

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 5 March 2021

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Housing and Transport**

The attached non-key decision has been taken by the Cabinet Member for Regeneration, Housing and Transport with regards to:

- **Proposed Waiting Restrictions Borough Wide 2021 – Statutory consultation (Batch 2)**

and will be implemented at **noon on Wednesday 10 March 2021** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Amy Dumitrescu
Democracy Services**

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

1. Title of report

Proposed waiting restrictions borough wide 2021 Batch 2 (statutory consultation)

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet member for housing, regeneration and the climate emergency

Date of Decision

4 March, 2021

4. Date report made available to decision maker

23 February 2021

5. Decision

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

- 1) Notes the result of the statutory consultation carried out between 26th November and 24th December 2020 on the proposals to introduce 'at any time' waiting and loading restrictions and free parking bays at various locations across the borough.
- 2) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-681-00 to Z27-681-10 (see Appendix A) for Cedars Avenue, West Barnes Lane, Wandle Road, Ebenezer Close, Mawson Close, Prince Georges Road, Morden Road, Cecil Place, Martin Way and Lower Morden Close
- 4) To not proceed with proposals for Worcester Close; to modify proposals for Veals Mead to only be the junction with Bordergate within 5.7 metres; to implement on Walton Way within 10 metres of the junction with Manor Road only; on Garth Road to only implement from 27-31 Garth Road and from 26 Garth Road to opposite 33/35 Garth Road(which is the bollard)

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

Site/Location	Drawing No.
Veals Mead	Z27-683-01
Walton Way	Z27-683-02
Worcester Close	Z27-683-03
Cedars Avenue	Z27-683-04
West Barnes Lane	Z27-683-05

Garth Road (Various)	Z27-683-06
Wandle Road	Z27-682-08
Ebenezer Walk	Z27-683-09
Mawson Close	Z27-680-01
Prince Georges Road	Z27-662-02
Morden Road	Z27-682-08
Cecil Place	Z27-682-10
Martin Way	Z27-682-11
Lower Morden Lane	Z27-683-10

6. Alternative options considered and why rejected

Do nothing. This would be contrary to the concerns and requests received from the local communities and will do nothing to address representations received particularly in terms of dangerous and obstructive.

To proceed with all would not take into account the views submitted during the consultation

7. Declarations of Interest

Liaison with residents of Garth Road and Walton Way over proposal

8. Signature

Martin Whelton 4 March, 2020

Cabinet member for housing, regeneration, and the climate emergency

9. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

Notes

1 Title of report

You must complete an officer report for any non-key Cabinet member decision just as if the report was going to Cabinet. Use the standard [Committee report template](#) and change the first heading 'Committee' to 'Cabinet Member'.

2 Reason for exemption (if any)

Rules regarding exempt information are the same as for Committee reports. Exempt information should be published in a separate appendix where possible. Where this is not possible the whole report will need to be exempt and the reason for exemption should be shown on the decision form. A reason for exemption must also be given in the report. If the decision form contains exempt information a redacted copy for publication must be made available.

(Constitution part 4B Section 10)

3 Reason for exemption (if any)

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Decision maker

The title of the Cabinet member making the decision. Currently (2 April 2009) only the Cabinet Member for Environmental Sustainability and Regeneration has a delegated authority to make individual decisions.

4 Date of Decision and 5 Date report made available to decision maker

You should advise the decision maker to allow five clear normal working days* between the receipt of the report and taking the decision. This shows that they have given due consideration to the issues.

* Clear days exclude the days of publication and decision

5 Decision

Record the proposed action and advise the decision maker to make any amendments here.

Error! Reference source not found. Error! Reference source not found.

If the reason for the decision is entirely contained in the officer report then you can say so. If there are reasons which are not included in that report – for example if the recommendations are rejected in favour of another course of action – then this reasoning should be shown here.

6 Alternative options considered and why rejected

The report should have examined alternative options and given reasons for rejection of these or it may have presented alternative options with an either/or option. The decision maker may reject the recommendations in

the report in favour of another course of action in which case the recommendations themselves were a possible alternative and a reason for their rejection should be explained. Doing nothing is an alternative option that should be considered.

0 This would be contrary to the concerns and requests received from the local communities and will do nothing to address representations received particularly in terms of dangerous and obstructive.

This may be any document which does not form part of the report or its appendices but which contains relevant information. For example, an Act of Parliament, Statutory Guidance issued by a Government Minister or some other public domain document. If the documents are part of the Council's records consider whether to produce them or excerpts from them as part of the report or an exempt appendix.

7 Declarations of Interest

If the decision maker has an interest it must be declared. Not all interests will preclude the decision maker from proceeding but failing to declare an interest could be a breach of the Members Code of Conduct. Check with the Monitoring Officer for further advice.

(Constitution Part 5A)

8 Signature

Martin Whelton

4 March, 2020

Cabinet member for housing, regeneration, and the climate emergency

Publication of this decision and call in provision

The decision cannot be enacted until noon on the third working following publication to allow time for a possible call-in. Check with Democratic Services for the publication date.

If the decision is called in by the deadline the decision cannot then be acted upon until the rest of the call-in procedure has been completed.

(Constitution Part 4E Section 16(c) & (d))

If the decision is urgent and cannot be delayed for the call-in procedure to be completed please contact Democratic Services regarding the call-in and urgency procedure.

(Constitution Part 4E Section 17)

IF YOU GET STUCK – phone Democratic Services on 0208 545 3616

Cabinet Member Report

Date: 23 February 2021

Agenda item: Ward: Various

Subject: Proposed waiting restrictions borough wide (2020 Batch 2) statutory consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

Forward Plan reference number: N/A Contact Officer Paul Atie, Tel: 020 8545 3337 Email: paul.atie@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 26th November and 24th December 2020 on the proposals to introduce 'at any time' waiting and loading restrictions and free parking bays at various locations across the borough.
- 2) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-681-00 to Z27-681-10 (see Appendix A).
- 4) 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 'at any time' waiting restrictions at various locations throughout the borough.

1.2 It seeks approval to progress with the above recommendations.

2 BACKGROUND

2.1 Officers regularly receive complaints and concerns regarding obstructive and dangerous parking from emergency services, local ward members, local residents and other road users. Due to the large number of requests that are received throughout the year, it has been necessary to group these requests with the intention of undertaking a borough wide statutory consultation at any given time. Each request is added to a rolling programme for investigation / consultation 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 and loading restrictions at various locations (listed in section 3.2 of this report and in appendix A) was carried out between 26th November and 24th December 2020. The consultation included the erection of street Notices on lamp columns within the vicinity of the proposals and the publication of the Council's intentions in Wimbledon and Wandsworth Times and the London Gazette. The information was also available on the Council's website and at the Civic Centre.

3.2 Locations of proposals include (see Appendix A for drawings)

Site/Location	Drawing No.	Representations
Veals Mead	Z27-683-01	10
Walton Way	Z27-683-02	7
Worcester Close	Z27-683-03	11
Cedars Avenue	Z27-683-04	0
West Barnes Lane	Z27-683-05	0
Garth Road (Various)	Z27-683-06	12
Wandle Road	Z27-682-08	0
Ebenezer Walk	Z27-683-09	2
Mawson Close	Z27-680-01	7
Prince Georges Road	Z27-662-02	0
Morden Road	Z27-682-08	0
Cecil Place	Z27-682-10	7
Martin Way	Z27-682-11	3
Lower Morden Lane	Z27-683-10	2

3.3 The statutory consultation resulted in the Council receiving zero representations from Cedars Avenue, Wandle Rd, Prince Georges Road, and Morden Road; 10 representations from Veals Mead; 7 representations from Walton Way; 11 representations Worcester Close; 12 representations from Garth Road; 2 representations from Ebenezer Walk; 7 representations from Mawson Close; 7 representations Cecil Place; 3 representations from Martin Way and 2 representations from Lower Morden Lane.

The representations and officer's comments are set out in Appendix B.

Ward Councillors

3.4 Ward Members of each affected Ward were informed of the proposed restrictions and the statutory consultation.

- 3.5 Waiting restrictions are applied to areas where safety and access concerns have been received. The Council makes every attempt to minimise the extent of any parking restriction and strike a balance of ensuring safety and maintaining unobstructed access for all road users whilst acknowledging the parking needs of the community.

4.0 PROPOSALS

Veals Mead

- 4.1 Veals Mead has a footway width of between 1 and 1.5 meter and the carriageway width is 5 meters. The carriageway is not wide enough to allow parking on both sides of the road. The majority of properties in this road have at least 1 off street parking. The Council has received representations from local residents through their local Ward Councillor regarding obstructive parking. They have highlighted that when cars are parked on corners and on both sides of the carriageway there is not enough room for emergency and service vehicles to pass safely. We have also received complaints of missed refuse collection due to parked vehicles. It is therefore proposed to introduce 'At any time' waiting restrictions on sections of the carriageway. This will allow safe access particularly for emergency vehicles; refuse /service vehicles and pedestrians. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Walton Way

- 4.2 Walton Way has a carriageway width of 4.9m with 1.4m wide footway on one side and Mitcham common Green on the other side. Therefore, it cannot accommodate parking on the footway or on both sides of the carriageway. The Council has received a representation from a local resident regarding obstructive parking at its junction with Manor Road, making it difficult to see oncoming vehicles.

Additionally, given the narrow nature of the road, it is necessary to introduce double yellow lines on the western side of the road and the cul de sac to avoid parking on both sides of the road. Currently, vehicles park on the cul de sac and therefore, traffic cannot turn round and having to reverse the length of the road. According to one of the representation, motorists routinely knock on the door of properties to find the owner of the vehicle causing the obstruction. The proposed waiting restrictions will allow and maintain safe access particularly for emergency vehicles; refuse/service vehicles and pedestrians. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Wandle Road

- 4.3 The Council received a representation from a local Ward Councillor requesting the existing double yellow lines in Wandle Road close to its junction with Morden Road be extended to keep it clear of parked vehicles. When temporary parking restrictions were put in place during pavement resurfacing work which was carried out, residents reported a big improvement to traffic flow particularly at the usual bottle neck caused by inconsiderate parking on the left hand side of the Wandle Road, on the approach to Morden Road. Being aware of such inconsiderate parking on this section of the carriageway and the delay to existing bus services and other traffic, it is considered that the proposed waiting restrictions will improve the flow of traffic at its junction with Morden Road especially with Bishopsford Road being closed to through traffic. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Worcester Close

- 4.4 Worcester Close has a carriageway width of 5m and footway width of 1.1m and 1.3m. There are existing double yellow lines at the cul de sac and also at its junction with Acacia Road. The Council has received representations from local residents regarding obstructive partial footway parking which does not leave room for wheel chairs, parents with prams and pedestrians and when vehicles are parked fully on the carriageway on both sides of the road, this does not leave enough room for vehicles to access the road especially service/refuse vehicles and emergency vehicles. To ensure safety and access, the proposal is to introduce 'At any time' waiting restrictions along one side of the carriageway. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Cedars Avenue

- 4.5 The Council has received representations from a resident via the local MP regarding obstructive parking close to the junction in New Holme. To remove this obstructive parking and ease access for refuse vehicles, it is proposed to introduce 'At any time' waiting restrictions. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Mawson Close

- 4.6 The Council has received a representation from residents via the Leader of the council requesting yellow line restrictions to address the obstructive parking in Mawson Close that is generating access and safety concerns. Vehicles are parking partially on the footway and on the centre green. Currently vehicles park partially on the footway on both sides that is causing a degree of an obstruction to pedestrians. If vehicles were to park fully on both sides of the carriageway, this would impede access for large vehicles especially emergency services and refuse vehicles. Mawson Close has a carriageway width of 6.2m with 2.5m wide footway on both sides (most properties have crossovers). It is proposed to introduce a regulated partial footway parking along and 'At any time' waiting restrictions along sections of the road and around the centre green to facilitate access and safety. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Ebenezer Walk

- 4.7 The Council has received representations from residents via the local MP regarding obstructive parking at the cul de sac of Ebenezer Walk. Ebenezer Walk has an average carriageway width of 5m and the south side has a footway width of 1.5m and the north side is concreted to allow access to the rear garages of residents of Grove Road. However, vehicles are being parked across the access to the garages and some double park which does not leave enough road for other vehicles to access the road. The manner of parking therefore, has an adverse impact on safety and access as emergency services would not be able to gain access; it also impacts refuse vehicles as well as other service vehicles. Being aware of such safety risks, the Council cannot allow carriageway and footway obstruction to continue. It is therefore, proposed to introduce at any time waiting restrictions to ensure safety and access for pedestrians and motorists at all times. Please see attached plan in appendix 1.

West Barnes Lane

- 4.8 The Council has received representations from a resident requesting yellow line restrictions to address the obstructive parking at the communal entrance to 356 West Barnes Lane. It is, therefore, proposed to introduce 'At any time' waiting restrictions (double yellow lines) at this junction. This will ensure improved sightlines, access and safety for pedestrians and other road users. Please see attached plan in appendix 1.

Garth Road,

- 4.9 The Council has received representations from member of the public, London Buses and a local resident, highlighting safety concerns regarding large vehicles often struggling to pass due to parked cars on both sides of the carriageway close to the traffic calming (island) measures. At this specific locations, the islands also serve as a give way priority system and with vehicles parked on both sides within the give way area, there is no road space for traffic to stop for on-coming traffic. In response to these reports the Council is proposing to introduce waiting restrictions (double yellow lines) to address obstructive parking on footway/carriageway and ensure movement of traffic. It is therefore, proposed that the waiting restrictions will ensure safety and access for pedestrians and motorists at all times. Please see attached plan in appendix 1.

Prince Georges Road.

- 4.10 The Council has been receiving representations from a business unit and also through the MP requesting additional yellow lines on Prince George's Road. The business has been experiencing access issues for articulated vehicles preventing deliveries to their premises. With vehicles parking on both sides of the road, lorries are not able to negotiate the road. This problem has led to abortive deliveries and incurred costs. The manner of parking is adversely impacting the local businesses as well as safety as emergency services would not be able to gain access either; it also impacts refuse vehicles as well as other service vehicles. Being aware of such safety and access risks, the Council cannot allow this manner of parking to continue. The proposed waiting restrictions will ensure safety and access for motorists at all times. To ensure safety and access, it is proposed to introduce 'At any time' waiting restrictions along its various lengths. Please see attached plan in appendix 1.

Morden Road

- 4.11 The Council has received representations from a local business based in Morden Road that all day free parking outside their business is adversely restricting the essential loading/unloading activities thereby impacting on the operation of the business.

According to the Public House, deliveries are made on Mondays. It is, therefore, proposed to introduce restricted hours immediately outside the Public house to no parking on Mondays between 8.30 and noon– this will allow for unloading activities; after this period, parking will be permitted on Mondays between noon and 6.30pm for a maximum stay of 4 hours with no return within 2 hours. Restricted parking will also be permitted between Tuesdays and Saturdays between 8.30am and 6.30pm for a period of 4 hours, no return within 2 hours (no parking restriction will apply on Sundays). For the remaining road space so as to prevent all day parking and maximise available parking for customers and visitors, it is proposed to allow parking Mon-Sat between 8.30am and 6.30pm, maximum stay 4 hours with no return within 2 hours. It is therefore, recommended that the proposed parking restrictions are implemented to ensure deliveries, safety and access for all road users at all times. Please see attached plan in appendix 1.

Cecil Place

- 4.12 The Council has received representations from a resident regarding obstructive parking in Cecil Place. Cecil Place is a cul-de-sac that has a carriageway width of 3.9m with 1.4m wide footway on both sides. Obstructive parking on the footway and on the carriageway especially around the bends have an adverse impact on pedestrian safety and access as emergency services would not be able to gain access; it also impacts refuse vehicles as well as other service vehicles. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the carriageway. Being aware of such safety risks, the Council cannot allow inconsiderate parking on carriageway and footway to continue. The proposed waiting restrictions will allow safe access for all road users. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Martin Way

- 4.13 The Council has received representation via a Ward councillor from a business based on Martin Way that the available kerbside space is routinely occupied by long term commuters using the nearby train station. This restricts customer parking and deliveries to this parade of shops. It is, therefore, proposed to allow parking Mon-Sat between 7am-7pm for a max stay of 2 hours, no return within 1 hour. The proposed waiting restrictions will ensure safety and access for the delivery lorries and parking for all road users at all times. It is therefore, recommended that the proposed parking restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1.

Lower Morden Lane

- 4.14 The Council has received representation requesting implementation of parking restrictions on Lower Morden Lane. There has been an increase of early morning parking on Lower Morden Lane at the junction of Garth Road. Vehicles are parking both fully and partially on the footway as a result pedestrians are not able to use the footway. The obstructive parking is also preventing flow of traffic for the local residents particularly in the early hours and for mourners and visitors to the cemeteries throughout the day. The request is to implement yellow lines on the pavement side of the road so pedestrians and road users can safely see and use the road especially as the road is subject to high traffic and industrial traffic, and that there are local schools and parks. Being aware of such safety risks, the Council cannot allow inconsiderate parking on carriageway and footway to continue. It is therefore, recommended that the proposed waiting restrictions are implemented to ensure safety and access for all road users at all times. Please see attached plan in appendix 1

5.0 Officer's recommendations

- 5.1 The Council has a statutory responsibility to respond appropriately to concerns raised regarding obstructive parking / access and to ensure safety and access for all road users at all times.
- 5.2 The objective of any parking management including the proposed restrictions is to ensure clear access is maintained on public highway (carriageway and footway) more specifically along narrow roads / footways; at bends, junctions, turning heads etc.
- 5.3 The proposed restrictions ensure clear sightlines, access and manoeuvrability for all road users especially for pedestrians, service vehicles and emergency services. Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and visitors. The Council's statutory duty is to ensure access and safety are maintained at all times. Once the Council is aware of obstructive parking, lack of mitigating action could put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties

6 TIMETABLE

- 6.1 If agreed the Traffic Management Orders could be made six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in Wimbledon & Wandsworth Times and the London Gazette. The documents will also be made available on the Council's website. The measures will be introduced soon after.

