

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: 7 February 2022

Dear Councillor

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

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

- **Proposed waiting restrictions borough wide 2021 Batch 1B (statutory consultation)**

•
and will be implemented at **noon on Thursday 10 February 2022** 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

Democracy Services

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

1. Title of report

Proposed waiting restrictions borough wide 2021 Batch 1B (statutory consultation)

2. Reason for exemption (if any)

3. Decision maker

Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and Climate Emergency

4. Date of Decision

7 February, 2022

5. Date report made available to decision maker

28 October 2021

6. Decision

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

- 1) Notes the result of the statutory consultation carried out between 28th July and 27th August 2021 on the proposals to introduce 'at any time' waiting and loading restrictions 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 with the following modifications

Z27-689-06 (Camborne Road)

To only implement at 10 metres at the corner of Queen Mary's Avenue and Camborne Road; on the green circle from outside 88-103 Camborne Road and 93-103 Camborne Road; to implement at the corner from outside 86 Camborne Road to 10 metres from the road bend; to implement 10 metres from the junction of Cannon Hill Lane with Camborne Road and all the proposals the junction at Churston and on the mini roundabout at Cannon Hill Lane

Z27-689-10 (Buckleigh Avenue/Beaford Grove)

To only implement outside 6 and 8 Beaford Grove; at the corner outside 15 Buckleigh Avenue; the green area bordered by Buckleigh Avenue and Beaford Grove; at the junction of Cannon Hill Lane and Buckleigh Avenue for 10 metres either side in line with proposals; at the corner outside 5-9 Buckleigh Avenue; 10 metres from the junction of Martin Way and Buckleigh Road.

Z27-689-12 (Oxford Close) To only implement at the corner of Cambridge Road and Oxford Close as per existing line and the proposed line opposite number 2; to implement 10 metres from the corner outside 21 Oxford Close to opposite 76 Oxford Close as per proposal; to implement from corner up to 24 Oxford Close as per proposal; and outside 28 and 46 Oxford Close as per proposal.

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

Site/Location	Drawing No.
Cambourne Road	Z27-689-06
White Bridge Avenue	Z27-689-09
Buckleigh Avenue / Beaford Grove	Z27-689-10
Oxford Close	Z27-689-12

7. Alternative options considered and why rejected

To implement all the proposals would not consider all representations made as part of the consultation

Declarations of Interest

Met with residents on Camborne Road with Cllr Sally Kenny to discuss proposals

Martin Whelton

Cllr Martin Whelton

Cabinet member for housing, regeneration and the climate emergency.

7 February, 2022

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

6 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.

7 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.

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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.

0 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)

0 Cabinet member for housing, regeneration and the climate emergency.

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: 27 October 2021

Agenda item: Ward: Various

Subject: Proposed waiting restrictions borough wide (2021 Batch 1) 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 28th July and 27th August 2021 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. Z27-689-06, Z27-689-09, Z27-689-10 and Z27-689-12 (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. A leaflet with a plan was also distributed to all those properties in the roads listed below.

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

Site/Location	Drawing No.	Representations
Cambourne Road	Z27-689-06	24
White Bridge Avenue	Z27-689-09	2
Buckleigh Avenue / Beaford Grove	Z27-689-10	55
Oxford Close	Z27-689-12	6

3.3 The statutory consultation resulted in

- 24 representations from Cambourne Road, of which 10 are in partial support and 14 against.
- 6 representations from Oxford Close, of which 2 are in support, 1 in partial support and 3 against. Two of those who had already submitted their representation directly to the Council also submitted further representations via the local MP
- 2 representations from White Bridge Avenue, both objections.
- 55 representations from Buckleigh Avenue / Beaford Grove, of which 2 are in full support, 20 in partial support and 33 against.

All 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 being mindful of the local resident's parking needs.

4.0 PROPOSALS

Cambourne Road

- 4.1 The Council received a representation from residents via the Leader of the council requesting yellow line restrictions to address the obstructive parking in Cambourne Road. Vehicles are parking partially on the footway and on the central green. Currently vehicles park on both sides of the road. This manner of parking is causing a degree of an obstruction to traffic flow and impede access for large vehicles especially emergency services and refuse vehicles. Cambourne Road has a carriageway width of 6.2m with 2.24m wide footway with grass verge on both sides; majority of properties have crossovers) In response to these reports the Council is proposing to introduce waiting restrictions (double yellow lines) to address obstructive parking on the carriageway and ensure movement of 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.

