner near numbers 16 and 37 currently act as a traffic calming measure, forcing cars to approach the junction with caution, and if there was more visibility at that corner I believe cars and vans would drive faster which would be more dangerous than the it is now.

I would however be strongly in favour of marking double yellow lines in the turning circle at the end of Marina Avenue. Currently when the street is very busy cars park in the circle resulting in drivers needing to use footpaths and driveways to turn.

Officer's Comments:

The aim of the proposal is to maintain clear access through the road, especially to assist emergency and waste collection services. The Council has a statutory duty to ensure safety and access for moving traffic on the public highway, especially refuse vehicles and emergency service vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times.

Officers have noted residents' concerns for further waiting restrictions and this will be progressed with future investigation as part of the Council's borough-wide proposed waiting restrictions programme.

ES/WR2018B1/024

We wanted to write in favour of the proposed yellow lines in Marina Avenue. Inconsiderate parking on the corner where Marina Avenue turns causes many problems, including preventing dustbin lorries from collecting on time and stopping delivery lorries from being able to deliver their goods; we once had to carry a large item down the road because the lorry couldn't turn to come to our end of the road due to people parked on the corners - it was either that or arrange for re-delivery. Parking on the corners is also awkward for those in wheelchairs and with pushchairs as it blocks the dropped kerbs.

Our main concern is that the yellow lines be enforced with regular ticketing for offenders; if it's not known that a penalty is likely, I suspect it will not be much of a deterrent.

ES/WR2018B1/025

Please see the attached photography which confronted me this morning which I and my neighbours are faced with on a regular occurrence, bad inconsiderate parking in the Marina Avenue turning circle outside 109/111 Marina Avenue.

The turning circle needs double yellow lines and notices informing vehicle users "not to park in the area" There are consultations on placing double yellow lines already within areas of marina Avenue, please can the turning circle be considered.

Emergency vehicles, first responders are often unable to navigate their vehicles at the end of Marina Avenue, due to the picture I have attached this morning. There are several elderly residents in the road that need emergency response and this inconsiderate parking creates difficulties for residents and other considerate road users.

ES/WR2018B1/027

I have been knocking on doors in Marina Avenue and the proposed double yellow lines are seen as a good thing by most of those I talked with. Personally I think it is a good proposal; I have been asking for improved safety measures for ages.

A few people also suggested a yellow line at the cul-de-sac end of Marina Avenue, as some inconsiderate people park there, making turning very difficult. Please could this be investigated? Of course, if people always parked considerately, we wouldn't need to use all this paint.

Ryfold Road, SW19

ES/WR2018B1/007

I'm writing to express my concern at the planned proposals to change the parking restrictions outside the Wimbledon Mosque.

My concern is that the proposed parking restrictions will prevent people from attending the mosque. I live opposite the mosque (59 Ryfold Road) and have never experienced any problems with cars outside our home and have always had access to my driveway. I understand that one of the reasons behind the proposed parking restrictions is that the safety barrier is often blocked by cars but I am unsure as to why this is a problem/how this is a safety feature.

ES/WR2018B1/011

Please don't put more double yellow lines on Ryfold Road. Some nights when the mosque is having a service there is absolutely no room on any surrounding roads (Farquhar, Strathmore, the crescent, etc.) and I cannot park my car. I drove around those roads for 45 mins one night until one car from the mosque eventually left. Please, parking is difficult enough as it is.

ES/WR2018B1/023

I would like to object to the above proposal as this will affect me and my parking my car near my house at the weekend. I live on Ryfold Road, where at the moment there is a single yellow line. If you make this a double yellow

line then this will affect me at the weekend and the ability for me to park my car near my house.

Also you are only doing this on Ryfold Road, this is a blatant racist action against the Muslim community who use the mosque.

There are 3 other roads, Ashen Grove, Stuart Road and Stroud Road that have single yellow lines and there is no proposal for those roads.

If you want to put restrictions then only do these where there is a dropped curb. Also when you changed the barriers on Ryfold Road to the bollard style, Motorbikes and scooters speed through them with disregard to the pedestrians, if you want to do something then change that so it is safer for residents.

I plan to notify other mosques in Merton about this proposal against the Muslim community by Labour and as there is a local election on 3rd May, will focus on changing the balance to a Tory or Lib Dem councillors.

ES/WR2018B1/032

I object to this proposal. Parking space in zone P1 apart from the area west of the railway line is already under great pressure, and there is significant inconsiderate / illegal parking when services or events are occurring at any of the places of worship in the zone and Wimbledon Park Hall.

Better enforcement of current parking restrictions would be more beneficial. Additionally, if the cycle lane were removed from the stretch of road between Ryfold and Stroud roads, people would be more willing to park there, rather than on Ryfold as currently it is really too narrow for large vehicles to pass safely and cars do get damaged. Invariably there are large spaces there when the other roads are full of parked cars.

ES/WR2018B1/033

I'm writing to express my concern at the planned proposals to change the parking restrictions outside Wimbledon Mosque.

I'm concerned that the double yellow lines will prevent people from parking and dropping off friends and family to attend the mosque. I would like to ensure that the space mosque-goers can use is as big as possible, as we live opposite the mosque (59 Ryfold Road) and have never experienced any problems with cars outside our home.

ES/WR2018B1/034

I am writing to you on behalf of the community and the management committee of Wimbledon Mosque and as a resident who resides on Ryfold Road.

As the trustee of Wimbledon Mosque I would like to bring the attached petition signed by 126 attendees of the Mosque and the following points to your attention:

Problems due to new restrictions

- It should be noted that there are times when the only option is for the disabled members of the congregation to use the single yellow lines with their disabled badges as there is only one disabled bay outside the mosque and we generally try to keep spaces free in our car park so that disabled members of the congregation can park.

- During the summer months when three of the five prayers take place after 7 pm, this will cause more congestion on the surrounding roads, causing inconvenience to the residents who are returning in the evening as there will be no possibility to park outside the mosque.

Actions currently taken by Masjid

The management committee of the mosque makes a concerted effort to inform the congregation not to block the bollards and not to block the dropped curves for the residents on Ryfold Road numerous times and also has notices displayed.

Additional considerations if Proposal goes ahead

- If this proposal takes place, then I propose that you should also allow 20 mins free parking in the Pay and Display bays on Ryfold, Ashen, Stuart, Stroud and Durnsford Roads to help the members of the congregation, as you have on Arthur Road for the shops, and a 1 hour suspension of all parking restrictions for the resident and pay and display bays on Friday Afternoons between 1-2 pm during Friday prayers, when in the region of 500-800 members attend the mosque.

As a resident of Ryfold Road I object to these new proposals due to the following reasons:

Current Problems:

- Currently I am not able to park in a parking bay at least 90% of the time on Ryfold Road, when I return from work in the evening. I generally tend to park on a single yellow line outside the Church on Ryfold Road or on a yellow line elsewhere on Ryfold Road. If parking becomes limited on Ryfold Road due to these proposals then parking will become even more problematic.

Problems due to new restrictions

- The new proposals for waiting restrictions on Ryfold Road will force the problem onto the other surrounding roads as well as Ryfold Road itself.

- Also does this new proposal imply that the same will occur outside the Church in the near future causing even more parking problems?

- Considering we are already paying for parking permits to park on Ryfold Road, and an extra premium if you own a diesel car, it does not seem fair that the council is proposing restrictions that will promote a lack of parking spaces for the residents in the evenings.