7. ALTERNATIVE OPTIONS

- 7.1 Do nothing. This would be contrary to the concerns expressed by some road users and would not resolve the dangerous and obstructive parking that is currently taking place. In the event of an incident, lack of action could put the Council at risk.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 To introduce the proposed restrictions will cost approximately £3k. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for 2020 / 2021.

9 LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 9.2 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.

10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 10.1 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.
- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 10.3 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.
- 10.4 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.
- 10.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk in not introducing the proposed 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.

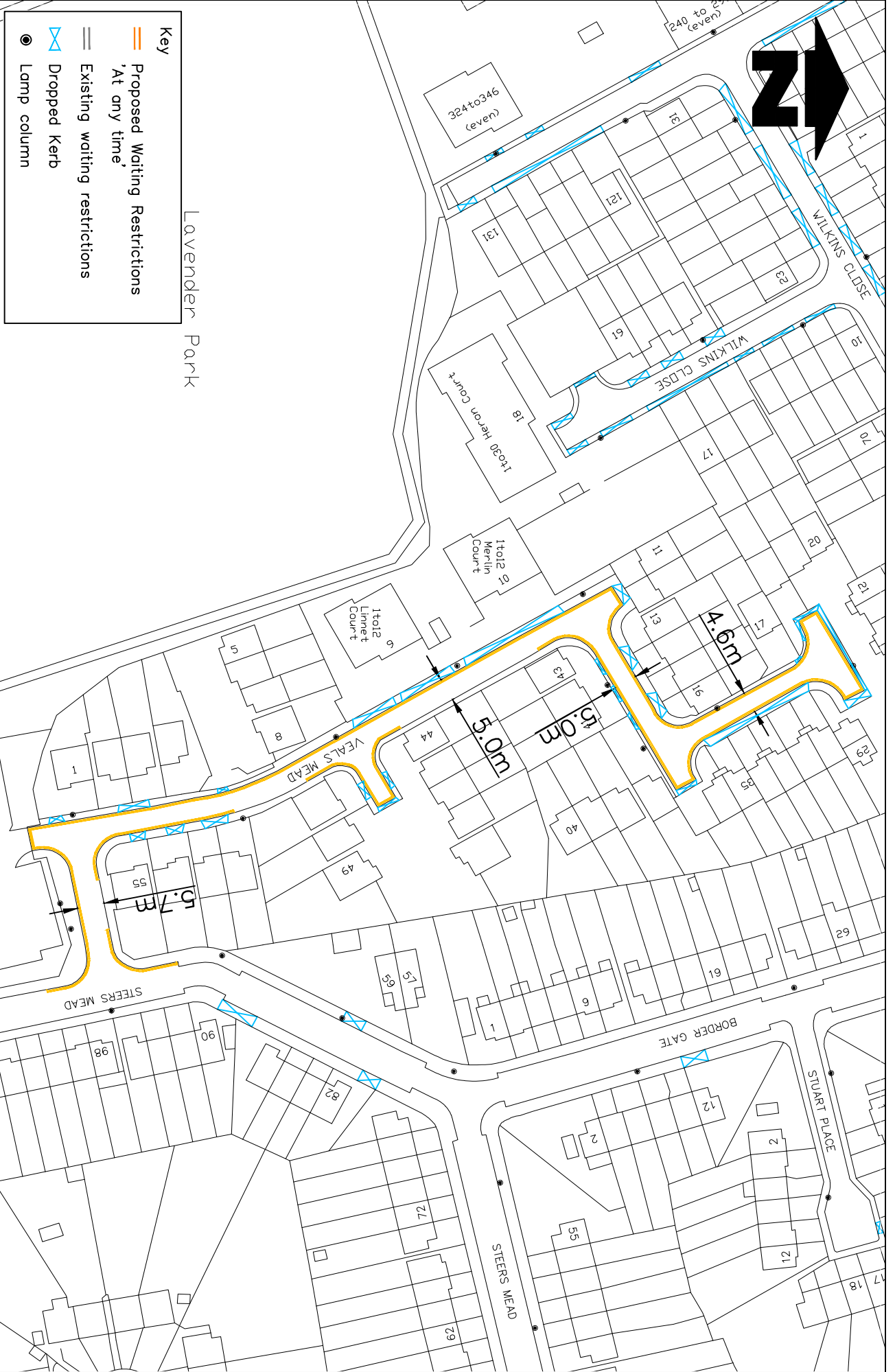
11.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand in the surrounding roads at each location. However, the benefits of the proposals outweigh the possible increase in demand.

12 **APPENDICES**

12.1 The following documents are to be published with this report and form part of the report.

Appendix A – plans of proposed restrictions

Appendix B – Representations and Officer's Comments



Key

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

Notes
Do not scale from this drawing

Rev	Revision	Drawn	Sig	Date	Check	Sig	Date	Appr	Sig	Date

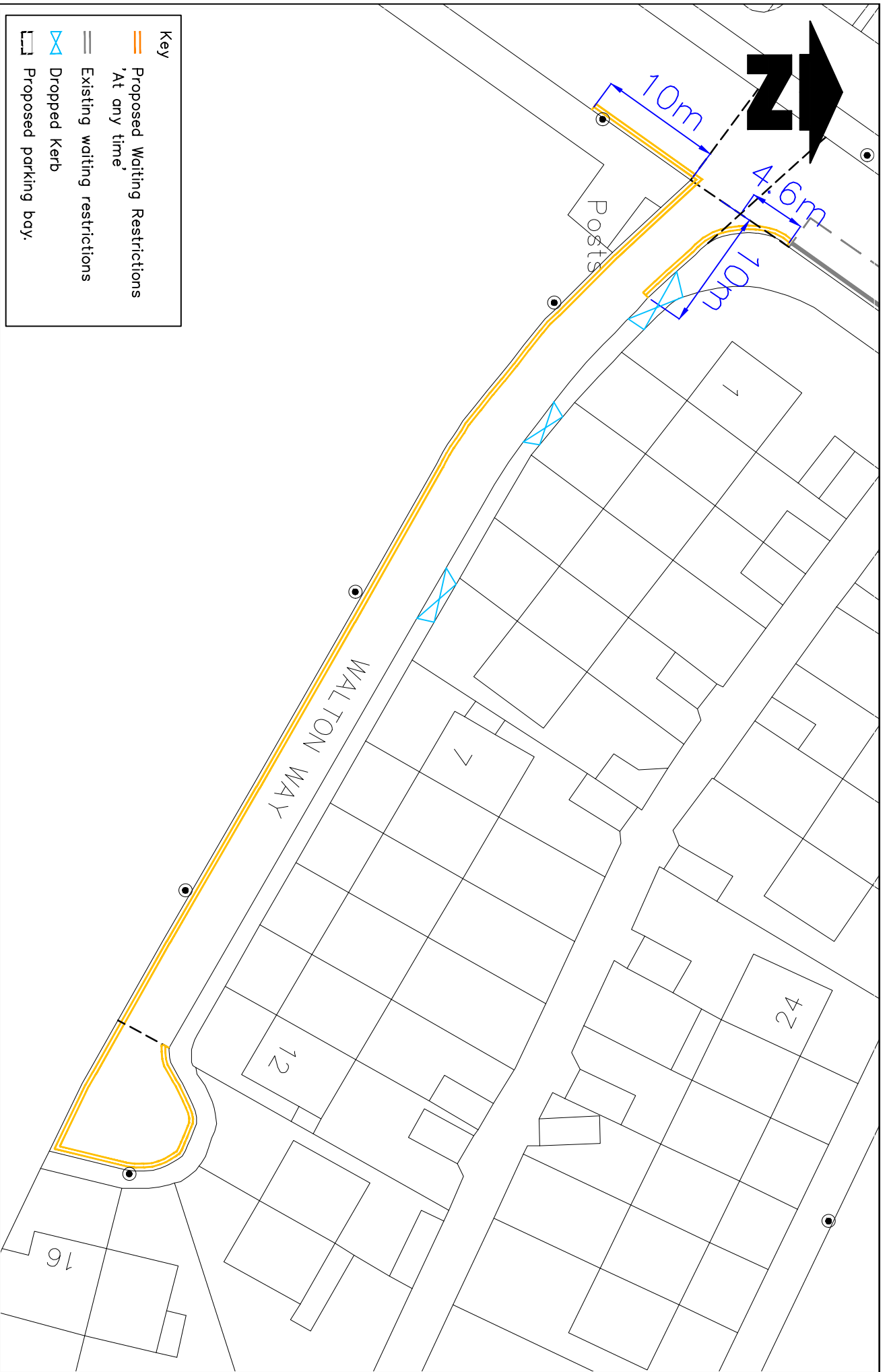
TRAFFIC & HIGHWAYS

Prepared/checked/signed by	Checked/signed by	Date
Approved by	Sig	Date

PROJECT
WAITING RESTRICTIONS
(PROPOSED)
VEALS MEAD
CR4

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

Drawing No. Z27-683-08
Revision
Consultation
CONSULTATION
Scale
NTS




Key

- Proposed Waiting Restrictions 'At any time'
- Existing waiting restrictions
- ▵ Dropped Kerb
- Proposed parking bay.


Notes
Do not scale from this drawing

Rev	Revision	Drawn	Sig	Check	Sig	Date	App	Sig	Date



TRAFFIC & HIGHWAYS

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
WALTON WAY CR4



Merton Civic Centre
London Road
Merton SM4 5YX
www.merton.gov.uk

Revision
Qualified
Scale
NTS

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Key

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

Notes
Do not scale from this drawing

No.	Revisions	Drawn	By	Date	Checked	By	Date	Approved	By	Date

TRAFFIC & HIGHWAYS

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Drawn by	By	Checked by	By	Approved by	By





PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
WORCESTER CLOSE CR4

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

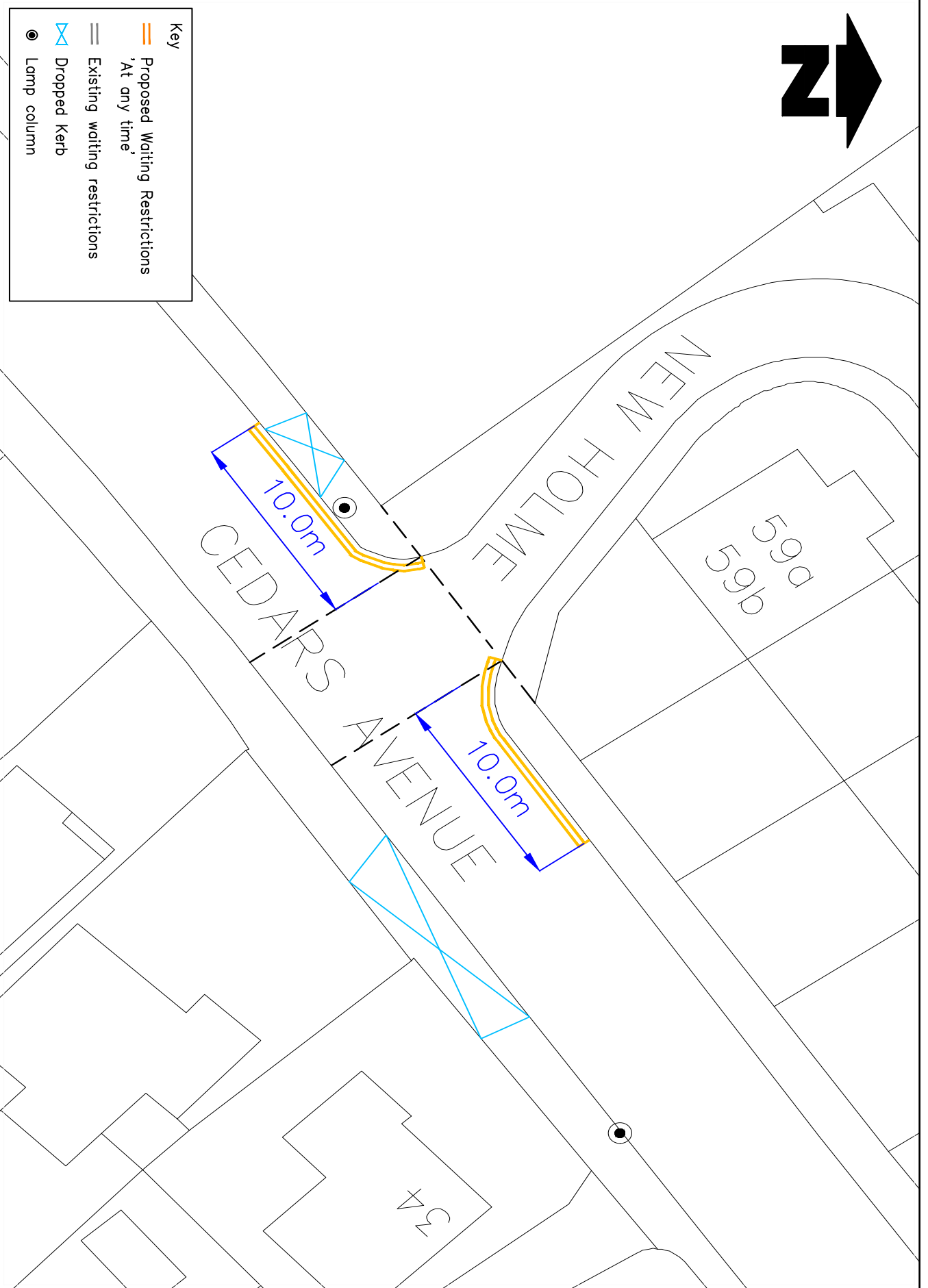
Drawing No.	Z27-683-03
Scale	NTS



Key

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

Notes
Do not scale from this drawing




Rev	Revision	Drawn	Site	Check	Drawn	Site	Check	Appr	Site	Check



TRAFFIC & HIGHWAYS

Reproduced from the Planning Department's Planning Policy Framework (PPF) 2012. The PPF is the primary planning policy for the Council. It sets out the Council's policies for the development and use of land. It also sets out the Council's policies for the protection of the environment and the promotion of sustainable development. It is a key document in the Council's planning process and is used to guide the development of the Council's planning policies and to inform the Council's decision-making on planning applications. It is a key document in the Council's planning process and is used to guide the development of the Council's planning policies and to inform the Council's decision-making on planning applications.

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
CEDARS AVENUE CR4



Merton Civic Centre
London Road
Morden, Surrey
SM4 6DX
www.merton.gov.uk

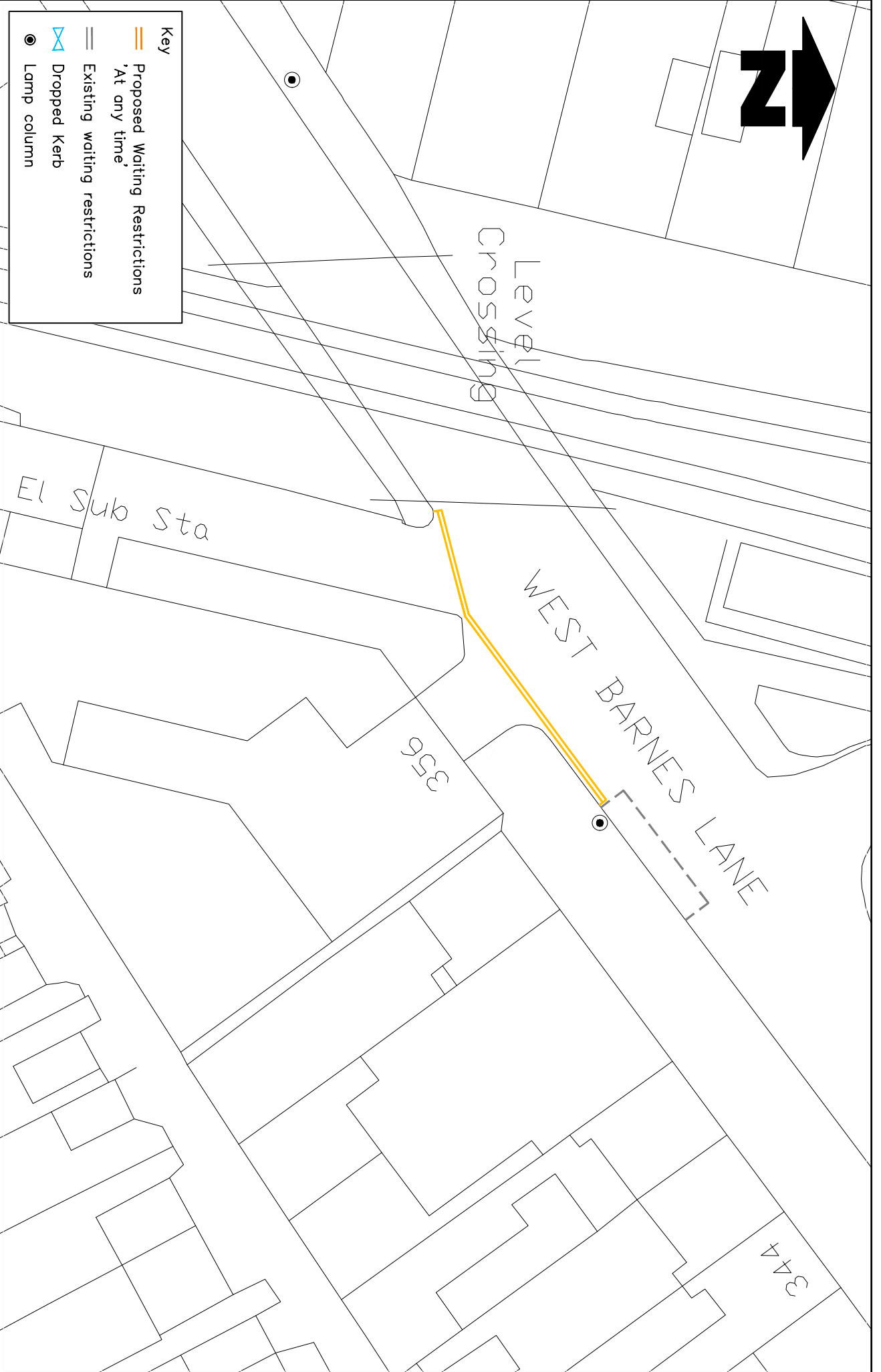
Drawing No. Z27-683-00
Classification CONSULTATION
Scale NTS