White Bridge Avenue

- 4.2 The Council has received representations from Waste Services who have attended site numerous times to empty the bins but have been unable to gain access due to cars being parked all along White Bridge Avenue which has a carriageway width of 5m and footway width of 1.8m.

The Council has received representations from both local residents and the refuse collection crew regarding obstructive when vehicles are parked fully on the carriageway on one side of the road, which does not leave enough room for vehicles to access the road, especially service/refuse vehicles and emergency vehicles.

Given the narrow nature of the road, it is necessary to introduce double yellow lines on the both side of the road and cul de sac (except where it is save to do so). 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.

Buckleigh Avenue and Beaford Grove,

- 4.3 The Council has received representations from a resident requesting yellow line restrictions to address the obstructive parking in Buckleigh Avenue and Beaford Grove. A resident had an accident due to vehicles parking at the corner of the two roads and blocking drivers' sightlines. Buckleigh Avenue has a carriageway width of 5m, which narrows to 4.8m with a footway width of 1.8m. Beaford Grove has a carriageway width of 5m, which narrows to 4.9m with a footway width of 1.8m. With vehicles fully parked on the carriageway on both sides of the road, carriageway width becomes insufficient to facilitate vehicular access particularly for service/refuse emergency vehicles. It is, therefore, recommended to introduce 'At any time' waiting restrictions (double yellow lines) along one side of both roads and junctions. This will ensure improved sightlines, access and safety for all road users. Please see attached plan in appendix 1.

Oxford Close

- 4.4 The Council has received representations from local residents and Waste Services regarding obstructed access when vehicles are parked fully on the carriageway on both sides of the road - either fully or partially on the footway including within the cul de sacs, which does not allow enough road space for vehicles to access the road especially service/refuse vehicles and emergency vehicles. The full or partial footway parking also causes access issues for pedestrians, parents with prams and wheel chair users.

Oxford Close has a carriageway width of 5.4m and footway width of 1.8m. Given the narrow nature of the road, it is necessary to introduce double yellow lines on one side of the road. 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.

5.0 Officer's recommendations

- 5.1 The Council has a statutory responsibility to respond appropriately to concerns raised regarding obstructive parking, access concerns and to ensure safety and access are maintained 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 the 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 and obstructive parking must be discouraged if not fully prevented. 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. It will also do nothing to facilitate the waste collection requirements. 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 2021 / 2022.

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.