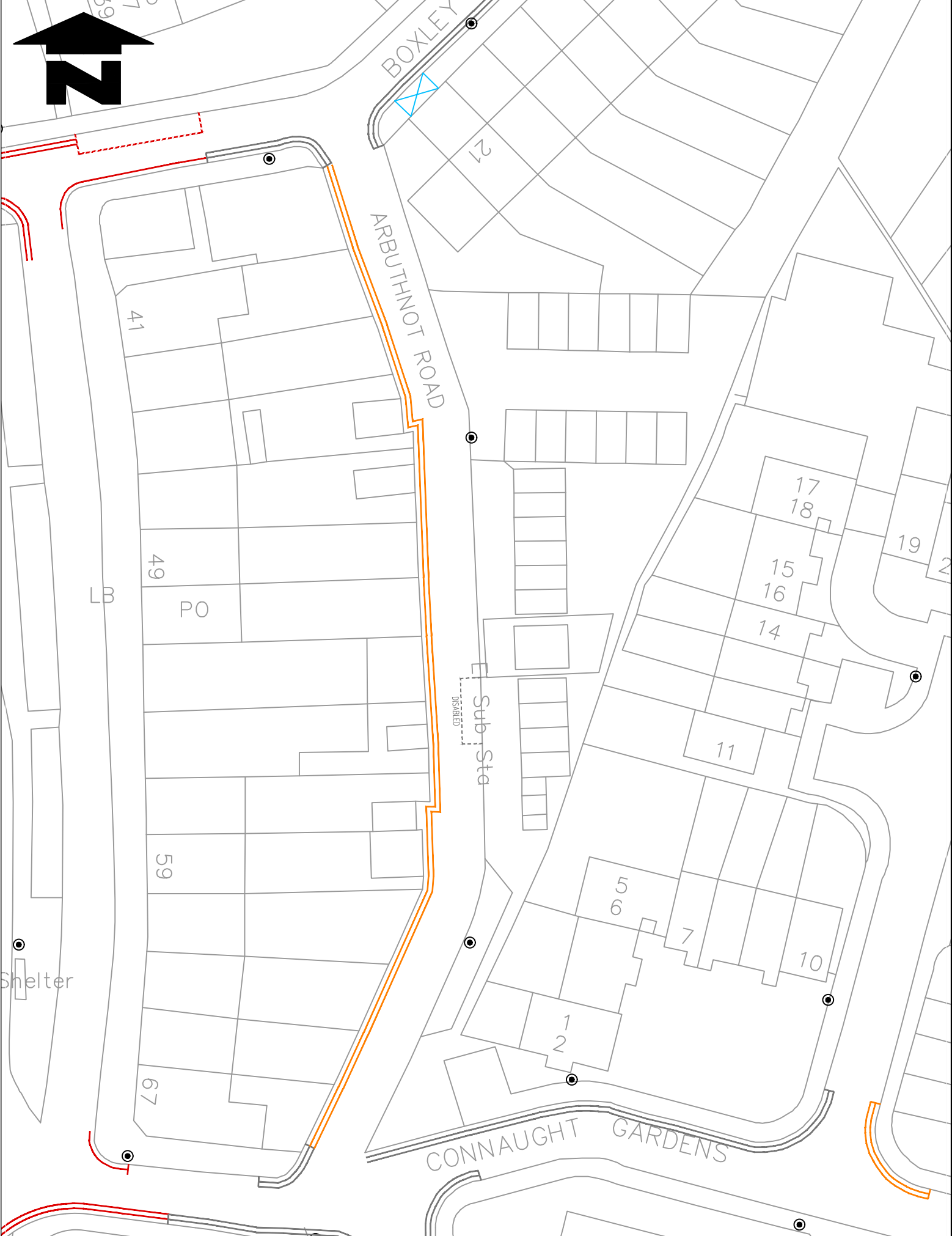
If you require any further information please do not hesitate to contact me. I look forward to a positive outcome that benefits both the residents and congregation at Wimbledon Mosque.

Officer's Comments:

The aim of the proposal is to maintain clearance at the emergency access barriers, firstly to allow emergency access should the need arise and secondly for vehicles to have carriageway space to be able to turn around either side or provide clearance for cyclists. The Council has a statutory duty to ensure safety and access for moving traffic on the public highway and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times.

However, giving consideration to the representations / petition received and the parking pressure expressed from the community the extents of the proposed waiting restrictions are to be reduced to address specifically the immediate carriageway adjacent to the emergency access barrier and the junction of Ryfold Road and Durnsford Road.

Appendix C – Revised Drawing Nos. Z27-660-03A, Z27-660-06A and Z27-660-14A



Notes
Do not scale from this drawing



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London Borough of Merton 100019259

Drawn by BC	Sig.	Date March 2018
Checked by	Sig.	Date March 2018
Approved by	Sig.	Date March 2018

PROJECT
Waiting Restrictions
(Proposed)

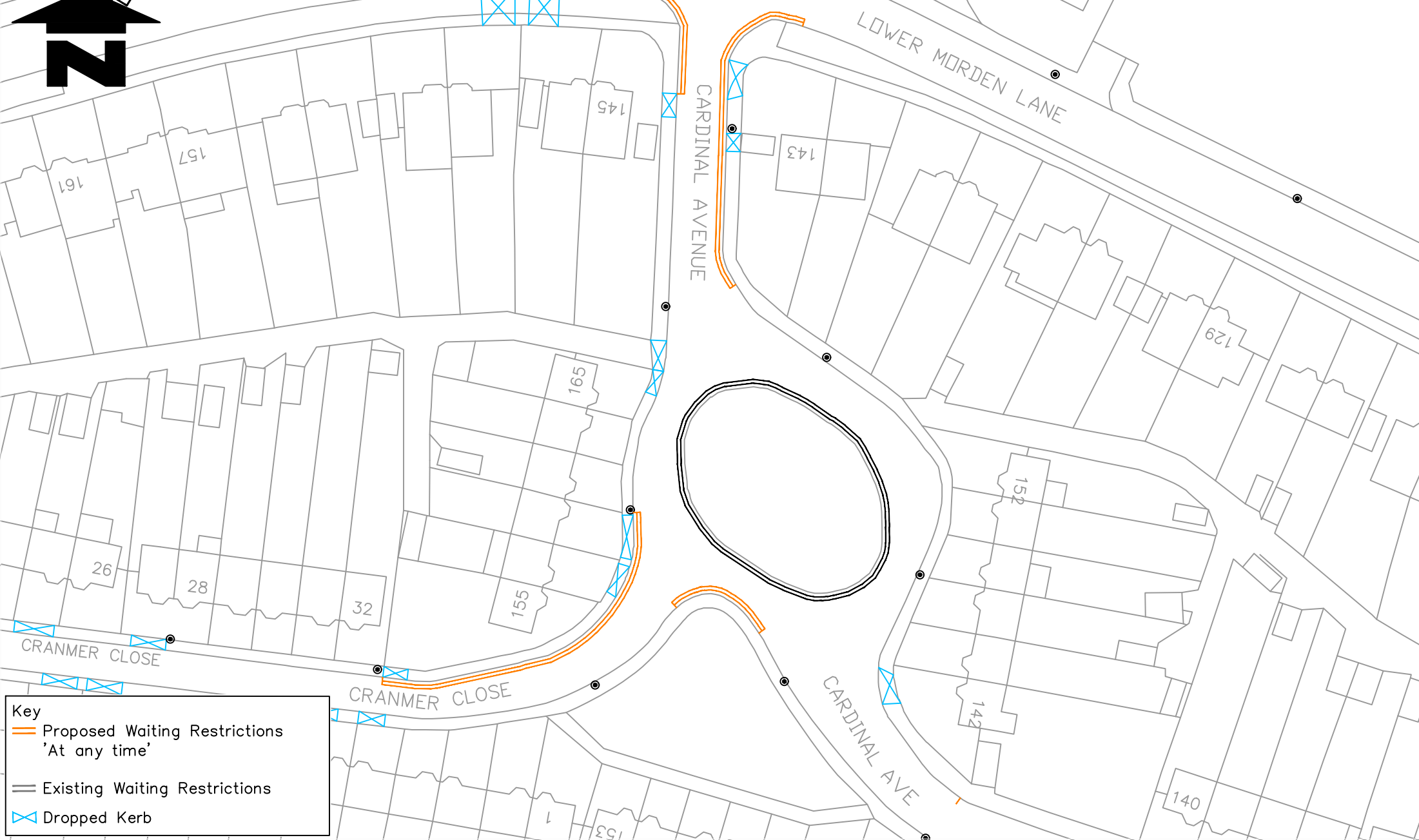
TITLE
Arbuthnot Road & Connaught
Gardens, SM4