Key

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

Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

Prepared for the Department of the Environment, Transport and the Regions, London, by the London Borough of Merton, in accordance with the provisions of the Traffic Signs Regulations and General Directions 2002 (TSRD) and the Traffic Signs Manual (TSM) 2003. The copyright in this drawing is reserved by the London Borough of Merton. 10/03/2019

Drawn by: []
Checked by: []
Approved by: []

Scale: []
Date: []

PROJECT
WAITING RESTRICTIONS
(PROPOSED)

TITLE
WEST BARNES LANE
KT3

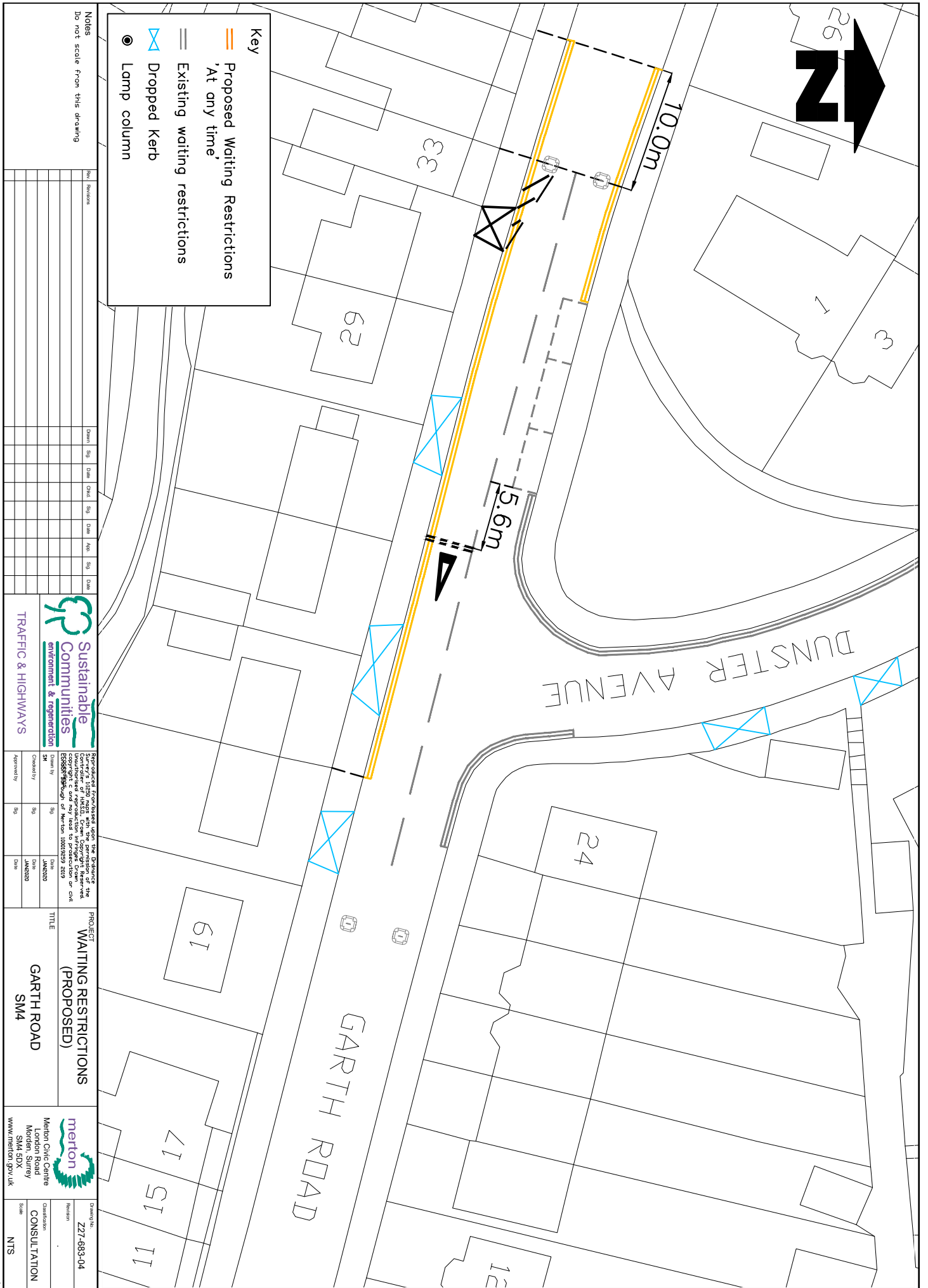
Merton Civic Centre
London Road
Morden Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z27-683-06

Revision: []

Scale: NTS

Consultation
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Checked by	SM	Date	JAN2020
Approved by	SM	Date	

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
GARTH ROAD SM4

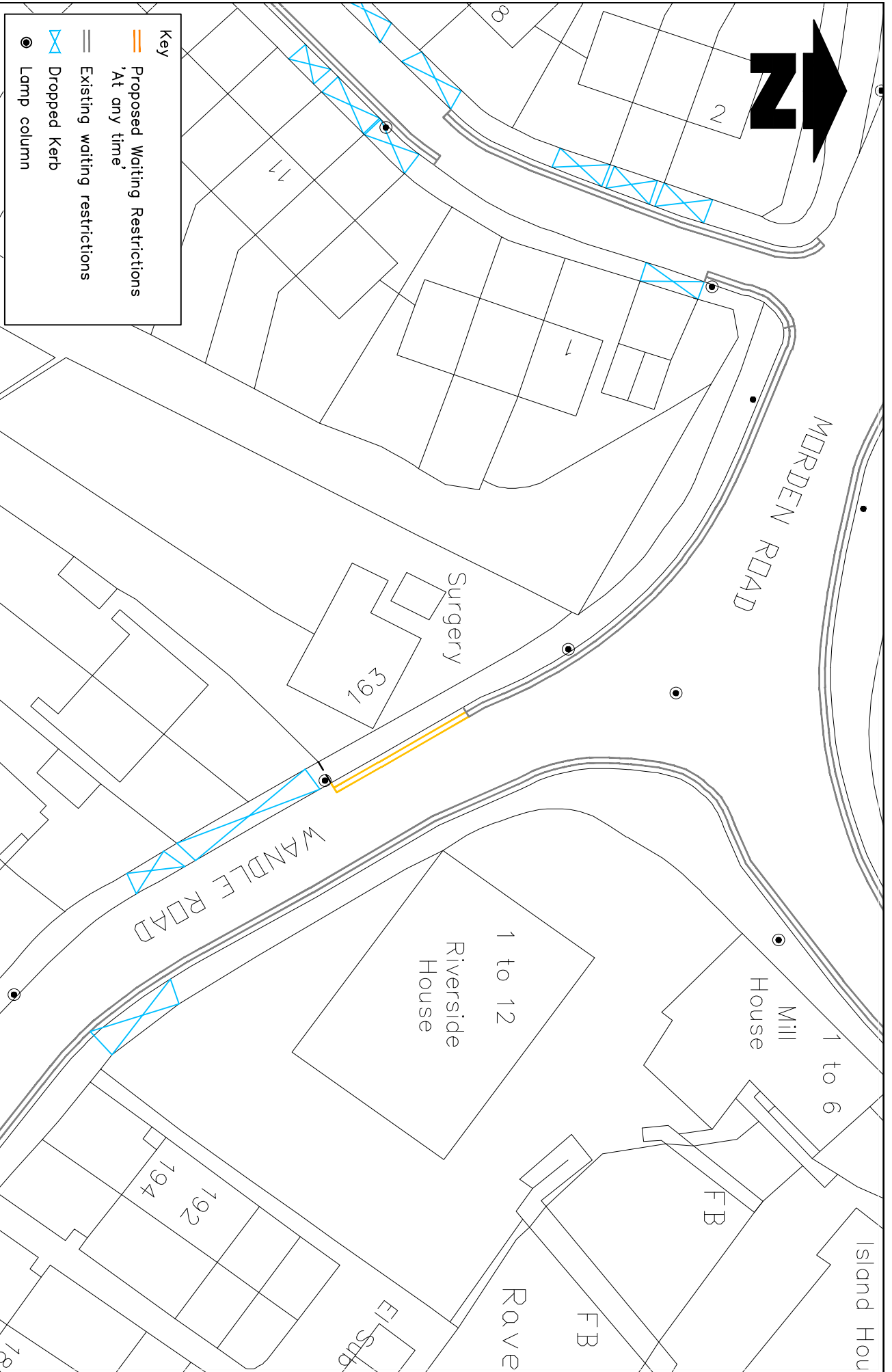
PROJECT TITLE
GARTH ROAD SM4



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

Drawn No.
Z27-683-04

Consultation
CONSULTATION
Scale
NTS



Key

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

Notes
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Rev	Revision	Drawn	Sig	Date	CHKD	Sig	Date	Appr	Sig	Date

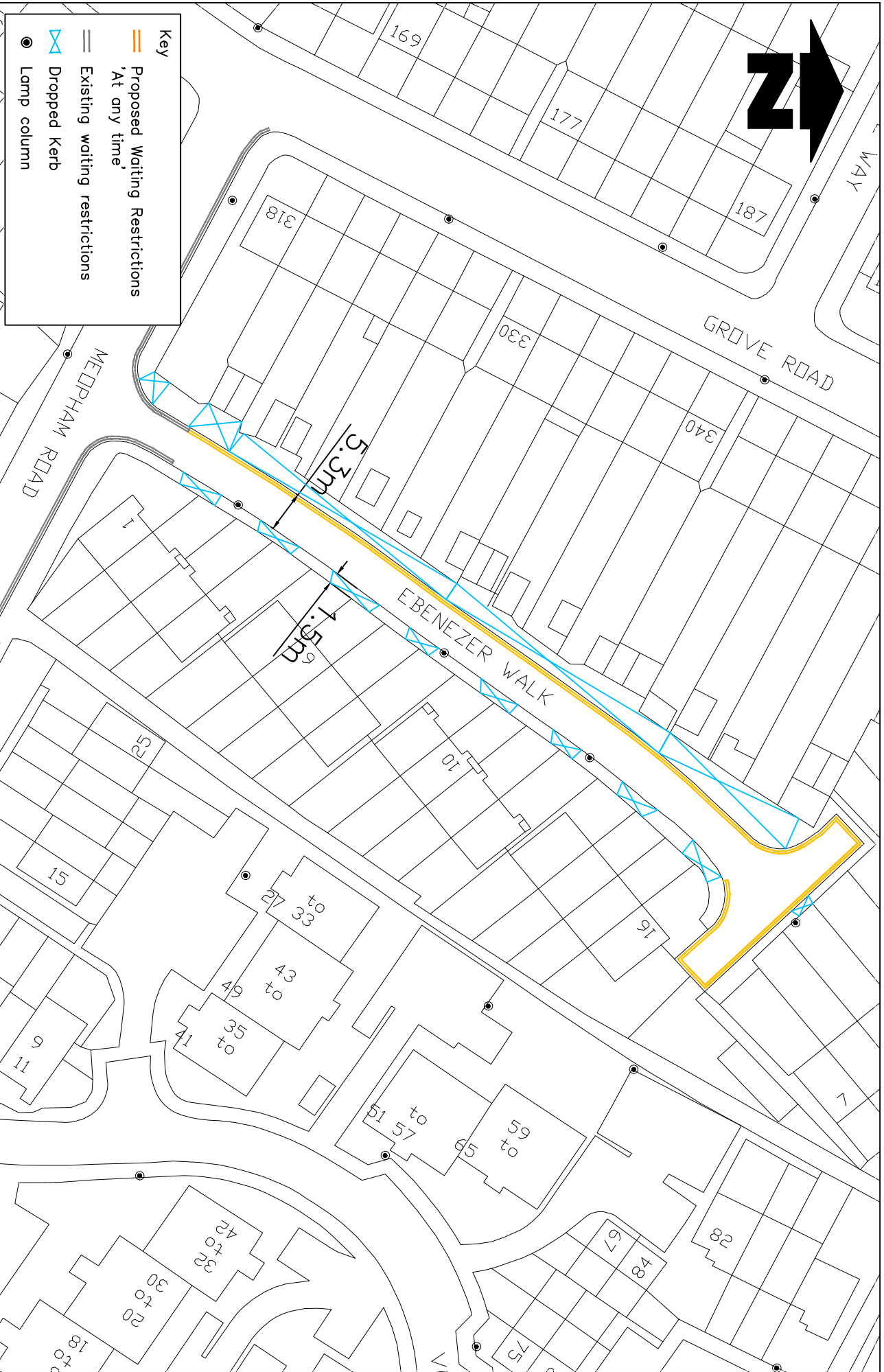
TRAFFIC & HIGHWAYS

Drawn by	Sig	Date	Checked by	Sig	Date	Approved by	Sig	Date

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
WANDLE ROAD SM4

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
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Drawing No. Z27-683-07
Revision
Consultation
Scale
NTS



Key

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

Notes
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No.	Revision	Date	By	Checked	Date	By	Date	By	Date	By	Date

TRAFFIC & HIGHWAYS

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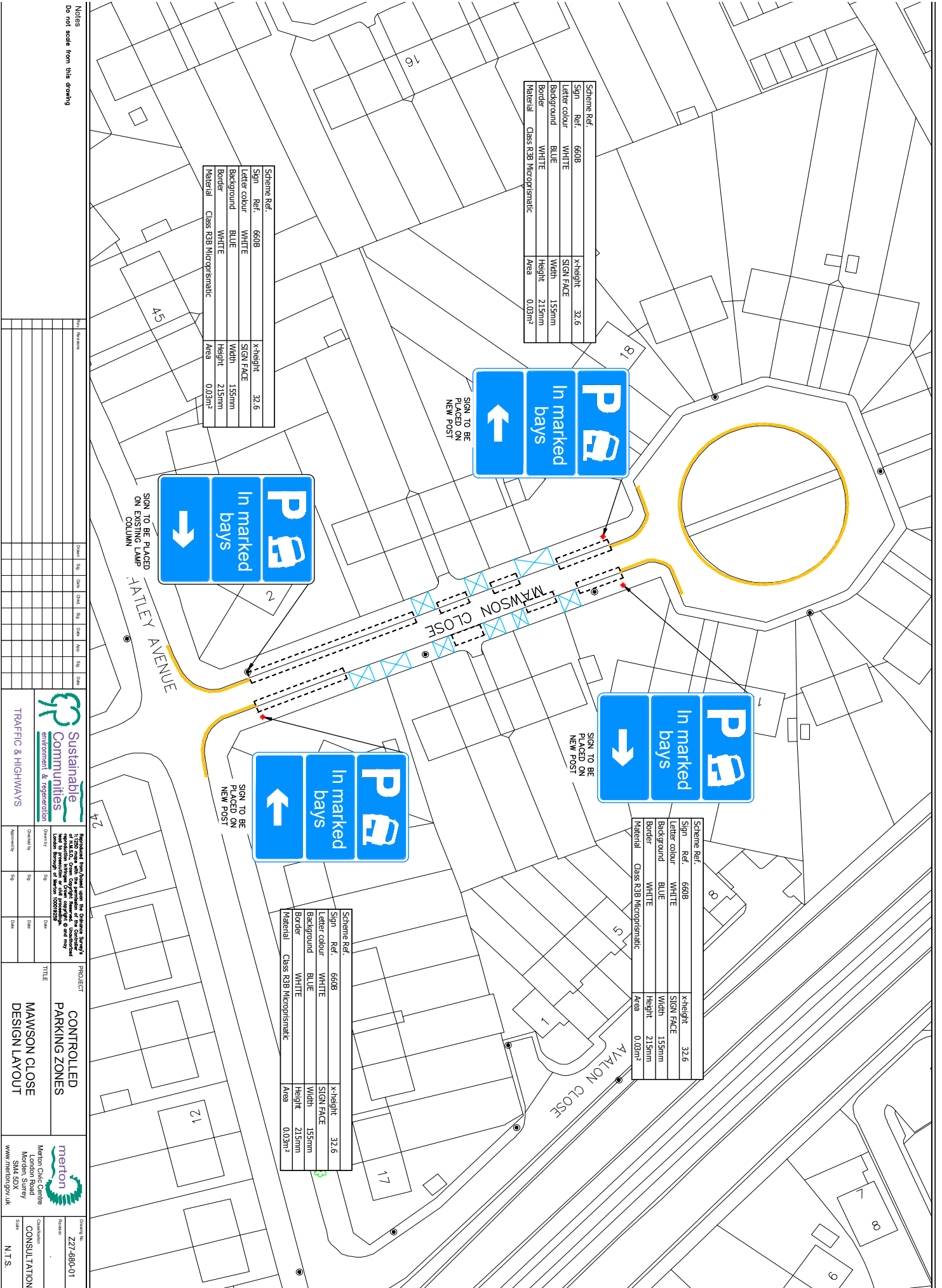
Drawn by	SM	Date	14/05/2019
Checked by	SM	Date	14/05/2019
Approved by	SM	Date	14/05/2019

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
EBENEZER WALK SW16

Revision
Z27-683-08

Consultation
CONSULTATION

Status
NTS



Scheme Ref.	6608	x-height	32.6
Sign Ref.	WHITE	SIGN FACE	
Letter colour	WHITE	Width	155mm
Background	BLUE	Height	215mm
Border	WHITE	Area	0.03m ²
Material	Class R3B Microprismatic		

Scheme Ref.	6608	x-height	32.6
Sign Ref.	WHITE	SIGN FACE	
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Sign Ref.	WHITE	SIGN FACE	
Letter colour	WHITE	Width	155mm
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Material	Class R3B Microprismatic		

Scheme Ref.	6608	x-height	32.6
Sign Ref.	WHITE	SIGN FACE	
Letter colour	WHITE	Width	155mm
Background	BLUE	Height	215mm
Border	WHITE	Area	0.03m ²
Material	Class R3B Microprismatic		

Notes
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Rev	Description	Drawn	By	Checked	By	Date	Rev	Description	Drawn	By	Checked	By	Date