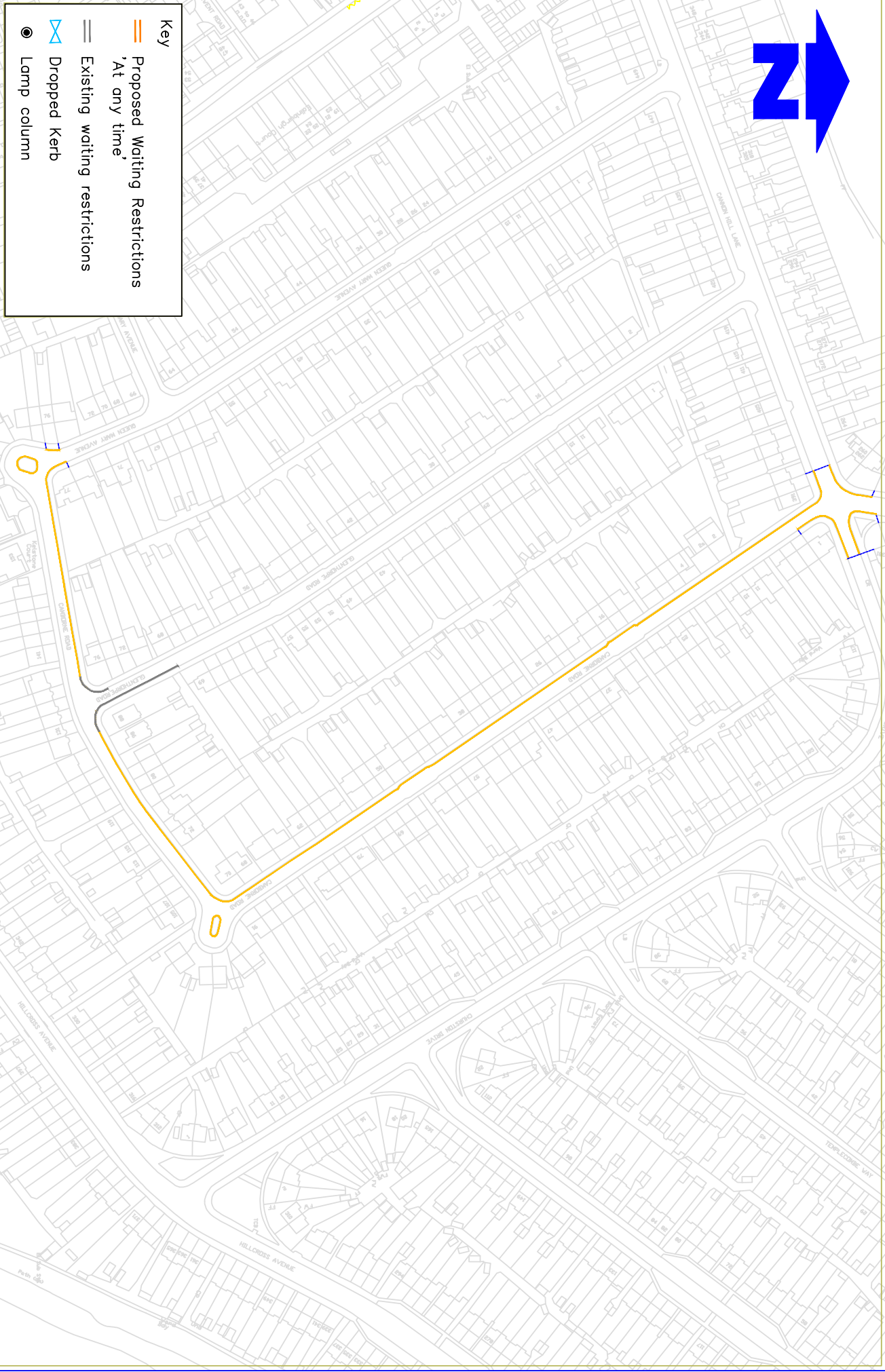
Appendix A – plans of proposed restrictions