Drawing No. Z27-660-03
Revision A
Classification CONSULTATION
Scale 1: 500



SCHOOL KEEP CLEAR



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

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

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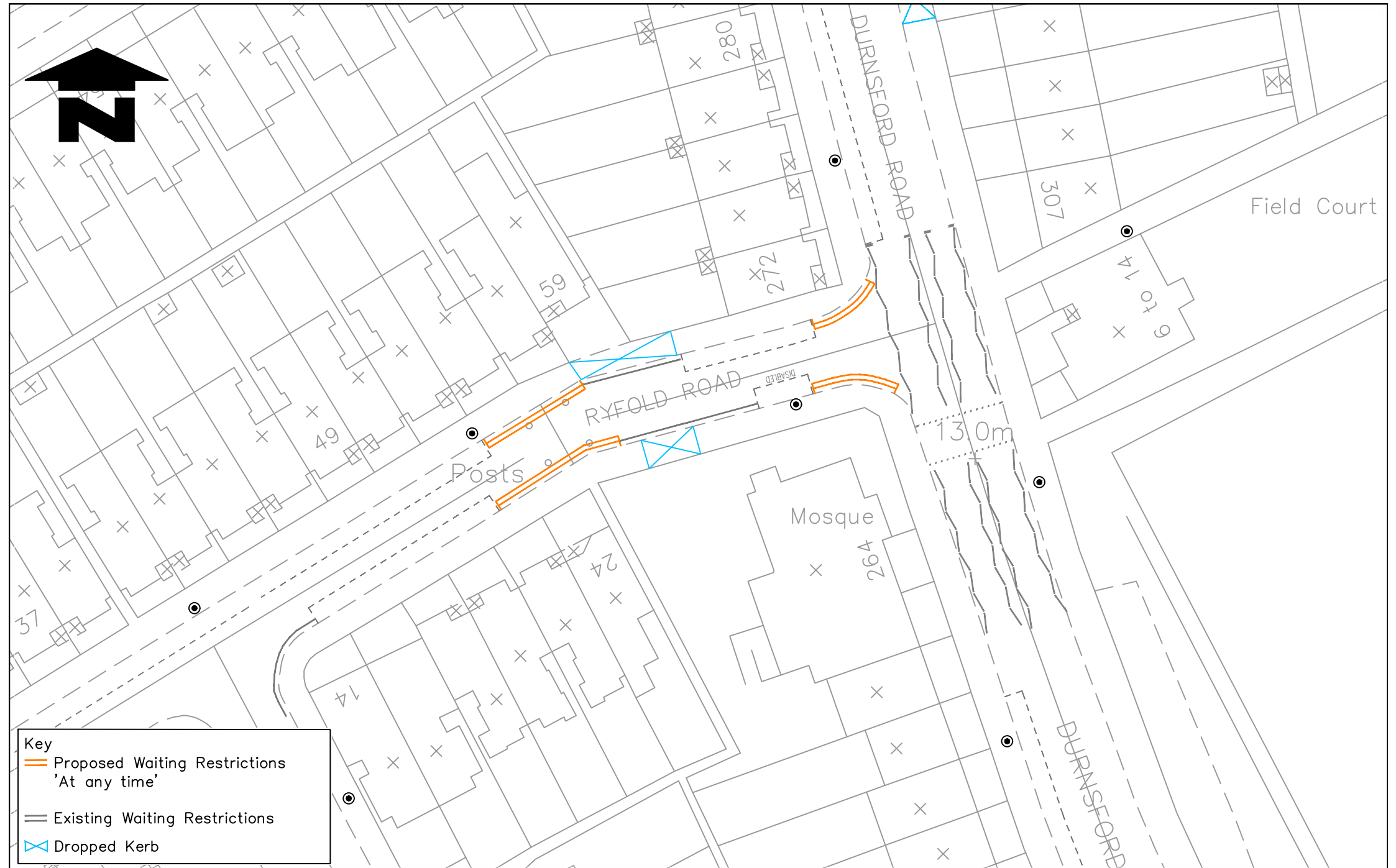
Drawn by: BC Sig. Date: May 2017
 Checked by: Sig. Date: May 2017
 Approved by: Sig. Date: May 2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Cardinal Ave / Cranmer Close SM4

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

Drawing No.	Z27-660-06
Revision	A
Classification	CONSULTATION
Scale	NTS



Key

- Proposed Waiting Restrictions 'At any time'
- Existing Waiting Restrictions
- Dropped Kerb

Notes
Do not scale from this drawing

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



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Drawn by BC	Sig.	Date May2017
Checked by	Sig.	Date May2017
Approved by	Sig.	Date May2017

PROJECT
Proposed Waiting and Parking Restrictions

TITLE
Ryfold Road, SW19



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

Drawing No.	Z27-660-14
Revision	A
Classification	CONSULTATION
Scale	NTS

Appendix D – Petitions received within representations

From C Armstrong, 65a St Helier Avenue, Morden, Surrey SM4 6HY

I am making this **Petition Representation Against** the proposed **Double Yellow Lines WR2018b1** on St Helier Avenue Service Road / Arbuthnot Road & Connaught Gardens

This petition consists of a paper one, and Online at Change.org.

Background and Issues :

The garages which were set back off the road, which used to be situated along St Helier Service Road, (now one side is Arbuthnot Road) enabled parking conveniently off road and enabled the rear of the shops to readily use their rear entrances. Visitors and residents alike could park fairly easily, and leave the roadway mostly clear.

Then the garages were to be replaced with flats & one long property, and in spite of many local objections to the position of the property and the problems that it would cause, it was 'built anyway' without taking any adherence to the local concerns.

After the flats were built, a new resident was granted a disabled bay, but rather than positioned one their property it was placed on the roadway, which creates a 'slalom or chicane'. This is because the far side has typically been the 'through side', because it is on the 'opposite' side to the shops rear entrances. (Obviously not their fault!)

Typically all parking was kept to the rear side of the shop rear entrances or on the former garage forecourts, which allowed exit & entry from the far lane.

But the disabled bay encourages cars to park on the 'far or Arbuthnot side', and then leaves the rear shops parking outside their rear entrances.

The Flats arrived and allocated 6 spaces for parking for potentially 22 adults! Then as the flats were finishing we 'lost' part of our roadside parking and a 'layby parking' feature arrived. This enabled around 5-6 vehicles to park roughly 90 degrees to the roadside. But then it was tarmaced and fitted with barriers! Then we understood it was 'given' to the flats, leaving residents with no where to park! PCM signs went up to enforce the section.

Only 2 of these 'layby spaces are ever used' and then only occasionally. I have been told that they buy their flat with a car-parking space for an additional £10,000, but have no right over anyone else with a permit to park there!

Meanwhile on the other side of the flats, at the forecourt section initially around 6 cars regularly parked and juggled about, in order to come and go.

Then a grey tent appeared, in the community gardens, and then 3 car parking spaces were disallowed as the 'garage added notices of No Parking? So now those 3 cars have to park on the road.

Parking is now at such a premium for the flats, that they squeeze onto the corners or have to park along the road.

Then we've been seeing a steady increase in the number of damaged 'taxi's' which have appeared on the local roads to the flats. The owner of this insurance business Mr Khan lives in one of the flats and runs Zhe German. Complaints are made, and cars are moved (some quickly /some take a few months), but the flow never seems to stop! This greatly reduces our parking options..

Two of the shops feel that they don't have room to pull out because of the 'opposite road parking'.

I have pointed out that angling their vehicles prior to exiting, ought to provide enough room to pull out into the nearby lane, however this is tight, depending upon the vehicle size.