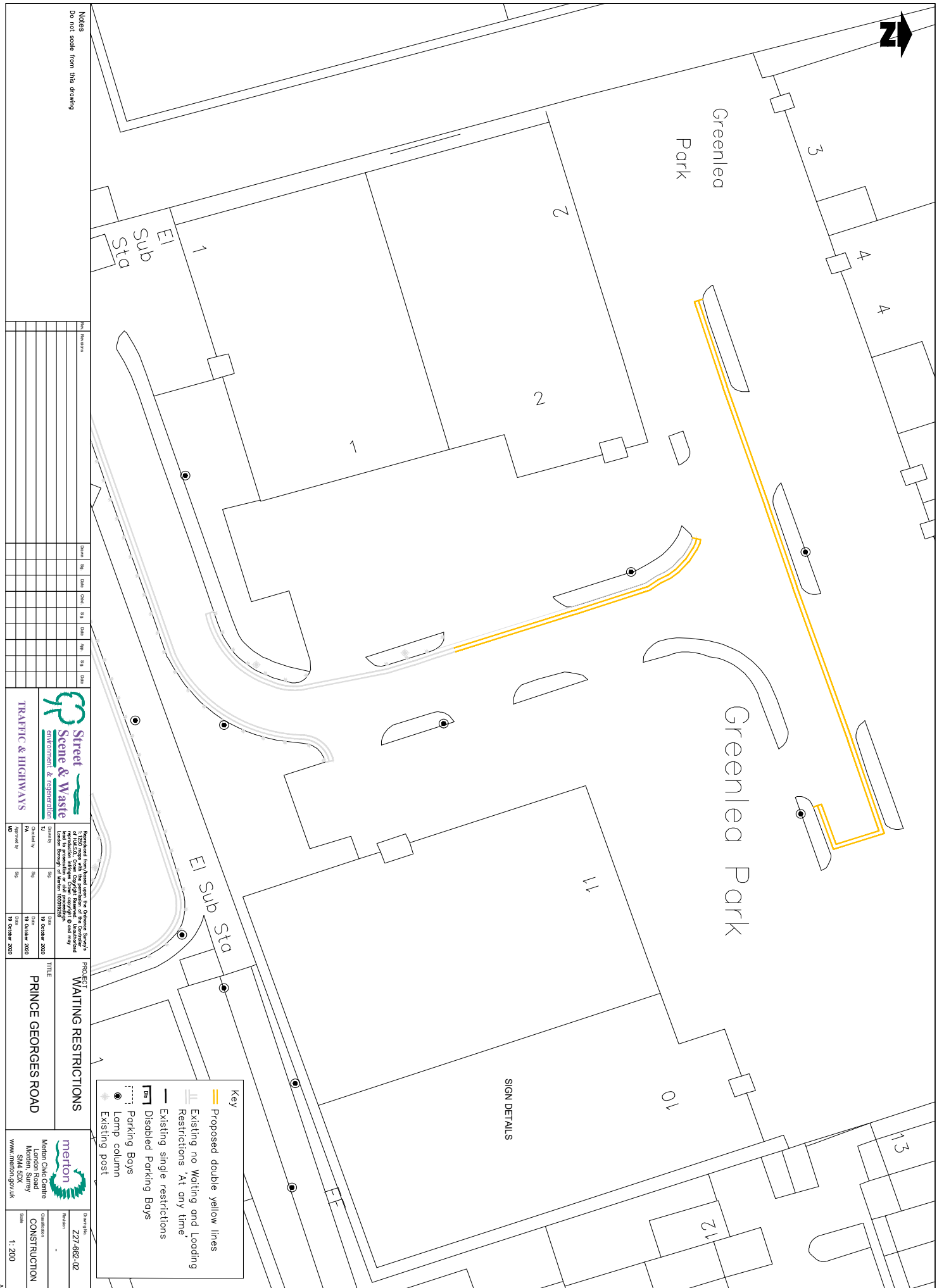
Sustainable Communities
environment & regeneration
TRAFFIC & HIGHWAYS

Drawn by		Date	
Checked by		Date	
Approved by		Date	

PROJECT
CONTROLLED PARKING ZONES
MAWSON CLOSE DESIGN LAYOUT

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CONSULTATION
Title: Z27-680-01
Date: N.T.S.



Notes
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Street Scene & Waste
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Drawn by	Sh	Date	19 October 2020
Checked by	Sh	Date	19 October 2020
Approved by	Sh	Date	19 October 2020

PROJECT TITLE
WAITING RESTRICTIONS
PRINCE GEORGES ROAD

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

Drawing No:
Z27-682-02

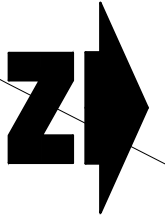
Contractor:
CONSTRUCTION

Scale:
1:200

Key

- Proposed double yellow lines
- Existing no Waiting and Loading Restrictions At any time
- Existing single restrictions
- Disabled Parking Boys
- Parking Boys
- Lamp column
- Existing post

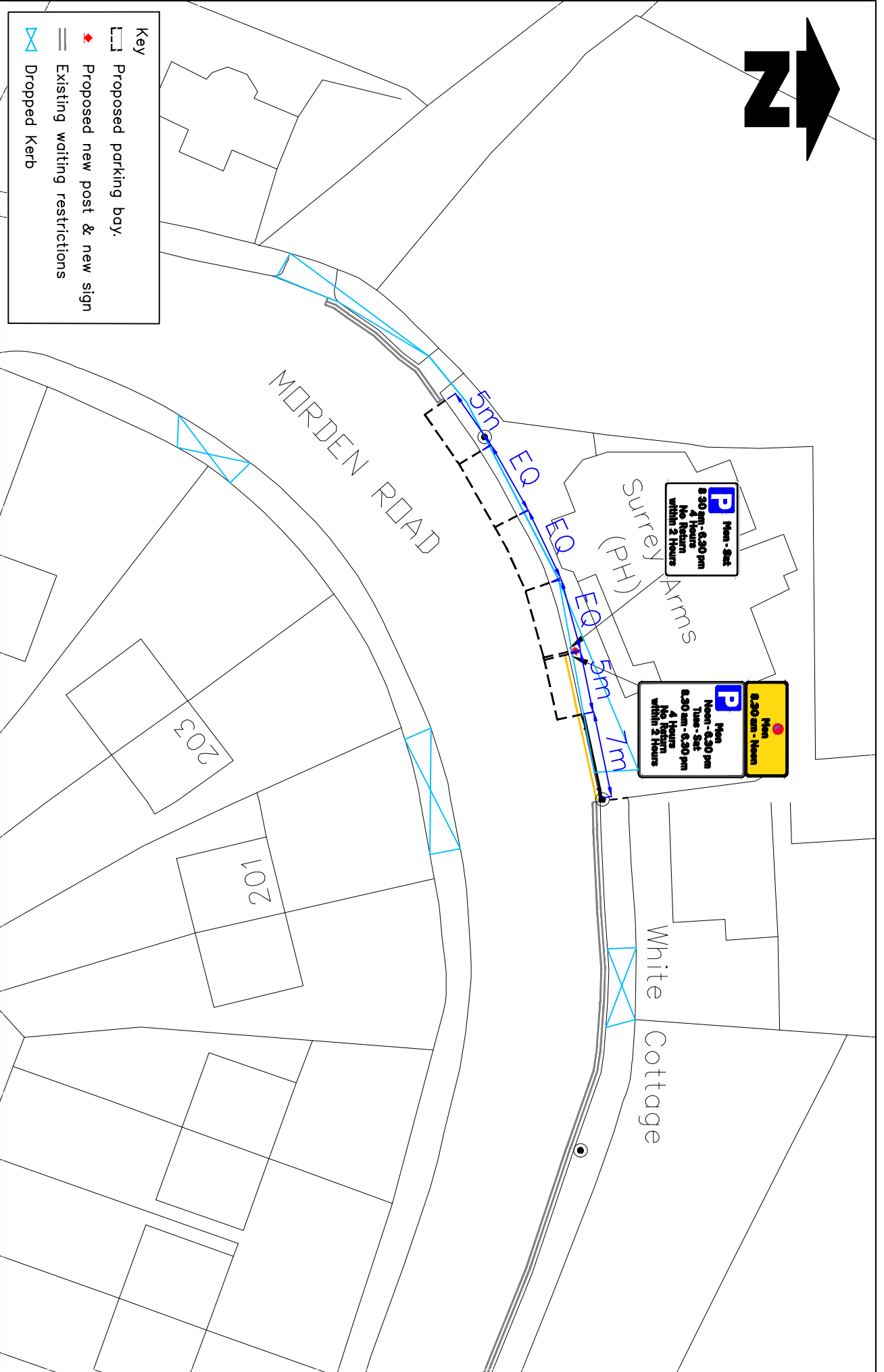
SIGN DETAILS



Key

- Proposed parking bay.
- Proposed new post & new sign
- Existing waiting restrictions
- Dropped Kerb

Notes
Do not scale from this drawing



Rev	Revisions	Drawn	Sig	Date	Checked	Sig	Date	Appr	Sig	Date

TRAFFIC & HIGHWAYS

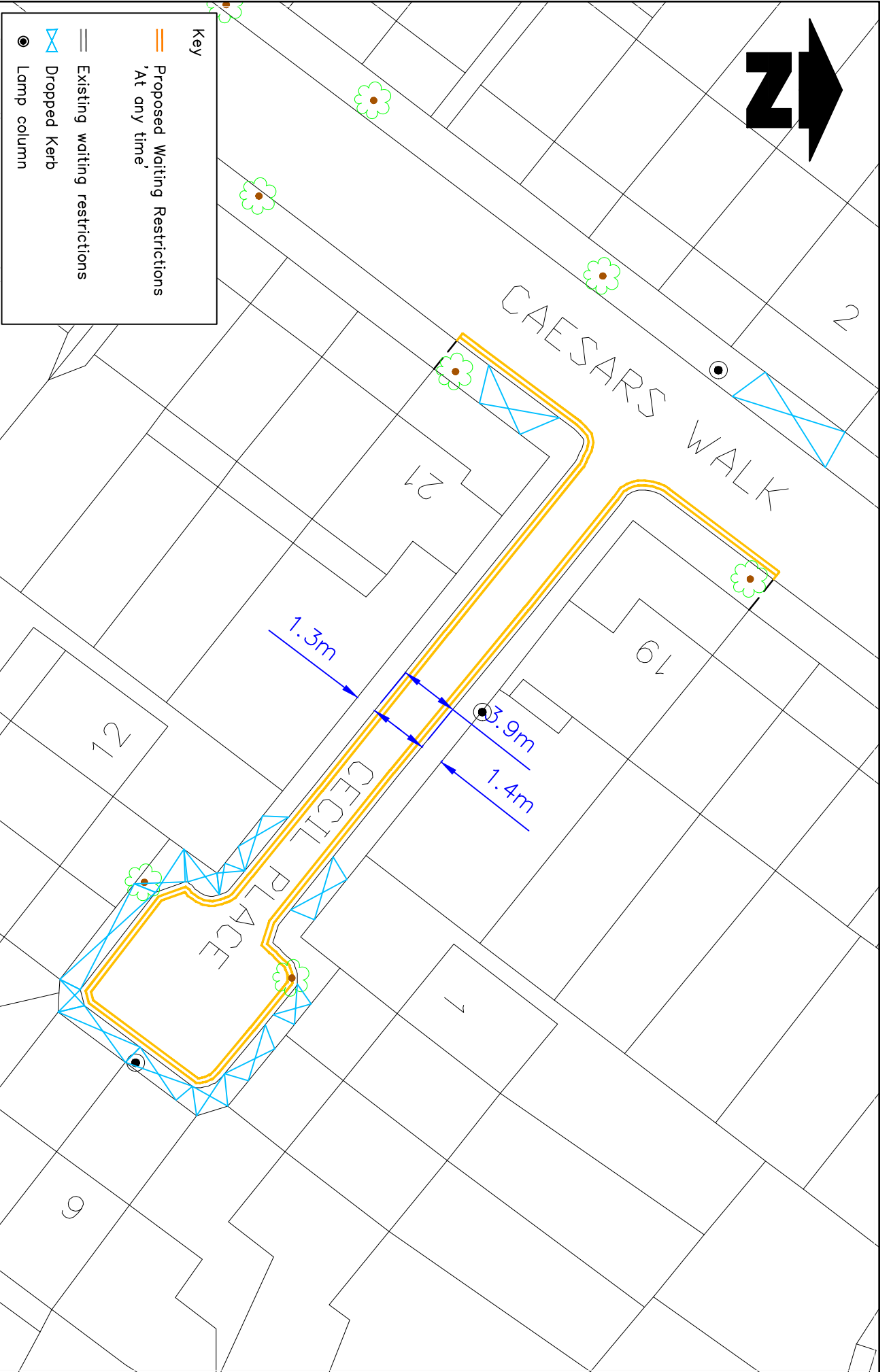
Proposed Plan is shown on the site plan. The plan is subject to the approval of the Council. The plan is subject to the approval of the Council. The plan is subject to the approval of the Council.

Consistency	Capacity	Sig	Date

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
MORDEN ROAD
CR4

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

Drawn/No: Z29-682-08
Scale: CONSULTATION
NTS



Key

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

Notes
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Rev	Revision	Drawn	Sig	Date	Check	Sig	Date	Appr	Sig	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

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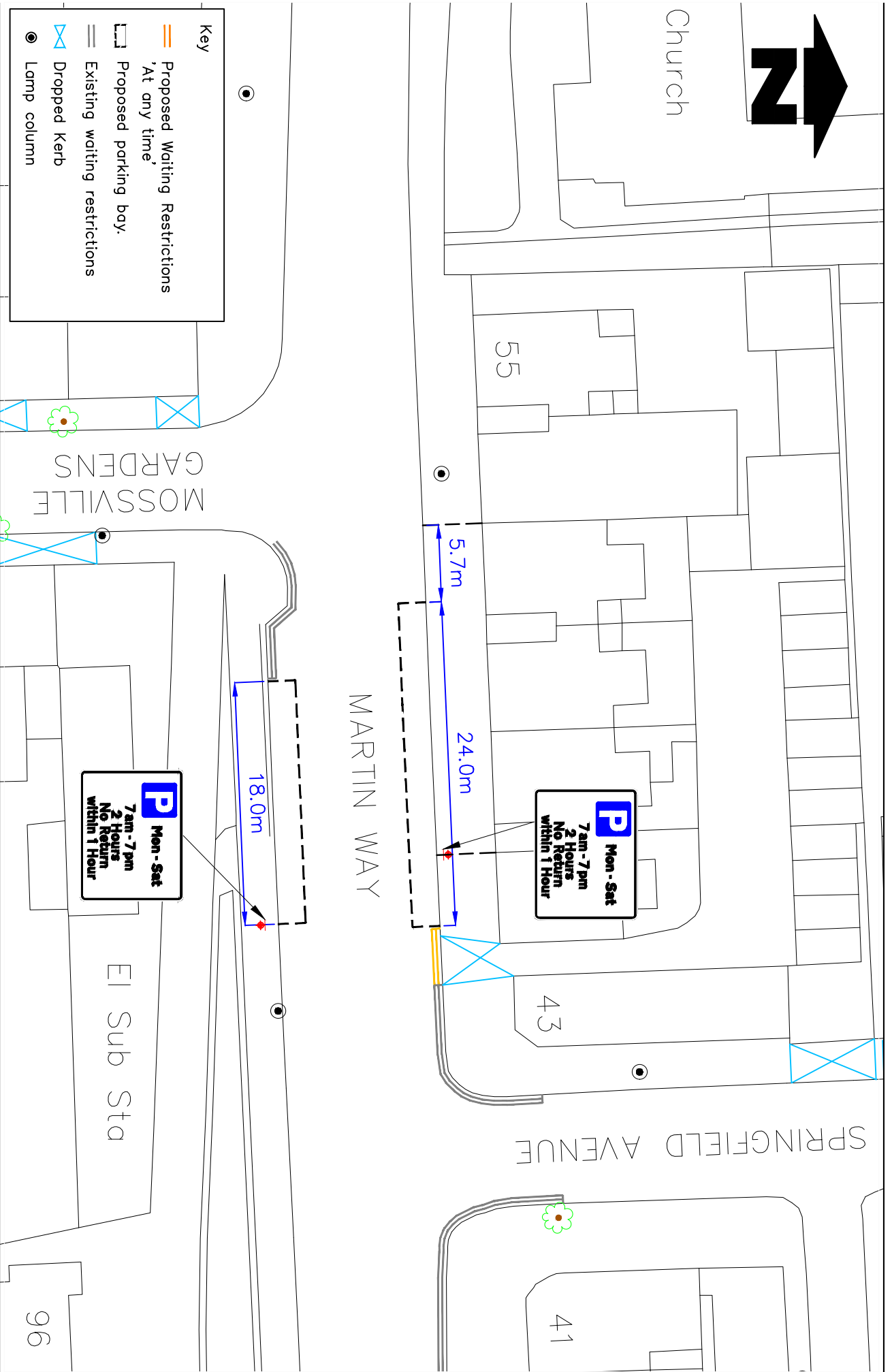
Drawn: []
Checked: []
Approved: []

PROJECT
WAITING RESTRICTIONS
(PROPOSED)

TITLE
CECIL PLACE
CR4

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

Drawing No. Z27-682-10
Revision: []
Scale: NTS



Key

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

Notes
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Rev	Revisions	Date	By	App.	Date



TRAFFIC & HIGHWAYS

PROJECT
WAITING RESTRICTIONS
(PROPOSED)