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

Revised

Revised	By	Date	Description



TRAFFIC & HIGHWAYS

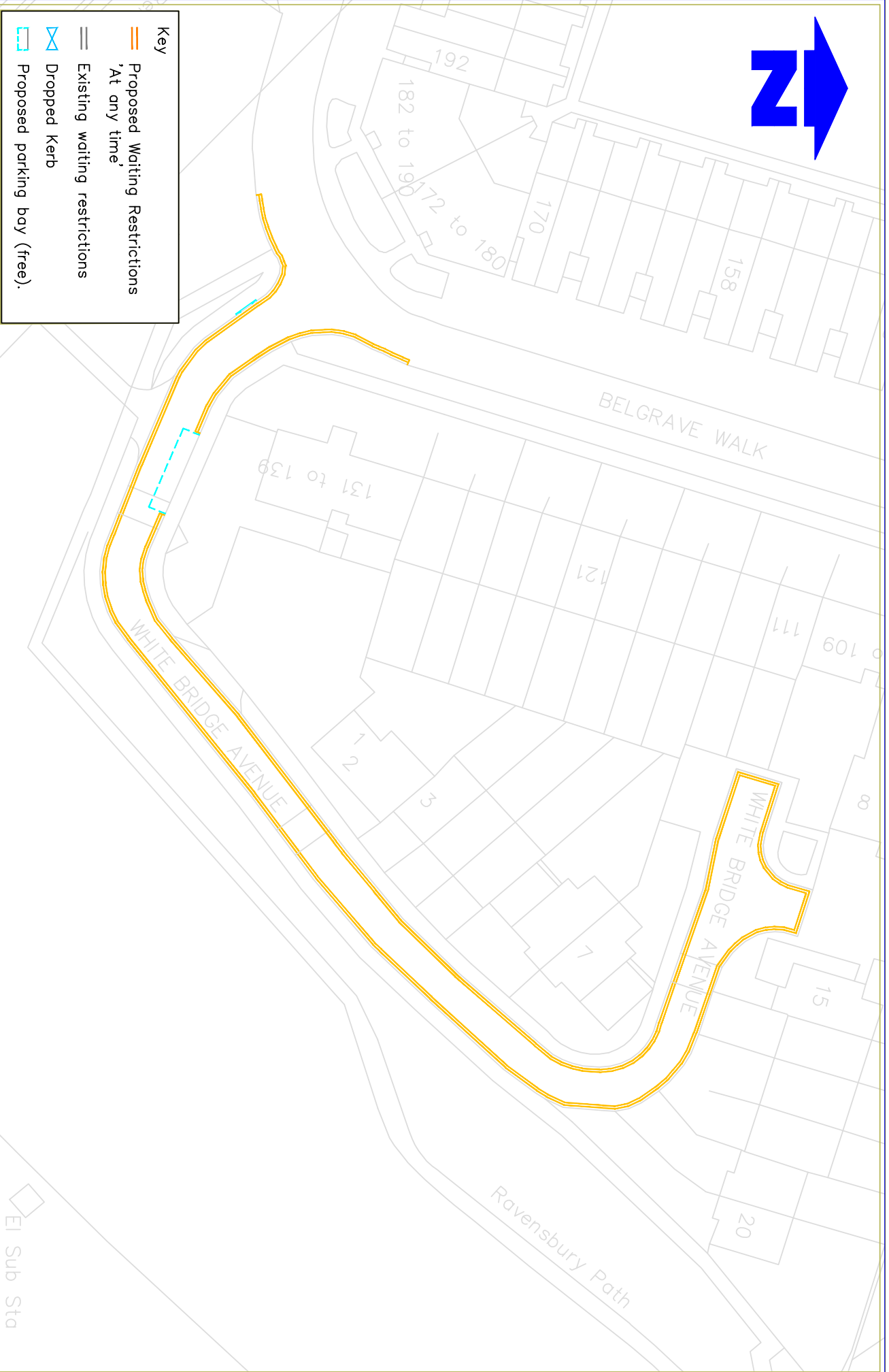
Drawn by	Checked by	Approved by	Date	Scale