Opening up each entrance to the full width of their property, will enable the full 'swing angle' to be used. Another option is to introduce a 'parking lay-by' to clearly demonstrate the active and private use.

To assist with the prevention of parking outside gates/shuttered entrances I have suggested that they try the White CrossOver Lines. Most people respect this entrance mark and don't park.

Time is required to explore these options.

WR2018b1 Council Planning Application Department & Traffic And Highways- 27.04.18
Barry Copestake <Barry.Copestake@merton.gov.uk> & <Traffic.AndHighways@merton.gov.uk>
From C Armstrong, 65a St Helier Avenue, Morden, Surrey SM4 6HY - 07721331991

I am making this **Petition Representation Against** the proposed **Double Yellow Lines WR2018b1** on St Helier Avenue Service Road / Arbuthnot Road & Connaught Gardens

Some people like the Accountants, Chinese, Chicken Food Take-aways, and many residents, and all visitors, have no parking at all and makes their trading /parking much harder as they are left to simply 'find a space every night' or when they visit.

It is widely agreed that if the Legal Dept of Merton Council at Gifford House moved their gate further in and allowed the end 8 parking spaces or so to be general public, this would help; or allowed overnight parking from say 7pm - 8am it would greatly help everyone. Perhaps we'd need permits to do this but it would help.

Have spoken to many, many local residents, they are now all very worried and concerned, that if we lose 'our right to park' we will be forced to use their roads and they are all already under extreme pressure.

It makes our life harder and more stressful totally un-necessarily, as we try to carry heavy food shopping, or goods or other reasons need to alight near our homes.

People are appalled at this Sledge Hammer approach, to resolve a case of 'car dumping' and sorting a few entrance issues.

Double Yellow Lines will prevent everyone from parking is incredibly inconsiderate to other's needs & requirements, not neighbourly, selfish and extremely greedy.

This will devalue our homes, as we and guests are prevented from parking, making the property less attractive than others.

Had the flats been set back 4ft in total then parking outside would have been perfectly possible and resolved all of this above issues.

So I and everyone who has signed this Petition on paper or online :

Implore you along with my substantial local petition to not paint the double yellow lines, but to please re-think this.

I am most happy to work with you and the other residents, to try to find more appropriate solutions.



The original garages, showing cars only parked in a few rd areas & on the garage areas where possible. Then access was cut off.



Squeezing in when spaces are short.

Various
damaged
cars
awaiting
repair.



I am making this **Petition Representation Against** the proposed **Double Yellow Lines WR2018b1** on St Helier Avenue Service Road / Arbuthnot Road & Connaught Gardens

The following images show the street and the number of vehicle which park along the street. The Flats and their assigned parking and now the restriction along one side.



The main section of the road and the empty flat assigned parking.



The street by disabled space which encourages far roadside parking.



The street outside the flats showing rear entrances. Plus damaged BMW car awaiting repair - around 8wks now.



The shutters that restrict the entry exit of shops. So widening entrances will help.



The street outside the rear store rear entry/exits and the restrictive nature of the shutters. Plus how there is a great need for parking.



The need for parking. Some cars use this area for the flats of 1-39 St Helier Av.



The parking for the main Flats. Only Two parking areas, and 3 bollard type parking protectors, add to the confusion. The constructed garage behind the wooden gates, that now demands a throughfare.

The shows how the Council Office of Gifford House is often empty and residents being able to use this during the evening at least would help. Moving it's gate further in would divide off a section or just allow permit parking. The Take-away customers would find this most helpful.



Petition Against the proposed Double Yellow Lines WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

Barry Copestake <Barry.Copestake@merton.gov.uk> & Traffic And Highways <Traffic.AndHighways@merton.gov.uk>
Representations to the proposals can be made individually or in a united format such as a petition for example. Provide the reference **WR2018B1**

We the undersigned **DISAPPROVE** of the proposed **Double Yellow Lines** for the above roads. The Council Offices and the new flats, causes a great deal of pressure to parking. Parking is difficult a great deal of the time, sometimes having to use nearby roads, & this proposal will make it totally impossible. Shop workers & visitors find it hard to park. With no alternatives proposed this reduction in parking makes no sense. It also devalues our properties, makes life harder & more stressed.

Name Address Signature Comments

Name	Address	Signature	Comments
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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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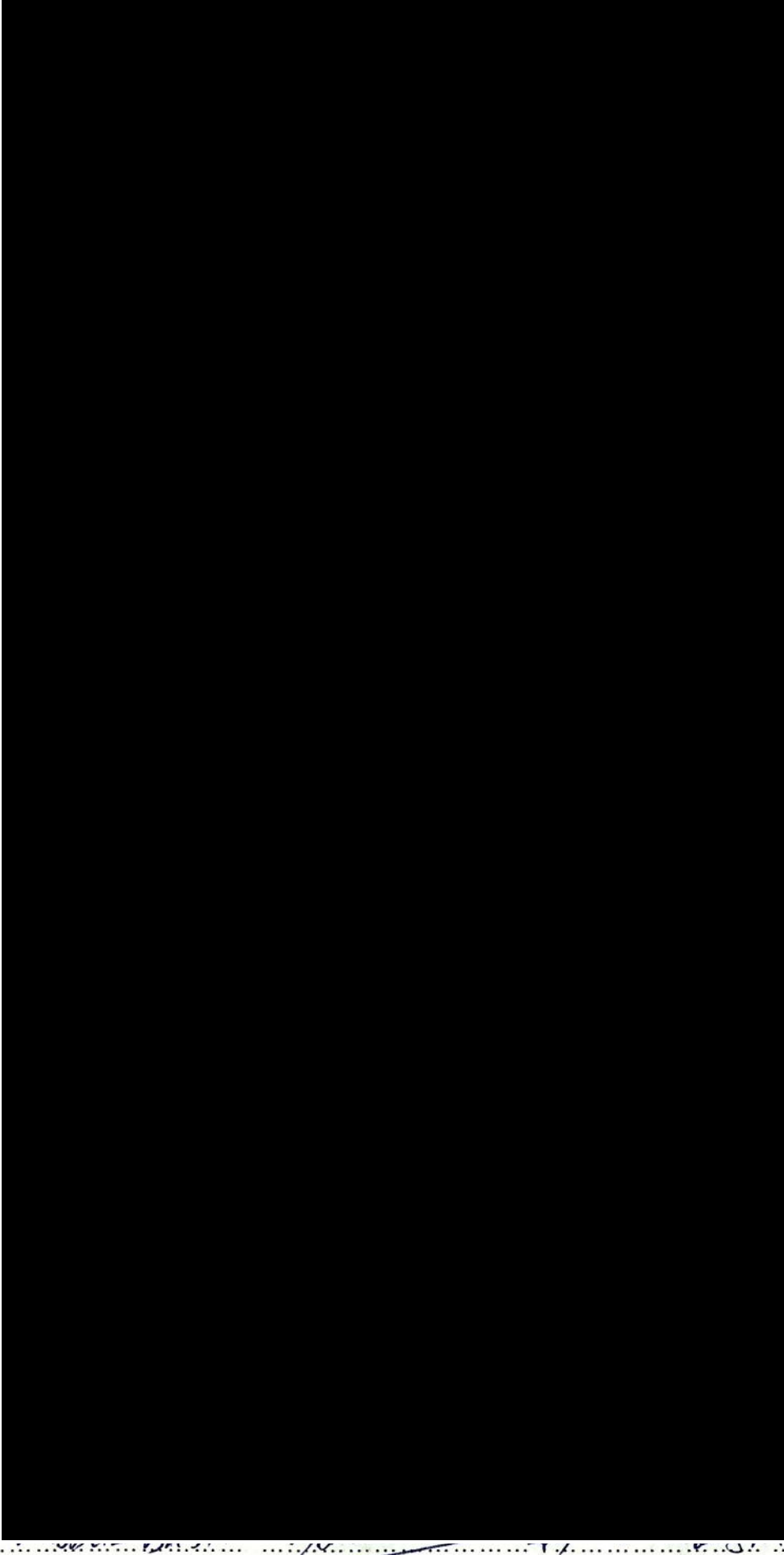


Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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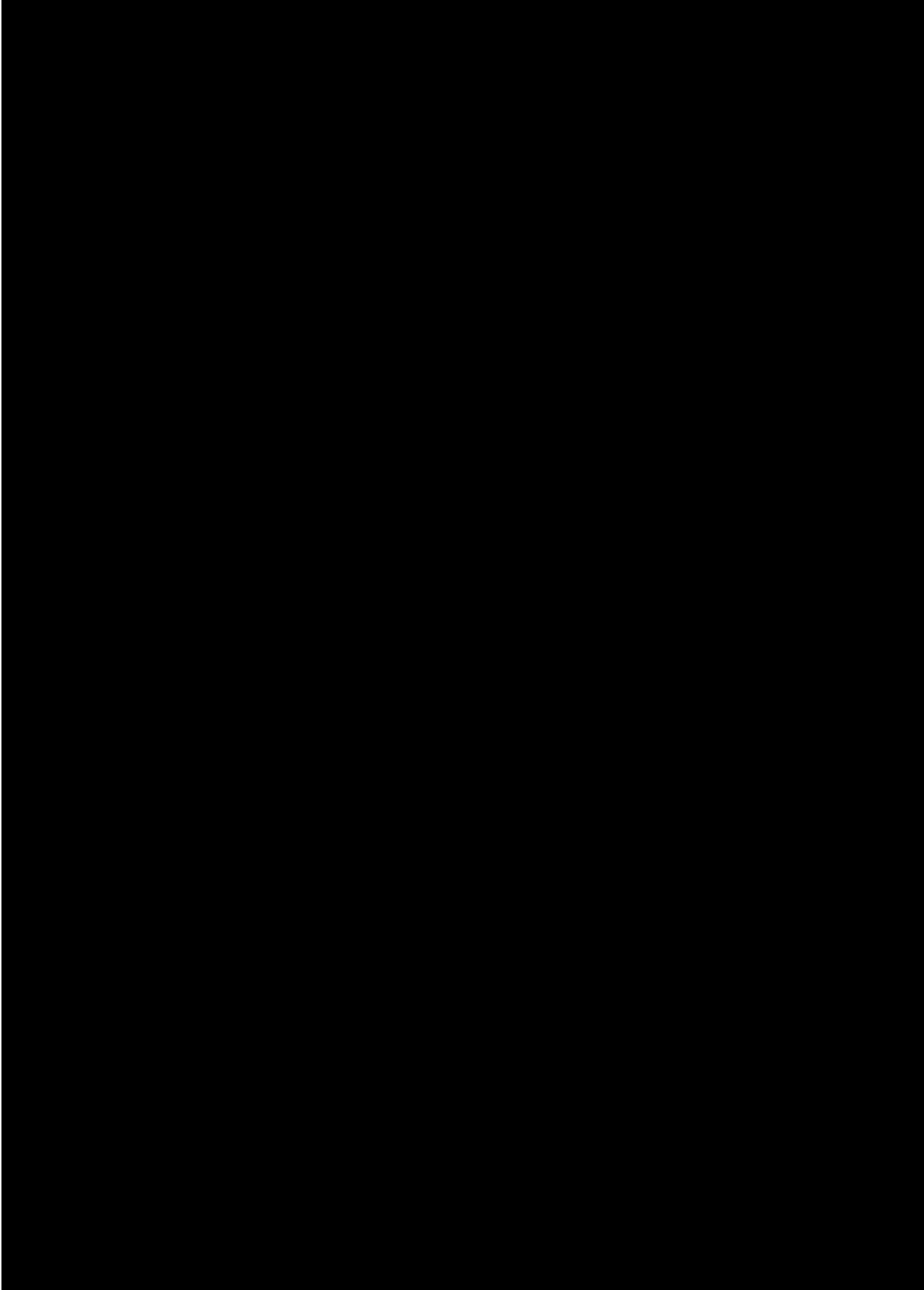
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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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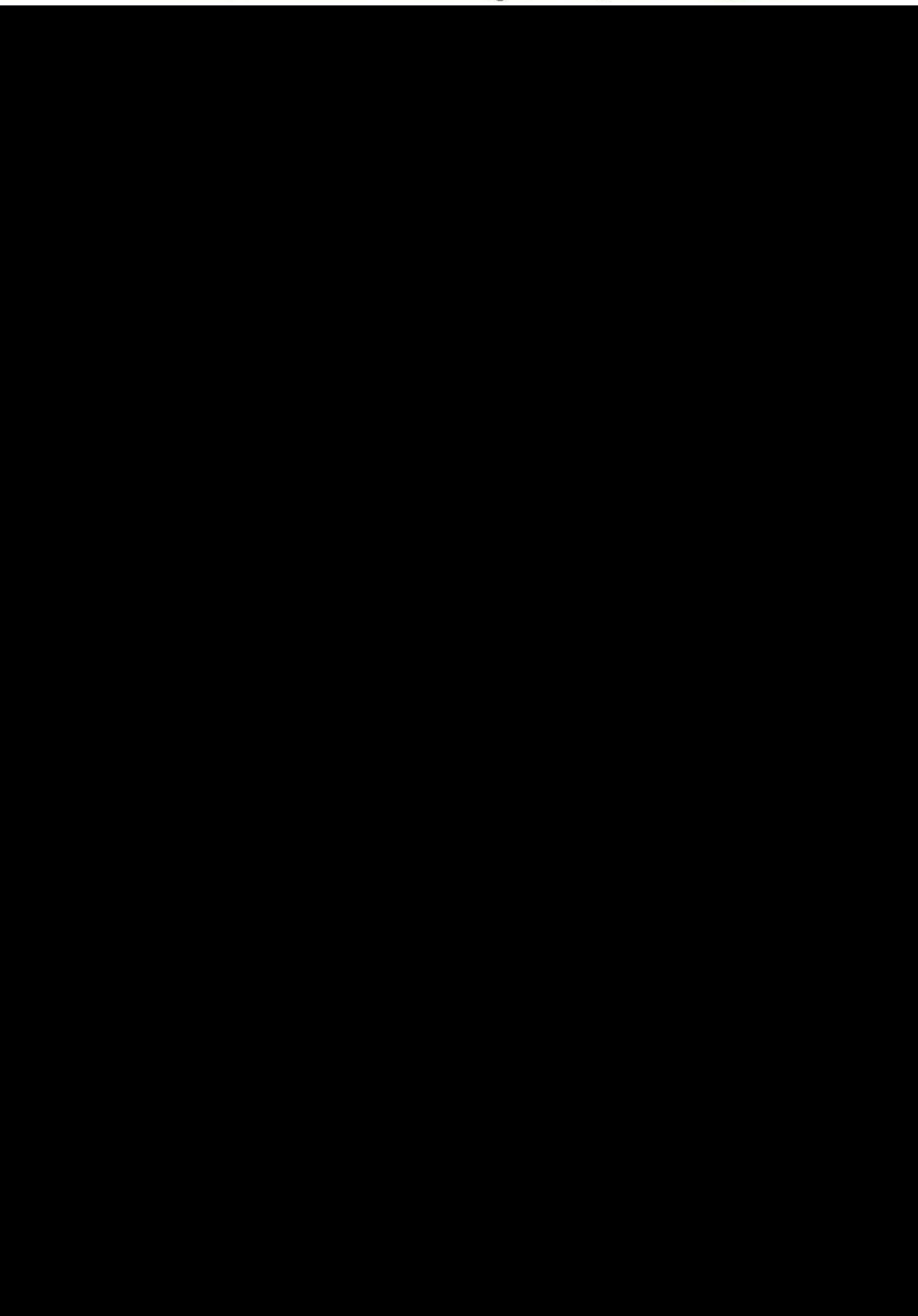
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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018 .