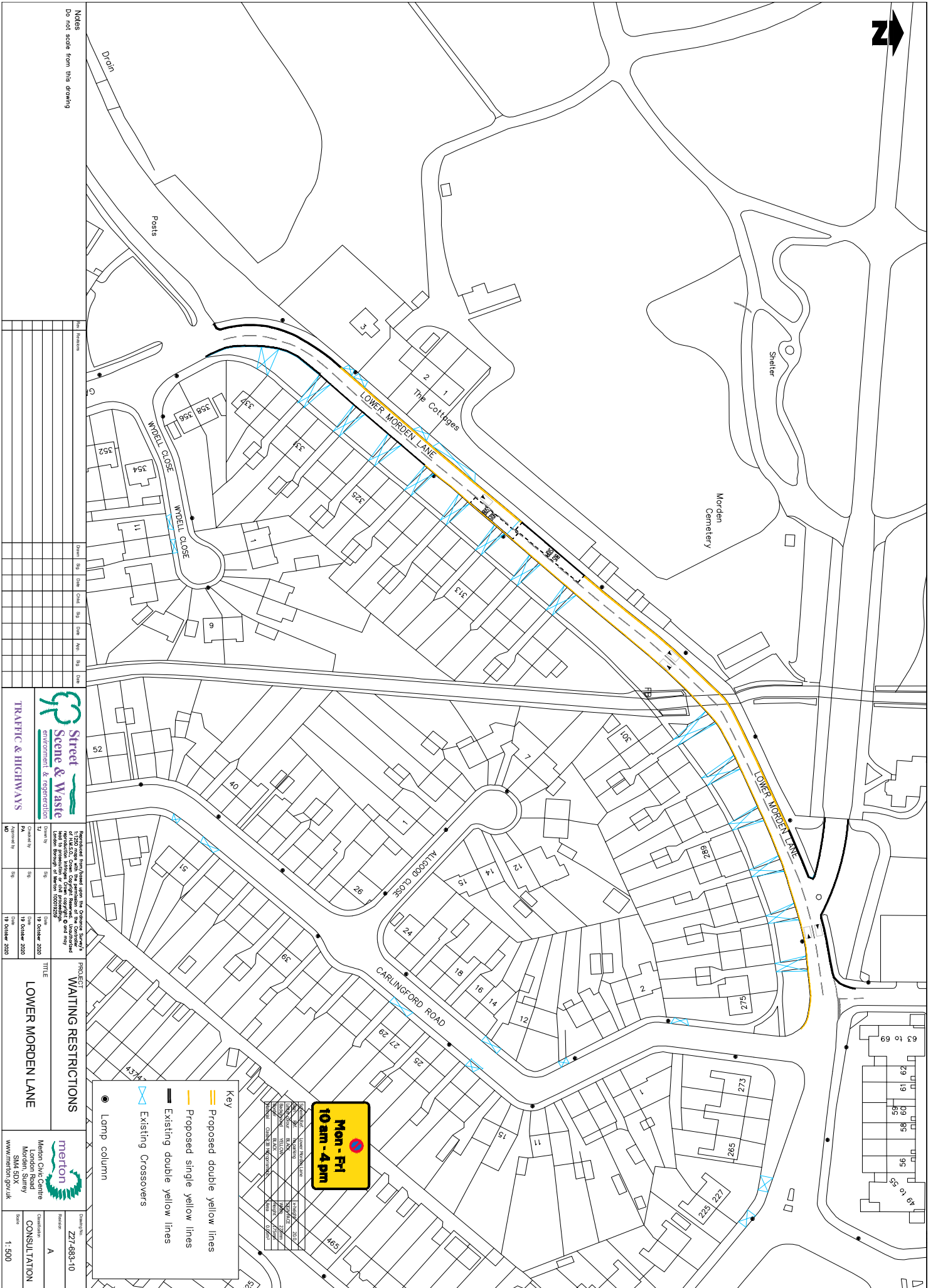
TITLE
MARTIN WAY
SW19

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

Drawn No. Z29-682-11

Revision

Scale NTS



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Rev	Description	Date
1	Issue for Consultation	19 October 2020
2	Final	19 October 2020



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Author	Checked By	Date
TS	TS	19 October 2020

PROJECT: WAITING RESTRICTIONS
TITLE: LOWER MORDEN LANE

Key

- Proposed double yellow lines
- Proposed single yellow lines
- Existing double yellow lines
- Existing Crossovers
- Lamp column

Mon - Fri
10 am - 4 pm

Drawn by: Z27-683-10
Revised: A
Checked by: CONSULTATION
Scale: 1:500
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Appendix B - Representations and Officers' Comments

Representations

Veals Mead CR4

001

I am in receipt of your letter concerning the above. As part of the community I was not consulted. Please advise who is providing reports on behalf of the community so that I can provide my feedback.
To be frank I have not seen any obstructive or dangerous parking on Veals Mead and I have never encountered any problem with the movement of traffic.
In my opinion, this process and the cost of introducing waiting time is unnecessary and in these times is a waste of public funds that could be used for more deserving causes.

005

Thank you for your letter informing about the council proposal to impose double line yellow road restrictions in Veals Mead. As resident in the area I would like to object as this measure would not improve the parking arrangements and make life worse for the residence in the street.
please take my objections AGAINST your proposal.

012

I write following receipt of your letter of 26th November regarding the proposed waiting restrictions in Veals Mead. I only have one objection to your proposal and that is regarding the area left available for parking close to the entrance to Veals Mead from Steers Mead adjacent to No. 55. Where parking is proposed to still be allowed is a narrow pavement and often, at present, cars parked in those approximate two spaces park up on the pavement not leaving enough room for a pedestrian to pass let alone a push chair or wheelchair. This can often result when exiting the cul-de-sac and turning left towards Border Gate one has to move on to the road to pass the parked cars on a very short stretch of road where cars may be coming from behind out of Veals Mead, leaving the Children's Centre car park opposite or turning into the road from either direction from Steers Mead. In particular this can be dangerous with limited visibility for vehicles turning right where pedestrians are walking out from behind parked vehicles and quite often larger transit style vans. The opposite side of the road, adjacent to the Children's Centre car park has a grassed verge area which can be used for pedestrians should cars park on the pavement although this can be hazardous with regards to dog faeces.
Additionally parking at that point necessitates vehicles to move into the middle of the road which I have witnessed to be a hazard on several occasions (with near collisions) both at the junction with Steers Mead and at the turning further into Veals Mead opposite the Children's Centre car park.
The safest option, in my opinion, would be to have no waiting/parking allowed in that entrance section to Veals Mead allowing good visibility for vehicles entering and departing the road and pedestrians crossing to use Lavender Park & the Children's Centre (often with children, toddlers and pushchairs).
Should any of the above be unclear I am available to discuss it further on xxxxxxxxxxxxxxxxx.

043

Having reviewed the plans I would like to suggest the following.
In Veals Mead I agree with the restriction of waiting at the entrance ONLY. Cars regularly park on the pavement there causing an obstruction so I hope double yellow lines would stop this.
However I disagree with restriction parking in any other area in Veals Mead. I have a car and I don't find it a problem with parking or getting in and out. Yes, it can get a bit busy when the park carpark is full and there are matches on, but that parking is transient and not there for most of the time. Many of the residents only have a small driveway and so need to park on the road and they do so responsibly as far as I can see.
Please don't use this as an excuse to start residents parking.

046

I have received a letter from the Parking Engineer, Merton Council regarding proposals to introduce double yellow lines to Veals Mead. I have a number of concerns about this, which I list below.
The letter cites that the Council has received reports of obstructive and dangerous parking. This should surely contravene highway code parking regulations and should therefore be dealt with through the existing powers that the relevant authorities have.
Due to the current Covid-related restrictions, people are temporarily perhaps using their cars and travelling differently than they would otherwise do. This is not, however, an indication of how people will travel once Covid is no longer a direct concern. The double yellow lines would I fear be a permanent solution to a perhaps temporary concern.
If the double yellow lines were introduced as shown in the accompanying map that was sent, then many visitors to Veals Mead would have to drive further afield looking for an elusive parking space. This would surely run counter to Merton Council's policy of seeking to reduce vehicular emissions.

In my opinion, double yellow lines could well be seen to be justifiable on the curved parts of the road in order to assist with the movement of traffic, but not on the straight.

047

I am strongly against the installation of double yellow lines in Veals Mead cr4. You have probably had only one complaint (recently) and I have lived here many years and it is a quiet road. Installing these restrictions will cause not enough spaces for tenants to park their vehicles and give you the chance to make money from issuing tickets. At least survey the area first before implementing these things.

051

I am against the imposition of double yellow lines in Veals Mead. It is unnecessary and costly.

I am sure that currently, traffic wardens can fine, ticket, bad parking on corners and obstructing the pavement without the need for yellow lines. How would the council enforce the waiting restrictions? This would require additional work for parking attendants. How is the council going to fund this? There are already restrictions overnight against buses and lorries parking and this seems to be effective.

It is the residents who are responsible for the occasional poor parking as there is no obvious reason why anybody else would want to park in Veals Mead (as it is a dead end), except delivery drivers and they would only be there for a short time.

I think that the main increase in poor parking is probably temporary due to a lack of parking spaces as more people are working from home and not commuting to work. There is also some building work causing a problem, but that is only temporary. The imposition of double yellow lines in Veals Mead would probably have a knock-on effect by increase parking problems in neighbouring streets such as Steers Mead.

052

I have reviewed the proposal and make the following observations and objections

1. Impact reported may be overstated? / Impact reported by residents may only apply to the entrance to Veals Mead, not the entire street, therefore the proposed changes are disproportionate and over burdening on local residents.

2. Where are the residents with cars who park on the street expected to park in future if these plans are applied? It is not unusual for families to have multiple cars in modern society.

3. Furthermore several of the properties are flats and do not have sufficient parking allocated for modern multiple occupancy. Why should these people be disadvantaged over others in the street.

4. The proposed changes would leave no parking for legitimate visitors (is this not why the street was left without restrictions). There needs to be enough parking for residents and visitors. If the on street parking is removed, it will force people to pave over their grass and tree areas in their front gardens, reducing green space in the area.

5. Reducing parking will push people to other locations around the area, and not solve the problem.

6. If the most parking offences are because of visitors to the park / Children's centre, surely the solution is for the onsite parking to be increased at the Children's centre? If the parking available for the site is insufficient, this should be addressed without impact to local residents.

7. Veals Mead is not a through road, it is a cul-de-sac, it does not need constant two way traffic flow. Double yellow lines, or other significant measures, are disproportionate and unnecessary.

I have seen on a local Internet based forum that a local resident has complained about the way people park in the first section of Veals mead, specifically about how people block their driveway. There are other measures that can be implemented such as marked white lines for where parking is allowed. This appears a far more pro-active or appropriate measure than outright banning parking. There is an obvious need for parking in the area, and double yellows will not address that.

From the forum, the local resident squared most of the blame on visitors to the park and children's centre. The centre has space available to increase the amount of parking on the premises. This seems a far more practical response.

As a resident of Veals Mead for nearly 5 years and London for 20 years, I do not believe that the traffic on Veals Mead is unusual or overburdening compared to my experience in the city and its suburbs.

Yes, some people need to be taught a bit of parking etiquette, but double yellow lines are not the solution. It's a bit like using a plaster to treat a runny nose, Or a sledgehammer to crack a nut.

In summary, I would agree that yellow line parking restrictions at the entrance of Veals Mead and White line markings for the first section up until the area in front of houses 1 to 4 and 52 to 55 may alleviate some of the issues raised, but it would be disproportionate and excessively burdensome to put lines down the entire street.

In my opinion any change is unnecessary.

055

I can understand people living at the beginning of Veals Mead being angry and frustrated by people parking anyhow on their doorsteps but double yellow lines for the whole of the road is EXCESSIVE and UNNECESSARY

Veals Mead is a residential road, if you restrict packing beyond No 51 you'll be driving residents to look for parking on Stear Mead and lavender Avenue. This will create more traffic on these roads.

ARGUMENTS AGAINST

. Double yellow lines beyond the side of No 51 is excessive

- . Double yellow lines will require seeking permission from the council for DELIVERIES which I think is unnecessary and time wasting.
- . More traffic will be created on main roads nearby
- . There are more vehicles on Veals Mead because of people are on COVID lockdown.

Walton Way CR4.

020

This proposal appears to have two separate issues:

1. Parking in Manor Road at the mouth of Walton Way and
2. Parking within Walton Way itself.

Manor Road

At present, large vehicles frequently park in Manor Road to the left of the mouth of Walton Way going toward Commons side East which, particularly with the bus stop on the other side toward Sherwood Park Road, can make it difficult to see to come out of Walton Way safely. During building works at the house on the corner there have sometimes also been contractors' vehicles parking immediately in the junction at Walton Way, but that has been a temporary issue during the building.

Accordingly I would consider the proposed restriction within Manor Road itself would be appropriate, although I would not see any need for it to extend more than 5 metres.

Walton Way

Deliveries

With regard to parking in Walton Way itself, the proposed yellow lines down the common-side of Walton Way would be completely unnecessary, since I have never seen anyone contemplate parking there. The only time there has been any obstruction has been when vehicles have been delivering, particularly building materials or skip removal, when they can have obstructed the road. There has never been any issue over very willing access being provided, they have not wasted time and they have invariably been very cooperative to any of the very few houses affected.

Houses 13-16 in particular

The loop at the end of Walton Way, outside houses 13-16, is the end of a short cul-de-sac with no requirement for movement of traffic. It provides parking for those four houses, which is normally neat and tidy and which never obstructs the pavement. Over recent months, during building work at number 11, there have been extra vehicles parked there at times, which is probably at an end now as the work is nearing completion, and which has never been a serious inconvenience to the householders.

Vehicle access

There is absolutely no need for parking restrictions within Walton Way. The refuse collection service is able to pass along the road without problems and when I moved here three years ago my removal vans also came along the road with no problems, so there is no reason to think that any vehicle with any need to approach the end of the road will be large enough for parking to need to be restricted to allow access. There is no problem with dangerous or obstructive parking. Such waiting as takes place along the road is for essential works and is reasonable and is minimised.

Such excess parking as has occurred over the last few months has always been able to be managed perfectly amicably between those few householders and the building contractors or visitors.

Impact of removing parking

To prevent parking around the loop at the end of Walton Way will remove a third of the parking in the road. This isn't a matter of residents asking for extra parking space; this, at present, is a system which works well. If parking is removed, owners of vehicles from some of the houses – whoever was not able to find a space at the time – will need to be searching local streets, inconveniencing other vehicle owners.

Car Security

Not in this area, but I have twice had a car broken into and have been aware of it because the car has been almost outside my house on each occasion. If my car needs to be parked a couple of streets away, I shall have no way of knowing about vandalism without checking it each day – and yet I probably don't actually use it more a couple of times a week. If it is outside my house I can see at once if it is stolen or damaged. If security of my car means moving it, so it won't be regarded as deserted, then it will be vehicle use which otherwise wouldn't take place.

Personal Safety at night

I have always been in the habit of using public transport wherever possible; my safety at night is the most frequent reason to need to use the car, albeit obviously much reduced during this year's restrictions. I don't want to end up driving the car around the local streets looking for alternative parking places and I most emphatically don't want to have to be walking some distance late at night from wherever I end up able to park my car. Although working to reduce vehicle use, it feels perverse to prevent vehicles from being parked at the side of the road while their owners are out using public transport.

House Security

In terms of security it is also useful to have cars parked outside houses at times at least, as it helps protect against burglary by indicating going and coming within the houses.

It is not possible simply to ask for dropped kerbs and front garden parking, as one of these houses doesn't have a front garden able to receive a car and another would probably be prevented from having a drop kerb on account of the lamp post.

Summary

So with regard to the two separate issues:

1. Parking – and, indeed, waiting – restrictions actually in **Manor Road** for a distance of five metres from the junction would be useful in terms of safety for road users in emerging from Walton Way. It is not unreasonable also to wrap the jaws of the junction.
2. There is absolute no need for parking or waiting restrictions within **Walton Way** itself, and to impose restrictions such as you propose would be to create a significant problem with attendant risks for the owners of the houses 13-16, along with the secondary problem for other owners in the street and out into the neighbourhood, as the pressure for parking places is increased.

021

The dangerous parking is not on the side of the road where the double yellow lines are proposed. The problem is the parking on the opposite side as you will see from the attached photo of the one car parked there. A couple of cars park on that side of the road on the pavement up close to front garden walls leaving no space for pedestrians in particular the disabled to get past, they have to go out into the road. Double yellow lines if any, should be on the other side of the road to the one on the plan especially as there are already double yellow lines on that side right up to house number 9 from Acacia Road with none as far up on the opposite side. Historically parking has always been on the even house number side of the road and has not been a problem for the many years I have lived in Worcester Close, so can see no reason to change that just because of a couple of cars that have recently started to park inconsiderably on the odd house number side and it is those cars causing any obstruction making it difficult for larger vehicles to get through (the attached photos show cars parked safely on even number side, as has always been and only two cars inconsiderably parked on odd number side) To take away the already limited parking down this road will have a big impact on Acacia Road and the residents there. On a personal level both me and my husband are disabled and very much rely on being able to park outside our house not just for us but for the carers that come to us. To restrict our parking would make our lives very difficult I hope this proposal will be reconsidered.

026

I am writing to formally register my objections regarding the proposed introduction of waiting restrictions – double yellow lines into Walton Way a no through road and a cul- de- sac.

I am asking the council to reconsider not extending the above to the end semi -circle part of Walton Way no through road, cul de sac. In placing yellow lines in the road outside properties 13, 14, 15 & 16, according to your map it demonstrates that these properties will be particularly negatively affected as these houses are situated at the end of Walton Way within the semi-circle, whilst in comparison to the remainder of the road who will all still be able to park their vehicles outside their homes. In addition I cannot see the need nor the necessity to carry this through to Walton Way. No one has ever tried to park on the common side on Walton Way that I have witnessed or caused a traffic obstruction.

This proposal for Walton Way will remove a third of the parking space available within Walton Way , when present the owners for 13,14,15 & 16 park safely, sensibly and neatly with no obstructions to the surrounding pavement areas.

I agree and fully support the introduction of yellow lines in Manor Road as this is a main road with a large volume of through traffic both ways. Large vehicles and private cars regularly park to the left as you come out of Walton Way towards Commonsides East. There is a bus stop to the right before Sherwood Park Road if you are looking to the right exiting Walton Way. I can definitely see the logic and understand why double yellow lines would be necessary to implement.