PROJECT TITLE
WAITING RESTRICTIONS (PROPOSED)
CAMBORNE ROAD SM4

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

CONSULTATION
 NTS

Z27-682-00



Key

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

Notes
Do not scale from this drawing

No. Reasons

Category	101	102	103	104	105	106	107	108	109	110



TRAFFIC & HIGHWAYS

Approved by										
Checked by										
Drawn by										
Agency										

PROJECT
WAITING RESTRICTIONS
(PROPOSED)
WHITE BRIDGE AVENUE
CR4



CONSULTATION
Z27-682-02
NTS

El Sub Sta



Key

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

Notes
Do not scale from this drawing

Rev.	Reason



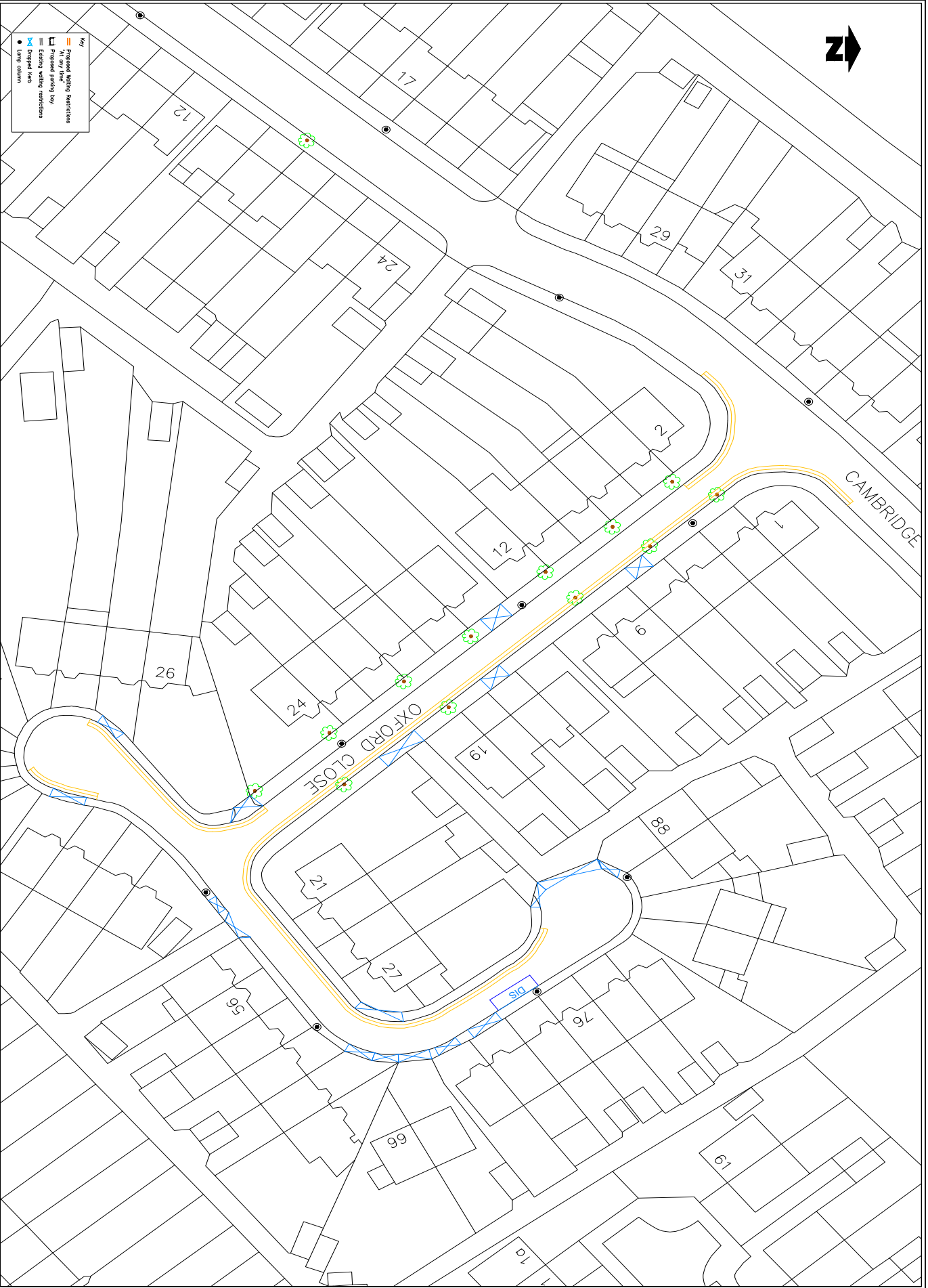
TRAFFIC & HIGHWAYS

Author	SM	Checked by	JMS
Drawn	JMS	Approved by	JMS
Date	10/01/20	Date	10/01/20

PROJECT
WAITING RESTRICTIONS
(PROPOSED)
**BUCKLEIGH AVENUE &
BEAFORD GROVE - SW20**



CONSULTATION
Z27-682-03
NTS



Key

- Proposed waiting restrictions
- Proposed cycle lanes
- Existing waiting restrictions
- Proposed cycle lanes
- Street corners

Notes
Do not scale from this drawing

Rev	Number	Issue	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Approved for use under the Greater London Authority's Traffic Signs Regulations and General Directions (TSRD) 2002. All signs and markings must be installed in accordance with the Traffic Signs Regulations and General Directions (TSRD) 2002. The use of any other signs or markings is prohibited.