Name Address Signature Comments

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Petition Against the proposed Double Yellow Lines cont ...WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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Petition Against the proposed Double Yellow Lines cont ...WR2018b1
Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

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https://www.change.org/p/aurora16magic-gmail-com-petition-against-the-proposed-double-yellow-lines-by-merton-council?recruiter=71187433&utm_source=share_petition&utm_medium=copylink&utm_campaign=share_petition

ALEX young 37 Connaught
GARDENS

Alex



Sent from my iPhone

Begin forwarded message:

From: Priya Bhatt <priyabhatt1001@gmail.com>
Date: 24 April 2018 at 21:35:41 BST
To: rakshapatel2011@hotmail.com
Subject: Proposed double Yellow line on Arbutnot Road

Dear Mr Copestake

I write on behalf of the residents listed below and we are writing in support of the proposed double yellow road planned to be implemented on Arbutnot road in Morden.

I am one of the many shop owners of the St Helier Ave parade and have been often been affected by inconsiderate parking on a number of occasions since the garages were abolished on Arbutnot Road, in Modern.

The new flats built come with parking spaces, yet often people park their cars on this road, causing congestion and access problems for residents and business owners whose property backs on to the road.

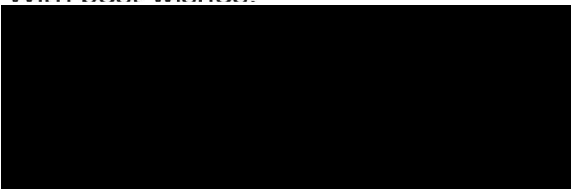
We understand that people are currently lawfully able to park there, however on most occasions people park very inconsiderately and this provides difficulty exiting and entering the property from the back. Often the cars are parked so close to each other, blocking gates and doorways. sometimes there is so little space due to cars being on either side of the road that large vehicles are most likely unable to pass through. This is of particular health and safety concern in emergency situations; should there be the need for access for a fire services or a hospital ambulance, we fear that the way people mis- use the road would very likely delay emergency services getting access swiftly.

In addition as you might imagine we have large commercial waste bins that we have a lot of trouble getting out for collection- bin vans also have trouble accessing the road.

We feel that the proposed double yellow lines would deter people from parking in this way and improve the current situation, we would welcome this proposal and believe that it would much safer to restrict peoples ability to park on a narrow road that gives access to many residents.

Please don't hesitate to contact us should you require any more information.

With best wishes.



St Helier Ave

Name	Address	Date	Signed	
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Petition Against the proposed Double Yellow Lines

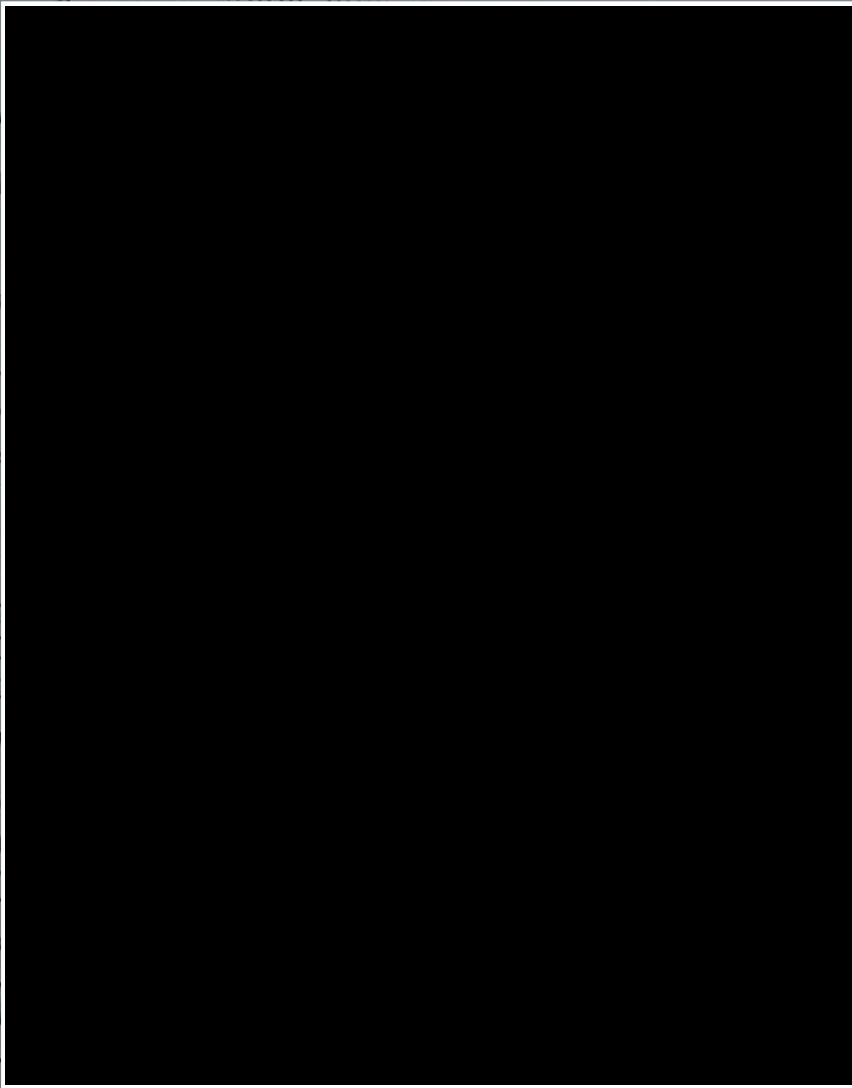
Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

WR2018b1

Barry Copestake <Barry.Copestake@merton.gov.uk> & Traffic And Highways <Traffic.AndHighways@merton.gov.uk>
Representations to the proposals can be made individually or in a united format such as a petition
for example. Provide the reference **WR2018B1**

We the undersigned **DISAPPROVE** of the proposed **Double Yellow Lines** for the above roads.
The Council Offices and the new flats, causes a great deal of pressure to parking. Parking is difficult
a great deal of the time, sometimes having to use nearby roads, & this proposal will make it totally
impossible. Shop workers & visitors find it hard to park. With no alternatives proposed this reduction
in parking makes no sense. It also devalues our properties, makes life harder & more stressed.

Name	Address	Signature	Comments
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Claire

Petition Against the proposed Double Yellow Lines WR2018b1

Arbuthnot Road and Connaught Gardens - deadline 27th April 2018

Barry Copestake <Barry.Copestake@merton.gov.uk> & Traffic And Highways <Traffic.AndHighways@merton.gov.uk>
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Name	Address	Signature	
		
		
		
		
		
		
		
		
		
		