Walton Way has no requirement for movement of traffic, no obstructions and no issues. I have lived in our owned family home since 1968 and I have been driving 36 years and at no time have I ever encountered or seen an accident in Walton Way nor experienced any problems or issues car related. This includes any with direct neighbours, residents or visitors in Walton Way regarding parking, and or any other car related issues. There are very minimal cars if any who actually drive down Walton Way on a regular basis who are non- residents or family visitors, as it is a no through road and cul de sac. The only regular vehicles are the dustmen and any delivery drivers, and these stay a minimum of minutes.

In the past few months building work has been underway for number 11 but any issues re deliveries and or skip deliveries/removals has been kept to a minimum. Builders have been very responsive and helpful and the above kept to a minimum of time when delivering and or working.

My job of work requires me to leave very early in the morning as I commence work at 6am. If the yellow lines are introduced into the end circle of Walton Way affecting houses 13, 14, 15 & 16 only. I would need to leave my residence even earlier than I currently have to, to walk some distance to where ever I was able to park my car which will be a considerable distance. Which terrifies me at this time in the morning as it would have to be around 4.30am. It is not safe and I do not feel safe having to do this with no option as I would be unable to park my car safely outside my residence if double yellow lines were implemented outside No 14, (and 13, 15 & 16). Never knowing where I will be able to find a suitable parking space that is safe.

Since this notification has arrived I am becoming more and more anxious over this proposal and am considering discussing with my GP the negative effect and impact this is having on my overall well-being, I am struggling to sleep properly now. I am 56 year old diabetic and this is affecting my sugars and blood pressure levels due to the stress and anticipation of not being able to park my car outside my house anymore if the proposal for Walton Way goes ahead.

Finally for security purposes and deterring burglaries, the mere fact we are a cul-de-sac, having cars parked outside of these homes in a quiet road is a deterrent in itself for potential burglars or opportunists. This extra safety precaution will be removed leaving these particular properties and residents at much greater and higher risk of burglaries and crime. In addition at present the cars are less likely to be stolen or vandalised due to the fact it is a no through road and quiet cul-de-sac. Having to park in surrounding streets removes the current safety from this happening to our vehicles as we can see them from our house windows which if this scheme is introduced into Walton Way will deny us this current position.

Please can you give this matter your most careful consideration with regard to the objections and issues I have highlighted and raised.

029

We would like to formally register and outline my concerns around the proposed changes to Walton Way with the introduction of double yellow parking lines outside numbers 13, 14, 15 & 16 Walton Way.

Whilst we appreciate the need for these to be introduced onto the top of Manor Way, we fail to see the rationale nor need to extend these all the way down Walton Way which is a no through road cul de sac and only affecting these home owners in 13 , 14, 15 & 16.

I reside at No 13 Walton Way and have lived there since 1977. In these 43 years we have never seen any issues with the volumes of cars which incidentally is minimal as they belong to the home owners. Nor any accidents nor incidents.

I am an elderly pensioner and live with my disabled son who is a blue badge holder who has a modified car and has had both for the past 30 years. We have never had an issue with obstruction and there is certainly no movement of traffic like there is on Manor Way being a main road and as you are aware Walton Way is a no through road and cul sac as outlined above.

The throughput of traffic non-residents of Walton Way is very minimal – the only regulars are the fortnightly refuse collectors, parcels deliveries, aside from the residents/owners. We have never witnessed any cars being obstructed on a daily basis. There is refurbishment works at present underway at number 11 which will not be a permanent issue once completed.

My son cannot walk distances and if these are implemented he will need to park his modified car too far away for him to continue to be able to use it. He needs this vital lifeline to enable him to get to and from work. I am very concerned this proposal will now place his livelihood in jeopardy as he will be unable to walk the distances he will be expected to park his car if this goes ahead in Walton Way. We will not have the current freedom we have by having the car also for our personal use. Your decision will have a dramatic negative affect on our everyday lives which I want you to take into serious consideration.

My son is very proud and tries at all times to live as normal life as possible and not highlighting any disabilities he has. By introducing this you proposal to Walton Way you are taking this option away from him.

We would also like to raise a further issue can you explain why residents/home owners in Walton Way numbers 1-12 are totally unaffected by this and numbers 13, 14,15 & 16 Walton Way are being discriminated against.

Can you please very carefully reconsider the proposal to at the very least not extend the double yellow lines into the semi-circle no through end of Walton Way adversely affecting nos 13,14, 15 & 16 Walton Way outlined on the back of your letter dated 26.11.20.

I am seeking advice from our local MP and will ask her to take up my case to oppose this decision to include Walton Way. I look forward to your response

034

I am a resident on Walton way. I have been leaving here for a long time. I object of your double yellow line in Walton way. Long time ago there was meeting when you was proposing to build the house on the other side of road that we will not have any problems for parking on our road. I can tell you that there are many other strange car come & park in front of our house. I think main problem is on the main road. Coming out of Walton way you can't even see if there's car coming from your left where you say the 10 meters on the main road. Thanks that is my view about your plan.

045

I write to you regarding the proposed waiting restrictions for Walton Way. I have been a resident at no.xx Walton Way for over 34 years and have never witnessed nor encountered obstructive or dangerous parking within the street. We have a good operating rhythm amongst ourselves as neighbours in regards to parking, and at present we each have sufficient parking for a space for each household with no issues. There is sufficient access for all those that enter and exit the road with enough room for vehicles to turn around with ease at the cul de sac of the road of which my house is located. Refuse collection is able to access our street with no problems and has done so for many years

I feel there may have been some confusion as the only danger I have witnessed regarding vehicle obstruction has occurred on Manor road (parallel to the bus stop), which often causes difficulty in exiting Walton Way due to the vehicles blocking the view of oncoming traffic.

I therefore object to the proposal for the following reasons:

Personal Stress:

Should the proposed plans of this restriction go ahead it will cause much suffering and inconvenience to myself and my fellow neighbours (particularly those at houses 13-16). Whilst 13-16 are directly affected this will in turn cause problems amongst the rest of the street as we will all be fighting for a parking space. I am currently a cancer patient and am able to drive myself to my hospital appointments, but should the restrictions apply I feel it unjust that I would have to search for parking on alternative streets within the area and feel this would subsequently impose further parking issues.

Car Security:

Currently my car is parked right outside my house where I have a clear view of it. If I were to park on a road away from my house (if I am even able to find parking), I will not be able to monitor it and fear that this will give rise to the potential theft, vandalism or damage from other motorists that could occur. This would also subsequently either invalidate or lead to an increase in my insurance premiums as a car is at a higher risk when parked away from the address it is registered to

House security

As you may be aware there has unfortunately been a rise in burglaries within the area. Having a car parked outside one's house often serves as a deterrent and the safety of myself and my family are of great importance to me.

I would therefore urge you to reconsider this proposal

056

The following are my objections and representation for the above reference: -

1. I have been a resident for thirty six years and am not happy with the above proposed waiting restrictions (double yellow lines) being implemented and see no reason for such a proposal, other than to raise revenue for the Council. I want my home excluded from the 'Waiting Restrictions' outside my home.
2. This proposal will not benefit the residents, instead cause conflict between a community, which, has mutual respect for each other. The Waiting Restrictions will target the residents and not those obstructing the road or double parking on the bend of the Cul-De-Sac.
3. Most importantly, why has there been no vote/consultation between residents on this subject, when there is an active neighbourhood watch for Walton Way.
4. How many residents are in agreement to the proposed Waiting Restrictions?
5. There are difficulties parking for current residents who live within this small Cul-De-Sac (approx. only 16 household on this road), in terms of double parking (visitors) at the bend of the road (making it difficult to turn your car without reversing all the way out of the road), which is resolved by neighbours knocking on neighbours doors and politely asking the car

owners to move their car(s). Where this fails, residents will call the Council to have obstructing vehicle removed or ticketed.

6. Objecting to Waiting Restrictions due to limited spaces being available outside the properties (limited off street parking possible only 4 households). For example, when large vehicles park (large transit vans) on this road, they sometimes occupy 2 vehicle parking spaces, or prohibit vehicles from turning their cars around;

7. Another issue is some households have two or more vehicles per household. In these instances, should 'Waiting Restrictions be introduced, residents will be penalised with Penalty Charge Notices (PCN) (cost starting from £65 if paid in 14 days rising to £130/£140, if paid within 28 days), as a result of limited parking spaces, which is unacceptable unless residents are exempt from PCN. Please verify.

8. PCN will have a detrimental impact on the on Pensioners, those with mobility issues and visiting Carers, in terms of their, health and wellbeing, coupled with their limited budgets and the administration to make representations against PCN.

9. Waiting Restriction will have a negative impact on visitors, carers and isolate some residents. What are the possible exemptions and solution considering we are now in Tier 4 due to COVID-19, none have been included in this consultation notice, other than Waiting Restrictions, should they not be included under the statutory notification? Please advise.

10. This proposal for parking controls appears to be an unjust way of raising revenue for the Council and not beneficial to the residents, but an inconvenience. I do not see any documentation showing how many residents opted for 'Waiting Restrictions'? Please verify.

11. How many residents replied to this consultation? Please verify.

12. How much will this proposed Waiting Restriction cost the residents. Please verify.

13. How much will the Council Tax be increase too, to cover the cost of this Parking Control. Please verify.

14. Waiting Restrictions will also impact on the safety aspect for residents (mostly Pensioners) who live on this road, in terms of having to park their cars away from their homes, resulting with them possibly having to walk around the green space in front of Walton Way; or having to carry shopping from the main road (Manor Road) to their homes. This proposal does not consider mobility issues for such residents. Please verify.

15. Waiting Restrictions will push residents to park on the main road (Manor Road) when they have already paid their road taxes to park outside their homes, coupled with the issue of PCN for parking outside their own homes.

16. Some of the properties now have multi occupancy, which has also increased the number of vehicles on this road. Planning permissions for such developments should have considered the parking aspect due to the houses being in a small Cul-De-Sac. Waiting Restrictions will not solve the problem of Parking spaces for each household.

17. The only residents, 'Waiting Restrictions' would not affect, are those who have off street parking (approx. 4 household) as such, this appears to be discriminate against the remaining residents without off street parking, unless discounted grants are offered to remaining households to have off street parking for their properties. Please verify.

18. Solution for Parking Control (a): Residents to continue to report any obstructions on the road to the Council to take action against the offending vehicle. Please verify.

19. Solution for Parking Control (b): The Council to review the parking situation and the road layout (Cul-De-Sac) in conjunction with the views of all the residents. Please verify.

20. Alternative Solution for Parking Control: Proposal for a clear sign to be put up stating 'Resident Only Parking' between set time(s) agreed by all residents, and for the residents to continue to report any obstructions on the road, as they currently do; coupled with virtual badges for residents and visitors to be parked outside their own homes. Please verify. This would be a palatable option, with minimal administration for the Council, instead of the proposed 'Waiting Restrictions, which will have adverse impact for residents, as outlined above.

Thank you for considering my representation.

Worcester Close, CR4

003 Support

I am fully in support of the road being double yellow lined as parking is ridiculous when people double park. However as people have always (I have lived here 24 years) parked on the even side would it not make more sense to double yellow the odd side where the problem is caused with parking?

I appreciate that you are using maps to make the assessment but parking has always been on the even side and would make more sense to remain that way.

008 support

I received your letter dated 25 November 2020, regarding the proposed installation of double yellow lines along Worcester Close, Mitcham, CR4.

This is a very good proposal as there have been accidents because of the restricted room along the Close., plus large lorries have difficulty negotiating parked vehicles, if emergency vehicles needed to get up the end it could cause them a problem. So I hope this proposal gets finalised and goes ahead as soon as possible.

At the moment there are double yellow lines outside nos 1 -7. I hope these will still be left to keep the first part of the Close vehicle free to enable large vehicles room to reverse from Acacia Road.

018

I should like to agree with the proposals for waiting restrictions in Worcester Close. However, at present vehicles park on the current double yellow lines in the turning circle and are rarely challenged by enforcement teams. It would be hoped that adoption of these proposals would result in a higher level of enforcement to enable all vehicles, especially local and emergency services, to have safe and trouble-free access at all times. The problem of access is being exacerbated by the increase of houses being let out resulting in a proliferation of parked vehicles on both sides of the narrow Close.

006 & 007 AGAINST

I am sending this email regarding the proposal for double yellow lines in Worcester close Cr4 1sp. I am writing to express how unhappy I am with this proposal for a number of reasons, firstly I had lived here for many years and parking on the right hand side of the road has always been allowed, by putting yellow lines on one side will mean people will then park on the opposite side making it difficult for reversing out of driveway with my vehicle. I have a drive way with a dropped kerb, meaning I can park one vehicle into my driveway and another on the road we're the kerb is dropped, for many years this has never been an issue. I believe the yellow lines should be on the opposite side to your proposal, as this many of the houses do not have dropped kerb and residents, only the ones that do use their drive way to park there. I believe by adding yellow lines it really is going to make things worse and have a knock on effect. We have more than one vehicle, with station close by and commuters leaving their vehicles it is not fair they will use the neighbouring road and we will struggle and can't even park outside our own house.

I ask that you please reconsider this proposal as many residents do not think this is a good idea. My address is XX Worcester close Cr4

011

I am writing to strongly object to the above restrictions in Worcester Close.

Reasons for this :

- 1) The residents own arrangement of parking on the right side as you enter Worcester Close has worked extremely well for the 22 years I have lived here and for many years prior to that . We have always been very respectful of each other without any issues or disagreements.
- 2) Restricted parking would force family members / visitors / delivery drivers to try to find parking elsewhere which, during a normal working week, pre covid, is virtually impossible. Anyone driving or walking around the surrounding streets can clearly see that parking is a major issue, due in part, to commuters using the nearby train station and the narrow roads. Double yellow lines in Worcester Close will only add to this problem causing stress for everyone.
- 3) Double yellow lines outside a property and restricted parking in a small very quiet Cul-de-sac could possibly have a detrimental effect on the value and saleability of homes affected by this.
- 4) It will be very unfair if this friendly street is penalised because of the act of perhaps one individual (or outsider) Many residents have lived in this street for years without problems and this proposal is already causing upset amongst neighbours.

I sincerely hope the council re - think this proposal.

015

We have received your letter regarding yellow lines on the even number side of the road in Worcester close Mitcham. We really are upset by the fact that you are putting yellow lines on this side of the road when cars park all the time on the pavement stopping people from walking on the pavement and having to go out in the road all the time even with babies in pushchairs one car is always on the pavement opposite number 24 and he lives right down the fare end of the road but he parks down here why should this side of the road have the lines when all of the obstructions are on the odd number side of the road this does not make any sense at all that you should consider doing this at all to us this has always been a lovely considerate road to live down we have been here for over 40 years and now because of a few bad parkers we have to pay for it when vans or lorries cannot get past it is always people on this side who park correctly that have to come out and move to let people get past have you even been down to look at this road to see the real problem that is going on down here please reconsider this as it will badly affect us having visitors with yellow lines outside our house we live at number 24 and have always done right by this road and our neighbours

039

We are writing to you regarding the proposal for yellow lines to be placed on one side of Worcester Close. We object to this proposal because this is a small Cul de Sac where there have been no problems and if the proposal goes ahead residents will have very few places to park near their homes if they do not have a crossover.

Please note that we have been trying to get agreement for a crossover for a number of years without success, so if this proposal goes ahead, would agreement be given to the residents who would want crossovers to be authorised as this would alleviate parking in the area as long as they could safely park their vehicle on the property.

041

I understand that you are adding yellow lines on Worcester Close and I am seriously objecting and we are against it. Reference - ES/WR2020B2.

I live on xx Worcester Close and we do not have parking. Adding yellow lines will mean that we won't be able to get any spaces on Worcester Close. We have to park on Acacia Road and have many times suffered vandalism. Photos are attached and I have complained to the council about this. Also where are these reports? I need to see them because that is not the case. If you see or come to the Road many have parking of two if not three parking spaces in front or off-street parking private space. Why would they have complained?

We have no parking? Our house prices are suffering because of this. A neighbour is trying to sell but people are not willing to park because we have no parking. It just isn't fair and now you want to take that away too. It is just a waste of us taxpayers money and the council's money. Or give us designated parking!!!!

Why don't you open the road up so that will solve the problem. We have to stop outside our houses on occasion as we need to off-load our shopping, or if we want to drop my mum off first. She has a disabled badge, so we will need to do this too.

Arguments against the yellow lines are:

Vandalism on Acacia Road.

Non-safe Merton environment and Worcester Close is safe

No parking for xx worcester Close - so offer designated, non-yellow line parking instead

We are really tired of these parking issues now and need the Environment & Regeneration Department to focus more on issues like improving crime and parking on Acacia Road, instead of Worcester Close where it is safer.

We need more police and community surveillance on that Road where there are often people dealing, vandalism and people loitering around. Please make good use of the taxes we pay.

I want these issues addressed, please and also what is going to be done about car damage and vandalism on Acacia Road? Thanks.

044

I Live at No. x Cecil Place and have been here for a number of years. There are only 12 houses in this cul-de-sac and very limited spaces available to park as it is. To introduce restrictions will force us to park on Caesar's walk. This over flow of vehicles will add significant pressure on the movement of traffic to this road. The double yellow lines introduced on one of the other cul-de-sacs has already had this impact of overflow. There are many times I myself have not been able to park on either road.

The proposed scheme will also have an effect on any visitors we may have and will deter family and friends from visiting. As this is a suburb vehicles are a necessity. Our current drives or garages are not designed for modern day vehicles. I would like to know how many complaints you have had regarding obstructive parking. Out of all the 12 houses we all leave early and arrive back in the evenings without any obstructions relating to parked vehicles on our road.

Can you let me know as well my neighbours, how the community is affected by the parking on this road even if there was an obstruction on Cecil Place?

Also could you explain what is meant by dangerous parking on Cecil Place and what effect if it occurred had on the wider community?

What I would suggest is that double yellow lines be introduced on the two corners at the entrance of Cecil Place as this is where the curb is lowered on either side for use for the disabled, elderly persons or parents with pushchairs. This will stop anyone from parking close to there or even blocking it. This will be the best solution to traffic management on Cecil Place. In short the proposed parking restrictions will have an adverse effect on the community as a whole, especially in the current circumstances where we are all restricted as it is.