PROJECT
CONTROLLED PARKING ZONES
OXFORD CLOSE DESIGN LAYOUT

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

Consultant
CONSULTATION
Scale: 1:250

Drawing No.
Z27-689-01

Representations

Cambourne Road, SM4

007

I am responding to your proposed 'waiting restrictions (double yellow lines) Camborne Road' – statutory consultation received recently. The scheme is ridiculous and totally unnecessary, and we are totally against it. We very rarely get large vehicles unable to proceed along Camborne Road and there have been a number of occasions when we have had ambulances and fire engines in the road who have managed to arrive at the correct house without incident. We have some very large lorries, such as furniture vans, who very, very rarely find it difficult to get past a badly parked car and the householder usually just moves the vehicle out of the way. The response to a very occasional large vehicle having trouble driving along the road by installing double yellow lines is totally disproportionate to reality. There are also two wider sections of road where it would be difficult to understand the installation of double yellow lines, there is no problem whatsoever with vehicles parking in these wider sections of road blocking the road. We tow our caravan from our house along Camborne Road with no problem at all. There are many roads around the borough that are narrower than Camborne Road, such as Thurlston Avenue, Templecombe Way and Shaldon Drive locally. What is your response to the difficulty of getting emergency vehicles along these roads? If this approach is taken for Camborne Road the whole borough would end up with double yellow lines. Parking would become an absolute nightmare. For any residential road, such as Camborne Road, parking restrictions would create absolute havoc. Vehicles would be parked across peoples vehicle crossovers and in adjacent roads causing further stress to residents. It would also encourage householders to pave over their front gardens, therefore reducing on street parking further and adding to the already big problem of water run off after heavy rain. We have seen many front gardens being concreted over so they are non-permeable despite the requirement from LBM that they must be permeable, no one comes to check on these installations. We are also in the flood plain from Pyl Brook so this would exacerbate the problem of flooding. If people were to have visitors there would be no spare capacity for them to park.

009

Thank you for the recent letter. Further to the proposal to put double yellow lines along the whole of my side of Camborne Road (number 44) on one side and other associated areas on the diagram I object for the following reasons:

1. I have worked overlooking the road for the last 18 months and have witnessed very few instances that could be described as obstructive or dangerous parking. The handful of instances were resolved very quickly and cooperatively. I can see up and down a long stretch of the road so am very sure of my opinion. I also use the road regularly with my car. The issue must not therefore be as bad as reported and therefore does not warrant this level of disruption.
2. The availability of on road parking is very limited already despite many houses having paid for off-road parking already to alleviate parking issues. We, for example, paid for a dropped kerb and drive.
3. Often the households have more than one car and this overflows onto the road even where they have off-road parking. Significantly this appears to be mostly on the side of the road not included in this plan. Impacting only one side of a road is plainly not a fair outcome for residents regardless.
4. The impact on visitors to the houses will be dreadful/distressing. With already limited parking it will be next to impossible to have visitors. My elderly parents live many miles away and have disabilities. Currently we can manage the parking in a practical way using the area in front of our drive when they visit. I certainly can't have my disabled dad walking far to get to our house. The affected area is the whole road! I believe that this would drive us away from the area which would be disruptive for our children. What a shame for a family friendly neighbourhood!
5. The effect of this action on Camborne Road will cause parking displacement to other roads. This is not a great strategy, just a cheap one.
6. Given my observations that the issue is not discernible to me during my 24/7 * 18 months home working presence I could suggest other solutions that would provide more room and less distress in the event that those obstruction issues really do exist which would mitigate any issue described:
 - A. Possibly allowing cars to park slightly off-road where there is not a grass verge. A specific case to note is where people can park across their own drives.

B. Slight road widening to thin out some of grass verges where issues are reported if they are supported reports.

C. Partial pavement usage. This would require thinning/ removal of some grass verges and indicating the amount of pavement allowed for parking.

D. Removing blocking obstacles for houses that would otherwise pay for off-road parking to be developed. Eg awkwardly located trees which could be moved.

This proposal seems like the proverbial sledge hammer to crack a nut and, for that reason, hope it is reconsidered.

Targeting the locations of the reports rather than affecting the whole road and please consider a range of solutions in those specific locations. Lastly, thank you for the opportunity to object and hopefully add some context as someone in a prime position to witness the voracity/gravity(or lack thereof) of this issue.