Barry Copestake

Petition Against the proposed Double Yellow Lines WR2018b1

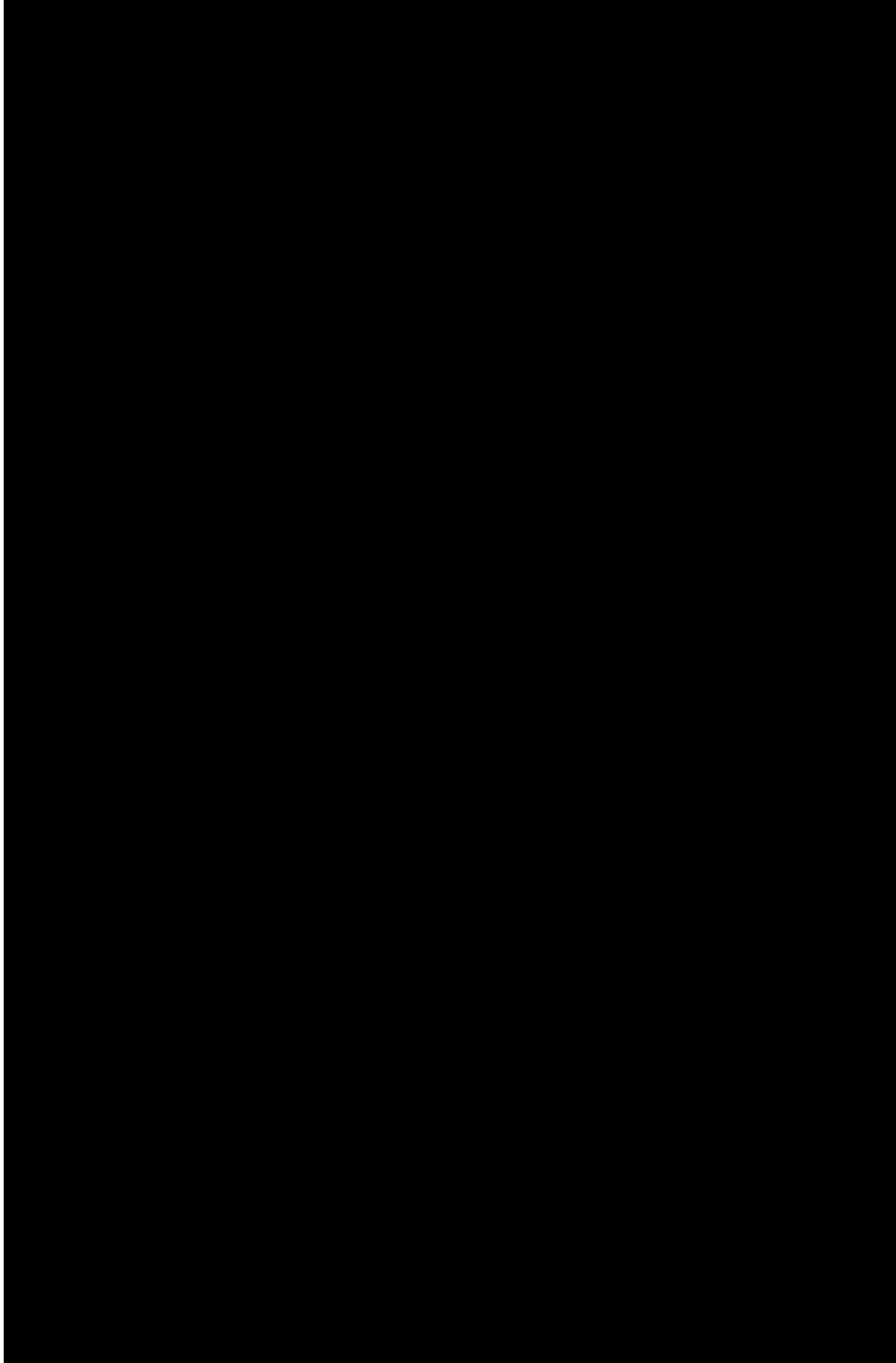
Langdon Road & Langdon Walk

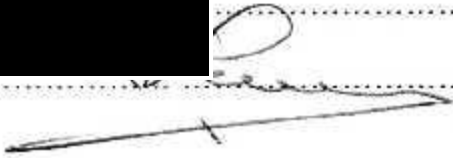
Barry Copestake <Barry.Copestake@merton.gov.uk> & Traffic And Highways <Traffic.AndHighways@merton.gov.uk>

Representations to the proposals can be made individually or in a united format such as a petition for example. Provide the reference **WR2018B1**

We the undersigned **DISAPPROVE** of the proposed **Double Yellow Lines** for the above roads. Parking is difficult a great deal of the time, sometimes having to use nearby roads, & this proposal will make it totally impossible. Visitors find it hard to park. With no alternatives proposed this reduction in parking makes no sense. It also devalues our properties, makes life harder & more stressed.

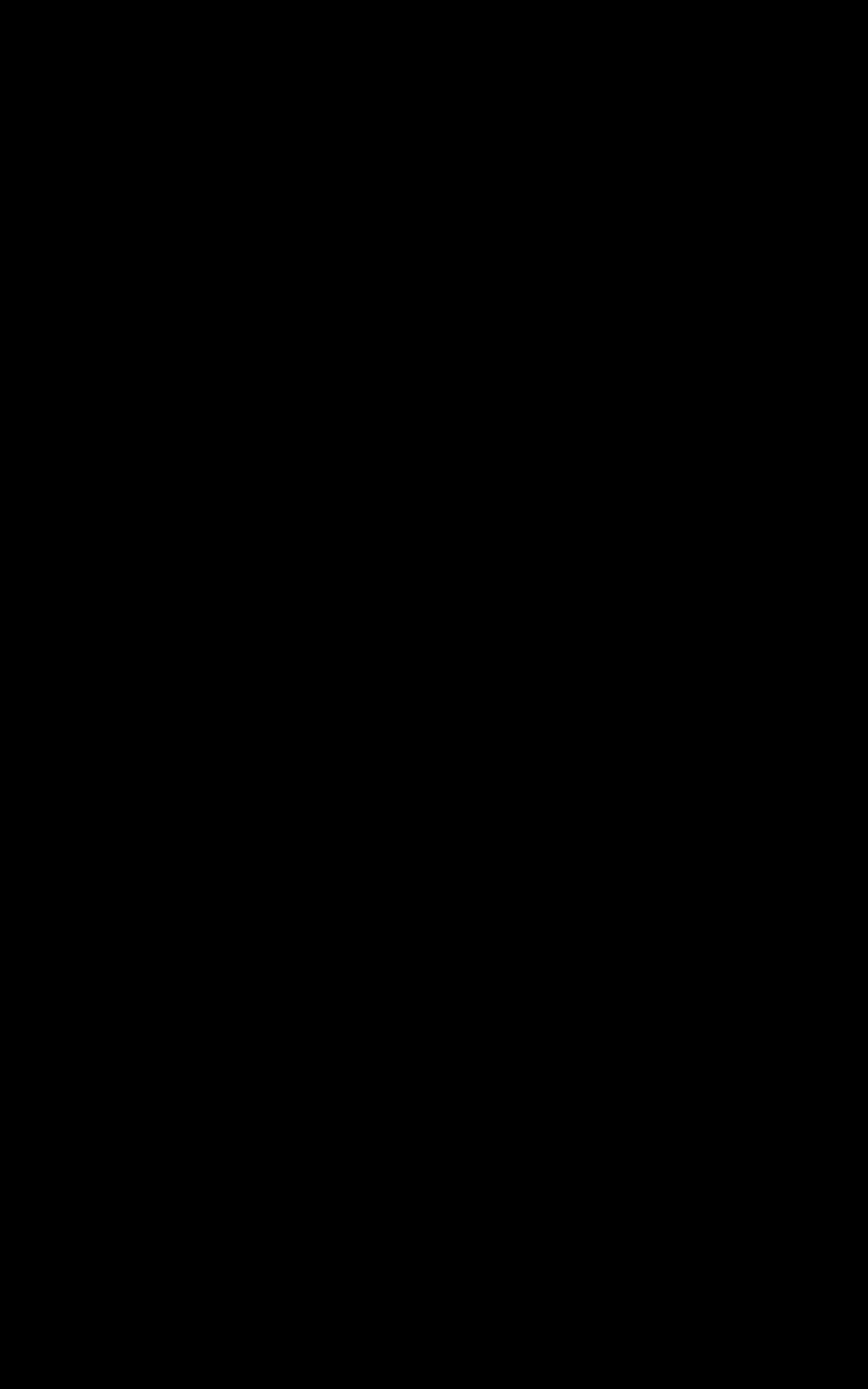
Name	Address	Signature	Comments
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Petition Against the proposed Double Yellow Lines cont ...WR2018b1
Langdon Road and Langdon Walk