061

I have recently received a letter from Merton council for the purposed yellow line down Worcester close CR41SP. I would like to inform you as a resident of this road and have lived down here for many years. No 36 and No 38 are not happy with the side of the purposed yellow line. We do not think this yellow line will help very much but actually cause more problems for the residents on Acacia road.

We think that the yellow line should be on the other side of the road as this is where the problems actually lie, People park on the opposite side of the road which makes it difficult to manoeuvre. But if the purposed yellow line was to go forward it would make manoeuvring very difficult down the road and Acacia road. I urge you to look at this idea again and rethink it logically and put the line on the other side of the road if anywhere or not at all.

Garth Road, SM4

017

Please email me all the relevant plans and documents relating to this proposed restrictions mentioned above to Garth Road. Presumably, this is an effort to keep the wholly unsustainable Garth Road industrial site going at the expense of residents – ever more HGVs, like Rapid Ready Mix's, and empty buses clogging up traffic in residential roads, who are now facing losing residential parking as well. This is unacceptable, don't you have people who can plan sustainably? Garth Road is only big enough for normal traffic, not more and more HGVs and buses.

023

As a resident of Garth Road, SM4 I am dismayed to see the current proposals to place further parking restrictions on the road near the Dunster Avenue junction on what is an already congested road for parking.

Whilst a number of houses have their own off-road parking, a large number do not and are unable to do so. This will cause further issues for residents trying to park on this road, since spaces have already been lost to the electric charging bays which are never used and double yellows near this junction.

I would prefer to see this proposal scrapped and would seek to support either an allocated parking space per house that does not have off-road parking or any proposal to install a residents parking scheme on this road.

024

I wish to object to proposed plans on Garth Road, Morden. The yellow lines to prevent parking on the Stonecot Hill side is not an act that will benefit the road. Parking is already very difficult and many house do not have a drive. The council already took away several spaces by putting in electric charging stations. Taking more opportunities to park from residents will have a negative impact.

025

I write to object to the proposed parking restrictions at the junction of Dunster Ave with Garth Road, scheme reference number ES/WR2020B2.

The scheme which is designed to restrict parking by the kerb in Garth Road will take away another 11 parking spaces. This is in addition to the 3 spaces now given over to electric vehicle charging. Garth Road is a mix of industrial and residential buildings. As a resident in the road since 1990 I can unequivocally say that the size of lorries now using our road has increased greatly. Why do the lorries carrying the waste recycling from the Garth Road Refuse Centre always use the Stonecot Hill end of the road? One assumes this plan has been brought forward because of complaints either by the drivers of these great lorries or the the drivers of the 293 buses that they are frequently held up because of the difficulty in passing each other safely.

The residents, however, currently struggle to find parking places as it is without losing another 11. This will add to frustration from those returning after work and not be able to park within several hundred metres ,on occasion , of their residence. If this scheme is designed to alleviate the congestion in the road then there are other ways of trying to solve the problem. This solution seems illogical and poorly thought through. Hence I object strongly to it.

I would be pleased to hear the exact problem you are trying to solve with this scheme and what other measures were rejected in favour of this one.

028

I am writing with regards to the aforementioned reference, pertaining to the proposed plans to restrict parking on Garth Road, SM4 and Lower Morden Lane, SM4; specifically, the following parts of the proposal:

GARTH ROAD, SM4;

(a) the south side, from the common boundary of Nos. 21 and 23 Garth Road to a point 10 metres west of the common boundary of Nos. 33 and 35 Garth Road;

(b) the north side, from a point 27 metres west of the western kerb-line of Dunster Avenue westward to a point 10 metres west of a point opposite the common boundary of Nos. 33 and 35 Garth Road.

LOWER MORDEN LANE, SM4; the north-west side, from a point 4.5 metres west of a point in line with the common boundary of Nos. 287 and 289 Lower Morden Lane to a point 0.5 metre north-east of a point in line with the south-western building wall of No. 333 Lower Morden Lane.

As it stands, Garth Road is a busy road and parking spaces are at a premium. A handful of the homes have driveways; the remainder of us have to park on the road. It's quite difficult to find parking space as it is and going ahead with the proposed parking restrictions will only make it more difficult for us. It will significantly impact residents negatively, especially those with younger children and the vulnerable and elderly residents, who absolutely need to be able to park within a very short distance of their homes.

Quite a few of the vehicles parked up on Garth Road don't even belong to the residents! This is a bigger concern and eliminating this would help us residents, and in the process ease up traffic flow, much more than restricting our parking facilities, which are already at a stretch.

Please do confirm receipt of this formal objection.

030

We write to strongly object to the Council's proposed parking restrictions from outside our house (xx Garth Road) and our neighbours houses between the hours of 10am and 4pm. We have already suffered a great loss of parking in close proximity due to double yellow lines and 3 electric charging machines taking away about 15 parking spots in this residential end of the road. Some people have spent thousands of pounds on changing their front garden to a drive because of this. We often see neighbours driving round and round looking for a space to park, sometimes having to park in a different road altogether and thus creating more pollution. We also have the problem of people who live on the main road and flats at the end of this road, parking in our road and also people parking here as it is near bus stops to Morden. We have a drive for one car but where would we park our other car during the day as we are both retired and at home? Parking permits maybe should be given. To ease the congestion perhaps the heavy goods vehicles should have a one way only system instead of taking away our precious parking spaces away. Also several of our neighbours cars have been hit and damaged due to HGV vehicles trying to pass each other. It is also unfair to some of our neighbours who have had to park on double yellow lines or where the unused charging machines are (we have never seen anyone using these machines) receiving parking fines as nowhere else to park. We strongly object to your proposals as do many of our neighbours. Please reconsider your proposals.

032

I am writing with regards to the parking restrictions proposed along Garth Road SM4. I would like to know the reasons behind the double yellow lines south side, outside of properties 33, 35 and 37? Is there any possibility of trimming the lines back to the boundary of 33 and 31?

035

I am writing with regards to the aforementioned reference, pertaining to the proposed plans to restrict parking on Garth Road, SM4 and Lower Morden Lane, SM4; specifically, the following parts of the proposal:

- GARTH ROAD, SM4;
 1. (a) the south side, from the common boundary of Nos. 21 and 23 Garth Road to a point 10 metres west of the common boundary of Nos. 33 and 35 Garth Road;
 2. (b) the north side, from a point 27 metres west of the western kerb-line of Dunster Avenue westward to a point 10 metres west of a point opposite the common boundary of Nos. 33 and 35 Garth Road.
- LOWER MORDEN LANE, SM4; the north-west side, from a point 4.5 metres west of a point in line with the common boundary of Nos. 287 and 289 Lower Morden Lane to a point 0.5 metre north-east of a point in line with the south-western building wall of No. 333 Lower Morden Lane.

As it stands, Garth Road is a busy road and parking spaces are at a premium. A handful of the homes have driveways; the remainder of us have to park on the road and this is already very difficult. I work in the Maternity Unit at St Georges Hospital NHS Trust in Tooting, I leave earlier than most residents in the morning & I usually come home later than most people as you can imagine. Nearly every night I struggle to park, and most morning's I have to walk at least five minutes to get to my car where i had to park so far away.

I also feel that residents with young children, like myself, struggle and putting down double yellow lines and blocking even more spaces that are currently available is even more inconvenient than the parking down this street already is.

My personal view is that what this long, busy street really needs is Speed Cameras to keep our children safe, zebra crossing at least half way down the road and also lower the speed limit to 10 mph, because its clear to me that not one driver that drives down this street is aware of the current speed limit and sooner or later someone is going to be killed. Please do confirm receipt of this formal objection.

038

I am writing to voice my objection to the above. You do not state why you propose these measures. Is it because too many large vehicles now come down Garth Road? If so that is in part the fault of the Council. You have over the years allowed the Recycling Centre to increase (which means larger vehicles) also the commercial estate has been allowed to increase with much larger vehicles, such as the cement mix co. Edes and most of the other units . Not to mention the buses which were only to be single decker when first proposed and now it seems nearly half are double deckers. If this is the reason could you not stop large vehicles entering Garth Road from the London Road end and make them come in from the Beverley roundabout. Most of the large traffic is for that end of Garth and it is wider down that end. Or could it be that you make it 7.5 and under only allowed to enter Garth from the London Road, just a thought.

I mention these things as we the residents had not heard of these proposals until it was put up on a lamppost on December 2nd. (You mention further details are being published in 2 publications which had already gone datewise.)

On a personal note I have just been diagnosed with a heart defect, I do not know at the moment what this means health-wise for me but I could possibly need a disabled parking space which if you take 12 (TWELVE) parking spaces from outside my house and along the road, where would that leave me.

Could you please let me know what led you to the conclusion that you have of taking 12 spaces and why.

Looking forward to receiving your reply,
I live at No. xx.

040

I am a resident on Garth Rd and live at no xx.

Please accept this email as my objection to the proposed yellow lines on Dunster Rd/Garth Rd.

Parking is already very limited on this road and the introduction of these yellow lines will only make this matter worst and for further clarity I do not believe the introduction of parking permits will assist this matter either.

I believe the right solution would be to divert the large trucks to another route or via garth road via lower Morden lane.

This would also help ease the second matter which I am notifying you of which is the constant & violent shaking of my house when these large trucks speed past my house which is constant and at all hours of the day and night. It is seriously having an impact on my life and well being and requires some sort of resolution.

I used to live at xx Garth for many years and whilst I experienced some movement it was no way to degree I am now having to live with and expect the council to do something about this ? I look forward to your response in the near future.

042

I am writing on behalf of my Mum Carol Karayiannis. She lives with her Sister in Dunster Avenue. Her driveway is on Garth Road. The proposals you are planning to put in place will make it extremely difficult for her and my Aunt to park on the drive and outside it. Having double yellow lines across driveways will cause major problems for all residents. Not just my Mum and Aunt who are both elderly and would have trouble finding places to park and then have to walk home. Parking is already difficult in Garth Road as there have been electric charging points put in place which nobody uses or are unable to use as the points only fit Japanese cars unless owners pay extra for an adaptor to be able to fit. There are double yellow lines all the way round the corner at the junction of Garth Road and Dunster Avenue which have taken away parking for about 8-10 cars.

I would like to know why these proposals are being planned as it does not state anywhere the reason for them. It appears there is no concern for residents and no consultation. The only information we got was seeing a notice put on a lamp post on 2nd December 2020. The writing on it is so small, it's difficult to read. It states that the details can be read in the local gazette printed on 26th November 2020. So the notice was put up after the paper was published and residents around Garth Road do not have easy access to local papers. My mum doesn't even know where the local papers are distributed.

There was not any consultation before the charging points were put in or the double yellow lines in Dunster Avenue both of which have caused problems for all residents that do not have drives like the cottages across the road from my mums house. They will have nowhere to park. Proposals to restrict parking without consultations with residents is unacceptable and myself and my family are very worried about the impact and distress it will have on my Mum and Aunt.

I had to go online to see the map of the proposed works as there are none on the notices and the notices do not make any sense of where the proposed works are taking place. My Mums drive is not marked on the plans.

The proposed parking restrictions are very unfair and there needs to be an in-depth consultation with residents and proper information given as to why these proposals are in place.

If the reason is for the heavy vehicles and buses that pass through Garth Road can drive with less obstructions then surely making Garth Road one way would be a better solution as there will be no need for these draconian parking restrictions to be put in place.

Proposals like this MUST be discussed with residents first as we are the ones that have to live with the aftermath. I will be informing the Local Mayor and Local MP of your plans as I find your treatment of everyone that will be affected unsatisfactory.

Please can you contact me to discuss this matter and keep me informed of any updates at the email below

049

I would like to put forward my concern and would like to object your plans to put in loading bays It is already extremely restricted and very hard to get a parking space since the yellow lines and electric charging bays have been put in, All of us cottages don't have drives, I live at number xx, there is no way parking is going to be possible if your plans go ahead as parking has been majorly reduced due to the restrictions and electric charging points being put in which actually don't seem to get used that frequently!

Please explain and think about carefully where us residents without drives are meant to park then? This will be impossible and with two young children I need to be able to park near to my home, I am also a shielder in this pandemic and this would also mean I would have to drive around looking for parking spaces probably down the other end of Garth Road!

I feel these plans are totally unacceptable to the residents of Garth Road when Parking is already a huge problem!

I look forward to hearing from you in regards to this.

060

Please email me all the relevant plans and documents relating to this proposed restrictions mentioned above to Garth Road. Presumably, this is an effort to keep the wholly unsustainable Garth Road industrial site going at the expense of residents – ever more HGVs, like Rapid Ready Mix's, and empty buses clogging up traffic in residential roads, who are now facing losing residential parking as well. This is unacceptable, don't you have people who can plan sustainably? Garth Road is only big enough for normal traffic, not more and more HGVs and buses.

Since you have not sent me your plans nor tried to explain the rational for them, which as far as I can tell will fundamentally alter the parking arrangements in Garth Road, I am emailing to say I object.

Your approach to consultation is poor – leaving a legal notice on a lamp post, which explains nothing, is not helpful, and you haven't even taken the time to reply letting me know what is happening. Very frustrating.

Ebenezer Walk, CR4

013

I write regarding the above and to voice my **complete approval** of the proposal for double yellow lines on Ebenezer Walk. I am a resident on Ebenezer Walk and have been for approximately 7 years now and not only has it been unsightly having to see the garages every day as the first and last view (which by the way, I notice many of the garages are falling apart due to age and lack of care) but the incidence of parked cars and lorries has become unbearable, at times, obstructing home drives and ability to drive or even walk safely through. The Walk is very narrow at the best of times without vehicles being parked on both sides of the Walk. As mentioned, the dilapidated and unkept garages coupled with parked cars on each side does not make for a residential environment that many of us are paying a lot of money for. It is a place I would like to call home, rather than a 'free car park' for all.

Home deliveries have also been delayed due to this along with refuse collection delays and so I welcome the proposal and look forward to hearing of its progress in the coming months.

058

I wanted to appeal to the decision to paint lines on the road Ebenezer Walk . does not understand this decision, because I think there are more important things to do and for me and some other neighbors it will be very tedious parks my indoor vehicle there gives me bread and the opportunity to pay bills nobody parks there but only residents and nobody in the fire department sometimes only guests who visit us and our neighbours park there. it will be quite inconvenient for me he will have nowhere to park the vehicle in which I keep my tools for work is parked only at night from 8 pm to 6 am and from Saturday 4 pm to Monday 6 pm if there are lines there and I will not be able to park my car, I will have to sell it, which will deprive me of the means of living and thus I will not be able to pay tax also for the Merton office, times are very short and depriving someone of funds to throw away will be bad

Mawson Road, SW20

016

I am writing in reference to the proposed restrictions and parking bays on Mawson Close. I live at XX Mawson Close , SW20.

I welcome the measures but request your consideration of the space directly outside my property and the dropped kerb which allows vehicle access to my driveway.

Unlike some other neighbouring properties in the close, my dropped kerb is only the width of one vehicle. Our corner plot isn't shared by another driveway. Whilst this is sometimes a blessing, it does mean that cars parking either side of the dropped kerb often overhang it and severely narrow the access.

I attach a photograph taken today to illustrate this point:

009 & 33

We are residents of Mawson Close, we received the letter of proposal of Double Yellow Lines etc. I would like to put forward to yourselves about having Disabled Parking as our house is the only house in Mawson Close without a Dropped Kerb and my wife is wheelchair bound and I myself have Angina and my daughter has to push my wife in her wheelchair to a different road because we can never get a parking space outside our house or in our road. My daughter is pregnant and is no longer able to push my wife as our daughter has had bleeding and has been informed not to carry on pushing her mother as well as being told that she has to rest. I myself can not walk far due to having Ulcers on my feet and I have been told by the doctor not to walk far but with the general public parking thief cars in our Close which as previously mentioned we can never get a parking place and we desperately either need a dropped Kerb (Hopefully through the council or Disabled Parking Bays please. Also there are two (2) cars with the property and we are fearful that we will not be able to park in our close (Mawson Close) if we do not have either one of the above.

We look forward to hearing from you.

037

I object to the aforementioned plans to create free parking bays partially or wholly on the footway. While recognising there may be some desire for residents to store vehicles there should not be a free for all.

The creation of free parking bays does not seem consistent with goals if the 2019 or 2020 parking consultations. Any bays should be subject to a permit requirement with a charging scheme consistent with other parts of the borough.

Please also point me to the plans, diagrams and relevant decision notices.

050

I would like to provide my comments on the recent consultation request for changes to parking at Mawson Close. As context, I am a resident at xx Mawson Close and the changes will significantly impact the residents at Mawson Close.

Firstly, I would like to welcome the proposed changes by the council, especially the introduction of no parking/waiting areas on the roundabout and introducing marked parking bays on the other parts and I think this will contribute to the improvement of health and safety of the residents, especially children. That said, I think these measure are still short of what is needed to reduce the nuisance and chaos that is caused by people who park their vehicles in the area. I would like the council to consider time bound parking restrictions or introduce parking charges for the parking bays at Mawson Close.

The reasons for my request are:

1. we continuously see people parking their vehicles for days, while they use trains from Wimbledon Chase station. This is not a train station car park but instead car parking which should help locals and other short term car parkers that arrive in the area for Joseph Hood school or the health centre or to access the nearby local market.
2. I have witnessed cars that are parked in Mawson Close for days to realise that these are untaxed cars and as such the area is being used to evade taxes, which is illegal.
3. I also believe that a secluded long term parking with no checks also gives rise to other illegal activities in the area and as such it is the responsibility of the council to enact measures that remove/reduce such activities and protect residents from rising crime in the area.

Aa such I will reiterate my request that along with proposed measures the parking bays are either made time bound or parking charges are introduced for these bays.

We are writing with reference to The Merton (Waiting and Loading Restriction) (Amendment No. *) Order 202*, specifically The Merton (Free Parking Places) (Mawson Close) Order 202*.

While we agree with the principal of the proposed parking restrictions in Mawson Close, where there are currently often dangerously parked and obstructively parked vehicles, we feel we are adversely effected by the proposed locations of marked parking bays.