Name Address Signature Comments

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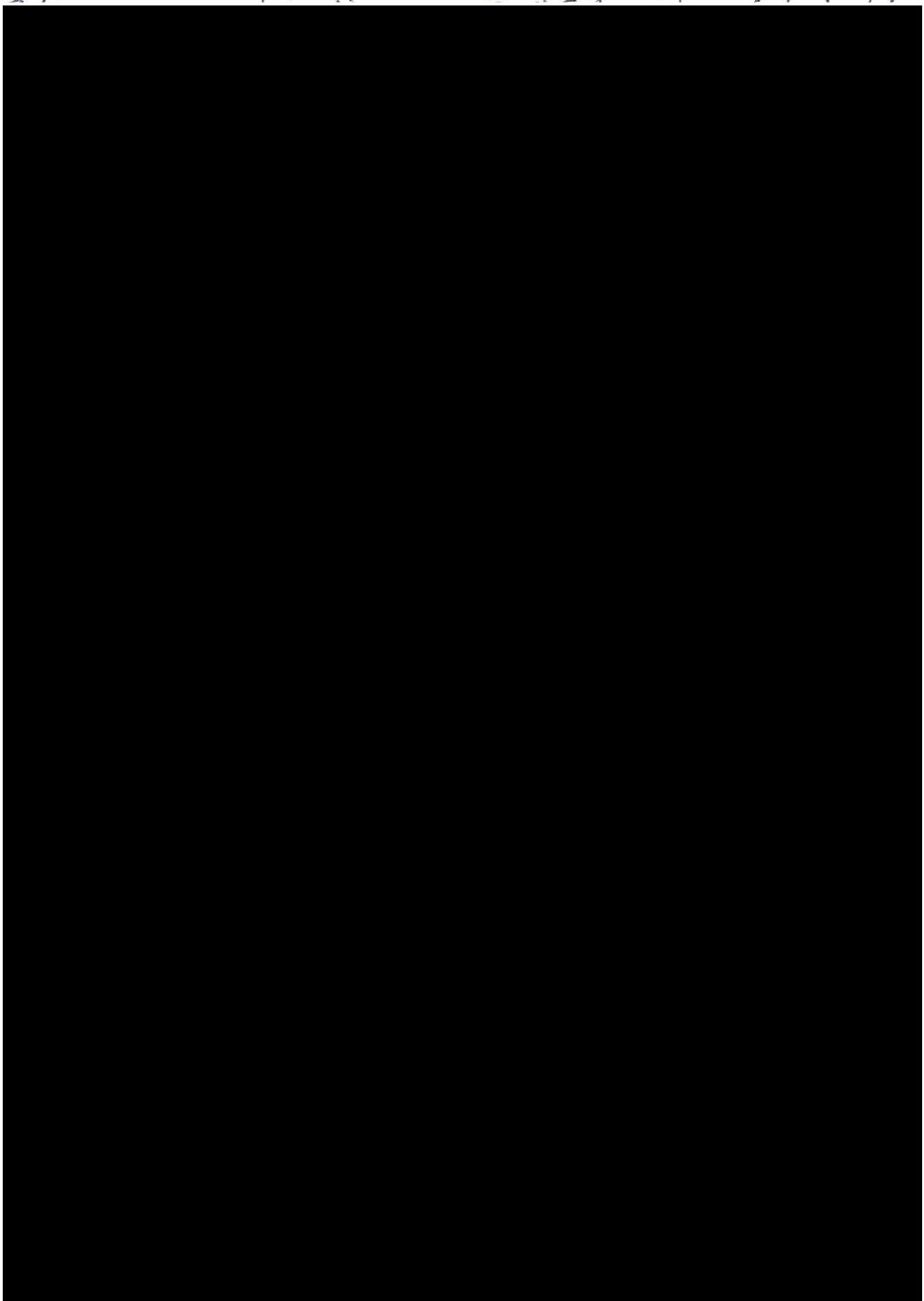
Petition Against Ryfold Road Waiting Restrictions- Reference Number
ES/WR2018B*

We the undersigned are objecting to the proposed new restrictions on Ryfold
Road London SW19

Name	Email Address/Address	Signature	Date
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Petition Against Ryfold Road Waiting Restrictions- Reference Number
ES/WR2018B*

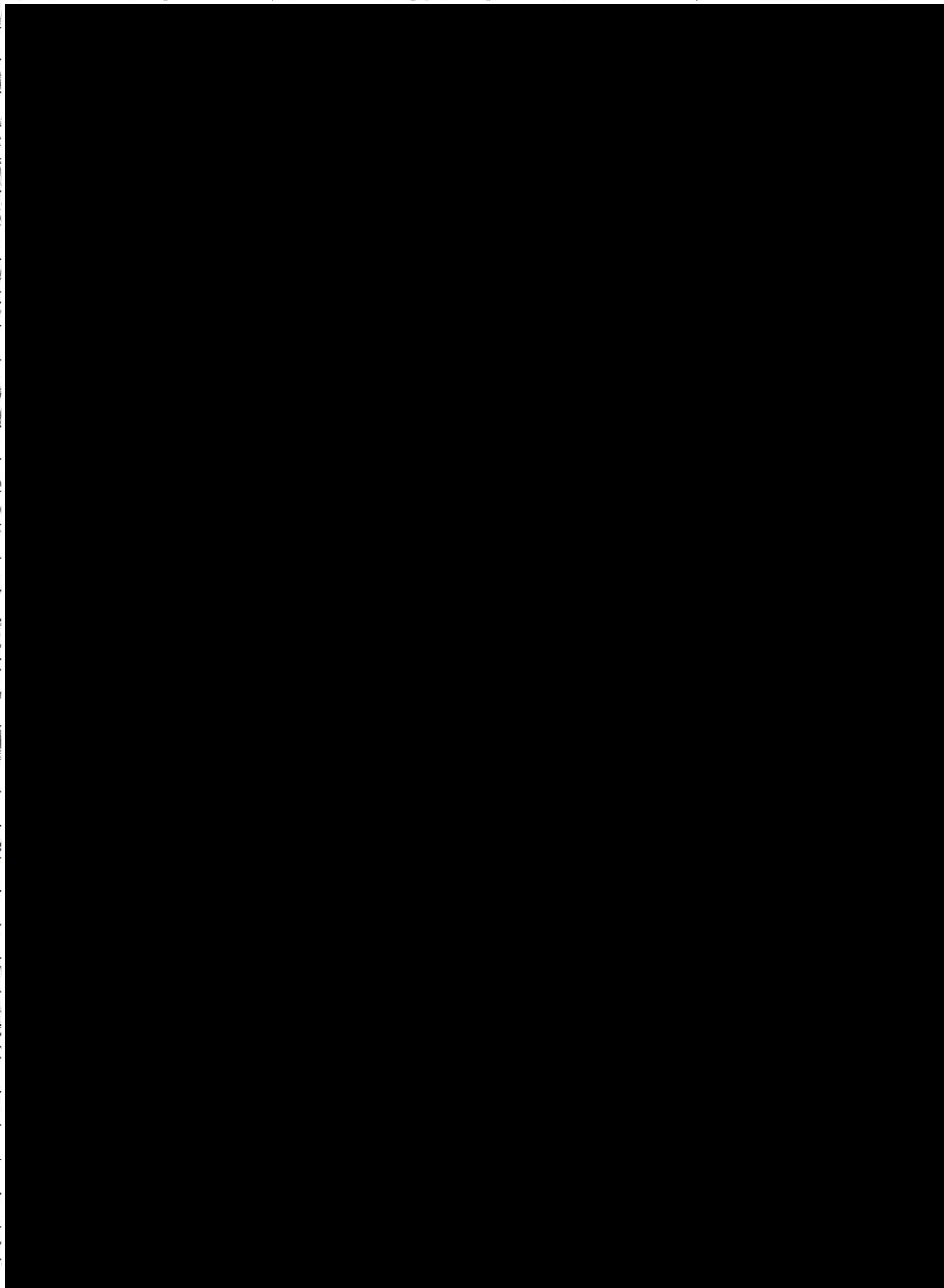
We the undersigned are objecting to the proposed new restrictions on Ryfold
Road London SW19

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