Specifically, it is proposed that there will be marked parking bays immediately to the left of my driveway (at no 7 Mawson Close), immediately opposite (outside the joint between No.s 6 and 8 Mawson Close) and opposite my driveway to the right (outside No 10 Mawson Close). Given there will be much fewer parking spaces available in the street than currently, it will be expected that these spaces will be permanently occupied. This will cause severe difficulties accessing my own driveway, as it would necessitate turning out of the driveway at a 90 degree angle into a narrow gap between two cars parked on opposite sides of the street.

The same difficulty will be experienced by the occupants of No. 5 and No. 8 Mawson Close. Moreover having parking bays directly opposite on each side of the street will cause access difficulties for larger vehicles such as delivery trucks, refuse collection trucks or emergency vehicles.

We would urge that one or more of the above mentioned parking bays is removed thus leaving room from free passage into the road from the driveways of No.s 5, 7 and 8 Mawson Close and leaving access for larger vehicles.

We thank you for considering these points.

054

I am writing the parking proposals on Mawson Close, SW20 9PA. As a resident here for the last 7 years I have certainly noticed an increase in the number of cars parking badly around the circle and also blocking driveways at the entrance to the close. We have noticed several cars repeatedly parking opposite our driveway on the circle for weeks on end (mostly recently a white mini parked for 5 weeks without moving) which I suspect belong to residents on flats on Kingston road. It's very irritating that workmen etc to residents' houses cannot park due to these cars parked here long term!

However, I am a bit concerned that the new yellow lines you propose will exacerbate parking problems for residents in the entrance to the close who don't have off street parking, and those on Whatley Avenue/Haynt Walk which also get clogged with commuters, and also make the school pick up from Joseph hood even more of a slalom.

Therefore I would like to suggest:

- marked bay parking as you suggest in the entrance to the close
- 3-4 marked bays on the circle. I don't think the rubbish truck or an ambulance would be able to easily drive around with more than 4 marked parked cars on the circle. Could these spaces have no parking between 1-2pm or 2-3pm for example? I have seen similar around Durham Road/Cottenham park and I suspect it would stop day commuters from Wimbledon Chase station and local flat residents parking there for weeks on end but allows for visitors and workmen to residents' houses with minimal inconvenience. It would be a shame to have no visitors parking at all locally.

I would be interested to hear your thoughts and final decision. Please could you let me know that this email has been received and considered in any case.

059

I am emailing with regards to the above proposed parking restrictions on Mawson Close. I am a resident of Mawson Close who received the proposal via post; and would like two objections I have to be considered. They are as follows:

1) The proposal sets out plans for new lamp/posts to be added to the street in order to display parking signs. One of these suggested posts would go outside number 11 Mawson Close. My objection is that there is already a lamppost in that location.

2) My second objection is the single yellow lines that would extend from the main part of the road along the corners at the top of the circle (the opposite end to the alley way). Those two spaces are valuable to the houses on the street without driveways, some of us are two car households and/or allow other people to visit. Parking on the very corners is a problem and yellow lines would be appreciated, but to extend the line along the whole curb length, thus losing the two spaces, would be unfortunate. Parking there does not affect pedestrians who cross from the road straight onto the pathway that cuts through the circle.

Thank you for taking the time to read my objections. I hope they help in making your final decisions.

Cecil Place, CR4

010

Please stop this madness from Merton Council. Only four houses in Caesars Walk have had notification of yellow lines to be painted down Cecil Place.

We already have serious parking issues in Caesars Walk due to the double lines painted down Walsingham Road, in which only few houses in Caesars Walk were invited for consultation.

We at present have people parking from the Wilson Hospital, Cranmer School, Commercial vehicles from Mitcham Garden Village as they are not allowed to park there. House prices have now been affected in Walsingham Road due to the fact no on street parking, this will be a knock on to all the roads affected with parking and house prices.

The only people that park in Cecil Place are their residents, and they over spill onto Caesars Walk.

Parking in Caesars Walk is now a nightmare and will be impossible if these side roads have yellow lines. The whole of this community is becoming fed up with this situation and Merton Council are not giving any solutions to the problem they are creating.

People have complained about the yellow lines in Walsingham Road and Merton Council's response to this was parking is not our problem.

This is totally unacceptable.

022

I have been living in Cecil Place for over 11 years and the only place that I can see as obstructive and dangerous parking is when someone park right at the beginning of Cecil Place (where I marked xxxx in the attached). This is usually happens when there is no parking space on Caesars Walk and people become desperate for some where to park. In this situation I am totally agree that something need to be done as it makes coming in and out of Cecil Place very difficult and dangerous. In the attached diagram, where I coloured in Brown pencil, there are about 4 parking spaces there for people that are living in Cecil Place that can't park in front of their house or visitors to park. Those spaces are needed and it's a necessities as people living in Cecil Place need to park near their home. With Caesars Walk already over loaded because there is already a shortage of parking spaces, which is the causes of why people parking dangerous right at the beginning of Cecil Place in the first place, taking away these parking spaces will make the situation even worse rather than improve safety! I am 100% behind putting double yellow lines around the intersect between Caesar Walk and Cecil Place. But anywhere inside Cecil Place would make life very difficult for people living inside this small cul-de-sac. Thank you for your understand in this matter.

031

I would like to bring your attention to the undemocratic consultation exercise and truly irresponsible proposals contained in your letter regarding the removal of further parking with the introduction of double yellow lines in the whole of Cecil Place. I view this exercise as undemocratic as your letter was only delivered to five residents in Caesars Walk which is the area that will experience the full impact of your proposals and of the 5 homes three are end of terrace with garage space available. My neighbour very kindly showed me the letter you had delivered to him while expressing his utter frustration with the situation as he was of the opinion this was a situation being forced upon him. Obviously further double yellow lines in this cul de sac will force residents to use what has already become limited parking in Caesars Walk. This would be the second such exercise in reducing parking availability as the same process removed 30 spaces from Walsingham Road along with electric car charging points and more double yellow line implementation to a further 10 spaces at the end of Caesars Walk . Caesars Walk uniquely has no other adjoining highways situated as it is among open grassed areas. Residents here often struggle parking with the close proximity of Mitcham Junction Station; Wilson Hospital and Cranmer School resulting in parents; commuters and patients all searching for parking space. While I do accept there is a need for no residence parking on each corner to allow access for emergency vehicles and dust carts at all times these proposals are far too drastic when a simpler solution is available. Given the problems your exercise will cause unless it is combined with a residence only parking scheme it is going to create continuing friction amongst both residents and the afore mentioned visitors to the area. I understand the need to address other views on this matter but the individual concerns you have received hopefully can be resolved easily with a more considerate solution as suggested. I therefore hope you can take a sympathetic decision on this with reduced implementation of the lines on the corners of 19/21 Caesars Walk to the satisfaction of all concerned.

036

I wish to object to your proposed plans for Cecil Place, I can assure you that any obstructive and dangerous parking reported to you will have been caused by the residents and visitors to Caesars Walk. It is difficult to pull out safely from Cecil Place into Caesars Walk due to parking on one or both corners, I would ask you to consider my alternative plans.

1. To revert to the original scheme that allowed parking on the edge of the left hand pavement for three cars, I am confident that this would not affect safe pedestrian access , due to the pavement on the right hand side.
2. To re- instate the Fire Path on the right hand side, to keep the access free for emergency vehicles, the painted white lines have faded over time.
3. To apply double yellow to both corners only and not the rest of Cecil Place.
4. To consider a short band of double yellow directly opposite the exit from Cecil Place in Caesars Walk, this would improve safe access and egress from Cecil Place.

The reasons for my objections are, Should you introduce your scheme this would increase the parking in Caesars Walk, residents are already putting out Cones and bins in the road to enable them to park outside their property. When we have visitors arriving by car they will have to try to park in Caesars Walk. For your information you will see from the attached photos that two properties are currently undertaking building works when finished there will be three off street parking places re- instated. The roadway and Kerbs in Cecil Place are in a very poor and dangerous condition. there are a number of elderly residents who reside in Cecil Place including my Mother - in Law who is 87 years old and in the advanced stages of Dementia , she does manage to take out her small dog and is at a high risk of falling over. May I suggest that whatever course of action you take that the repairs to the road are undertaken before any painting of yellow lines. Thank you for taking the time to consider my suggestions.

048

We object to the whole of Cecil place being double yellow lined. This needs to be reassessed, as since parking is very limited round this area already. If you come back late at night there is nowhere to park on surrounding roads (Caesars walk) already, add to that Cecil place residents and visitors then this will limit parking for others.

We do agree that there should be double yellow lines put on the corners of Cecil place going into Caesars walk and also that we need a fire path. We feel bays with half on, half off pavement parking should be put on one side. This is what used to be in place here. This way cars and lorry's can drive down the road, plus a safe side for people to walk and there is parking for the residents.

Our main problem is people parking on the corners and the fire path being blocked, the main Cul de sac is always clear and it's never blocked with cars.

Putting bays on one side as you drive in would give you more revenue when you come to permitting the area to stop people parking who do not live in the area!

057

In regards to the proposed double yellow lines pertaining to REF: ES/WR2020B2 I strongly object. These double yellow lines will take away valuable car parking space's, not allowing the residents to park outside their own property and placing an unreasonable amount of pressure on the surrounding streets. This has been demonstrated already by the introduction of double yellow lines on Walsingham Road.

May I suggest a solution to the issue at hand with minimal disruption to residents. Introducing double yellow lines just on the corners of the road outside the corner house's and parallel to their front doors on Cecil Place and opposite Cecil Place on Caesars Walk. this will allow plenty of turning room for any rubbish or large vehicles. If this was adopted on Walsingham Place as well then local residents will be able to park in front of their drives once again.

062

I have urgently been contacted by my above constituent regarding his objection to the above proposed plan for Cecil Place. I understand that my constituent feels that the introduction of the scheme will lead to excessive parking along Caesars Walk from Cecil Place residents and their visitors. He informs me that many residents of Caesars Walk are already placing wheelie bins or cones in the road to enable them to park outside of their property.

My constituent also states that two properties are currently undergoing building works which when finished will see 3 off street parking spaces reinstated. My constituent states that any dangerous or obstructive parking is as a result of the residents and visitors of Caesar Walk rather than Cecil Place. He informs me that it is difficult to turn out of Cecil Place into Caesars Walk due to the parking on one or both corners, and asks that his suggestion for alternative measures be considered. I understand that previous parking was allowed on the left hand pavement for three car. My constituent feels that this should be reinstated as this would not impact pedestrian access, given the right hand pavement would be fully accessible.

I understand that Mr xxxxx would also like to see the fire path reinstated on the right hand side of the road, which would keep access free for emergency vehicles, however these lines would need to be repainted as they have faded over time. My constituent also feels that double yellow lines should be painted on both corners of Cecil Place rather than the rest of the road. He also feels a short band of double yellow lines directly opposite the exit from Cecil Place on Caesars Walk, should be painted to improve safety when turning out of the road.

Additionally, I understand that the kerbs along Cecil Place are in a bad state of disrepair. My constituent states that these pose a significant safety hazard to elderly residents. He suggests that whatever course of action is taken, the road repairs would need to be undertaken before lines were painted.

I would be grateful for your comments on the above and if you could inform me as to the likelihood that the application will be approved. I would also be grateful for your consideration of my constituent's above proposals for the management of parking along Cecil Place as an alternative to the current proposal.

Please find attached images for your consideration in line with my constituents enquiry.

Officer comments

With regards to parking restrictions, in general the Council reacts to complaints from residents, road users, other members of public. Following a number of concerns regarding obstructive parking and hindered access particularly for emergency services and service vehicles along Cecil Place, we carried out a site survey and have concluded that the road width is 3.9m which is too narrow to accommodate parking. The minimum road width for vehicular access should be 3.2m, although emergency services ask for 3.5-4m. Additionally, the footway width is below the required 1.5m and therefore we cannot allow footway parking.

The Council has a statutory responsibility to ensure safety and access are maintained at all times and following our assessment the Council has no alternative but to propose the restrictions. Although the proposed parking restrictions are likely to increase demand in the neighbouring roads, in the absence of a CPZ, there is no provisions to prioritise parking and given the site constraints, there is no provisions to increase additional safe parking.

Parking on the footway was never officially permitted. In the absence of any complaints, the Council did not undertake any enforcement; however, as per legislation and adopted practice, where the footway is too narrow, footway parking cannot be legally permitted.

The proposed parking restrictions at the junction will address sightline and access problems and additional restrictions are not considered necessary.

The reinstatement of the Fire Path on one side would not address the obstructive parking as the road and footway are far too narrow to accommodate parking. An alternative option would be a Fire Path applicable to the entire width of the road which would make deliveries / stopping etc totally illegal.

It is appreciated that parking is a priority for residents; however, safety and access must be given priority and the removal of illegal / obstructive parking cannot be considered as loss of parking.

As set out in the newsletter, all representations will be reported and considered by the Cabinet Member before a final decision is made. Residents will be advised of the decision in due course.

With regards to the condition of the road / footway, this has been passed to the Highways team who will undertake the necessary assessment.

Martin Way, SM4

002

To whom it may concern,

This objection relates to the proposed waiting restrictions and parking bays at Martin Way.

It is absolutely outrageous even thinking to allow 42m (24m + 18m on both lanes) of yellow single lines to one business and not even to consider the resident citizens who live above those businesses.

Nobody has even thought about where we should park as families with kids?

Has it even been considered to allocate parking for us who live above those business?

Especially in this circumstances with COVID-19 where we drive our cars everywhere for security reasons, where am I supposed to park when I come back from shopping with many bags and my 4yr kid?

Where am I supposed to park when I come back from my hospital visits and check ups I regularly have due to a tumour I am fighting with?

Our council tax increases every year, our Martin Way street is absolutely disgusting every Tuesday morning (pictures attached) because council can't bother to arrange some Bin. Containers so that foxes don't bring trash everywhere and now you also want to remove our free parking spaces?

I have to wake up every Tuesday morning, and see all my rubbish and private documentation trashed everywhere by the foxes, and no one care about that, but you want to remove our parking space?

Why do I need to wait until 7pm to park in front of my house? Also Monday to Saturday? The businesses downstairs are only opened Monday to Friday!

This means we want things to be left how they are, and really I ask you to consider the families living above those businesses. There is plenty of space for everybody!

There might be some business downstairs but there are more than 12 families above them renting, or flat owners, don't you think we should also get considered?

If needed I will get signatures and start a petition from all the residents on this bit of Martin Way, and I will make sure that opponents to your proposal will be more than your supportive side.

004

I am emailing to express my opinions on the planned waiting restrictions on Martin Way. As a resident of Springfield Avenue who routinely has their drive blocked in by vehicles parking to use the businesses on Martin Way, I can only express my negative take on the planned restrictions. I'm required to call Merton Parking enforcement often to have wardens ticket vehicles that park over my drive, I'm routinely completely blocked in and have no way to get my car off the drive. These new restrictions will just cause people parking to constantly park down Springfield Avenue and make an ever increasingly dangerous road even more dangerous.

We have a nursery at the bottom of the road (toward Martin Way) as well, cars fly down the road well over the 20mph listed and with increased parking volumes it will be much more difficult to see oncoming traffic.

If restrictions are made, then they must apply to Springfield Avenue as well, which already has long term parking issues (people parking for the day to use South Merton Station

027

I am writing to object the proposed parking restrictions on Martin Way.

I am the owner and occupant of xxb Marting Way, and also owner of a car which use regularly. Adding these restrictions highly restricts the ability of myself finding parking close to my property, as at the moment I often find myself parking a long way down Springfield Avenue as there isn't anywhere closer. Adding yellow lines on Martin Way will mean that even more cars will park on Springfield Avenue, further restricting the places I am able to park.

I also feel the reasoning behind this isn't quite right, as the local business, in particular the shops below me, have a driveway behind their shops that cars and vans can and do regularly drive down for load and unloading activities. As well and

garages for storage in said driveway, that aren't owned by myself or other property owners in the building as far as I am aware.

With all this, I find myself very concerned about where I will be able to park myself if these restrictions come into place and think that maybe making the area permit holders only might be a better solution. that way residents of the buildings alone can still have somewhere to park, but also freeing up some more space for the local businesses.

Look forward to your response.

Lower Morden Lane

014

I write in response to the notice issued on 26 November 2020 regarding the proposals along Lower Morden Lane opposite the crematorium along towards the cemetery on the corner with Garth Road.

Whilst I was pleased with the Double Yellow Lines from 291 back towards Carlingford Rd., as has now been evident, the problem of congestion and resultant dangerous driving along the stretch of road has been made worse by the lack of clear vision around the bend /over the bridge.

I would suggest that the double yellow lines be on both sides of the road from Carlingford Rd. to 337 Lower Morden Lane, thereby giving clear site along the presently dangerous situation of congested cars parked on the road around the long bend with the humped bridge.

019

I only have an objection if the single yellow line proposed is going across the crossovers. The ridiculous situation we have at the moment is that because the double yellow lines don't stop at the crossovers there's nowhere to park on that side of the road including the area between the grass verges leading to people's property. If the proposed single line is going to continue across the crossovers no cars, vans etc are not going to be able to park anywhere along that stretch of road between 10am and 4pm Monday to Friday. If this is the case then I think you will need to clarify the parking restrictions with some kind of signage as nobody in that stretch of road that I have spoken to was aware of any parking restrictions on the driveways/crossovers.

Officer's comments

All the above proposals are as a direct result of receiving complaints about safety and access due to inconsiderate and obstructive parking.

Upon being made aware of safety and access issues, the Council undertakes a site assessment and determine the appropriate extent of restrictions. Every effort is made to minimise the extent of restrictions which is primarily determined by the width of the carriageway and the footway.

Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and their visitors but it is the Council's statutory duty to ensure that access and safety are maintained at all times. Once the Council is aware of obstructive parking, lack of mitigating action could put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties.

Those who have complained about non-resident parking can petition the Council for a CPZ which is the only way of prioritising available parking for residents and their visitors.

Merton Council - call-in request form

1. Decision to be called in: (required)

--

2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409