013

Our response to your communication (Statutory consultation dated 28 July 2021), detailing the proposed “waiting” restrictions in Camborne Road.

As long-term residents of Camborne Road (over 40 years), we regard the proposal as ill-researched, unnecessary and socially unacceptable. We agree there is occasionally some poor parking (as on all roads locally), but this could be easily mitigated by adding Camborne Road to the many other local roads where there is a “one wheel on the kerbstone” allowance.

Camborne Road has wide pavements, so there would be no consequent width limitation for wheelchairs, prams or other pedestrian needs. No cost would be involved and you have active patrols who can monitor it. (They fined me for one wheel on my own dropdown.)

We're also confused by your terminology; double yellow lines are not “Waiting Restrictions”...they're “no parking at all at any time”. Just be honest!

As far as the double yellow line proposal is concerned, we would make the following points:

1. We are already seeing a rise in the use of Camborne Road as a “Rat-Run”, only dampened by the need to slow down constantly due to parked cars. Having one side car-free will be a green light to a delighted army of non-resident, cut-through drivers who pay scant regard even now to the 20mph limit. There is clear danger with this proposal to the safety of residents.
2. Double yellow lines along the entire South and West side will add pressure for more ‘drop-downs’ that will worsen existing flooding problems. The Council make no demands that front garden hard-standing transformations should be surfaced with appropriate soak-away materials and all recent ones have had concrete or close-block finishes. All rainfall therefore goes to the street drains and the road is officially on the flood plain.
3. There is very little parking space available on the North and East sides of Camborne Road, so the proposed lack of any parking facility on the South and East sides would force those residents to fill any spaces. As a consequence, visitor parking, service vehicle parking (tradesmen, delivery vehicles etc), as well as care workers and medical visitors will have huge problems.
4. Camborne Road has several wider sections, where parking does not impact at all on through traffic or service / emergency vehicles. Banning parking on these stretches is just folly and shows a lack of research.
5. No other road in the entire Lower Morden area (as far as anyone is aware) has had such a draconian consultation presented, and many are much more narrow than Camborne Road.
6. Interestingly, in the time it has taken to write this response (approx 1 hour), and given that this is a weekday and during ‘normal’ working hours, only 11 vehicles have passed along the road past our window, suggesting the situation has been exaggerated by some party (?), as this is basically a quiet, residential road.
7. We have seen service vehicles struggle at times, but always when building work is going on somewhere in the road and even triple yellow lines won't stop the building trade parking wherever and whenever they want. Proof is the pavement damage outside every project.
8. Genuine poor parking can be recorded by service and emergency vehicles on simple dash cams and, if appropriate, reported to the police or highway authorities for legal action. As locals, we all know who the offenders are.
9. There would be particular problems for the church (St Martins) and for the Nursing Home (Kelstone Court) if visitors, mourners and medical staff cannot park nearby.

In conclusion, our suggestion is to trial the kerbstone option that works in surrounding roads at nil cost to ratepayers. A period of (say) two years would prove the point. The extra width created is significant (at least 2 foot) and no one need be inconvenienced. We very much hope the proposal is scrapped.

015

Thank you for consulting with us regarding proposed waiting restrictions (double yellow lines) on Camborne Road, SM4 4JL, and surrounding streets.

In as much as your consultation is based on 'reports from the community regarding obstructive and dangerous parking' I must say that I have never found parking on Camborne Road a problem and I am puzzled that this would be the case.

I will submit a Freedom of Information request separately in order to ascertain how many incidents have been reported where emergency vehicles have not been able to gain access

VERY occasionally traders undertaking work on houses on the road have been a minor inconvenience, but due to the nature of the work this inconvenience has been temporary and acceptable as part of living in an urban community.

Introducing double yellow lines as suggested in your plan would cause a permanent and disruptive inconvenience to the whole road and with no added benefits. I can only imagine the cost to the Council to introduce and enforce this scheme, which is wholly unnecessary.

Many residents on Camborne Road are elderly and often visited by family who support them, so restricting parking is going to have a negative effect on them. Additionally, with rising house prices more families are multi generational and consequently there is a greater need for parking. We do regularly have cars speeding down the road where children are playing, so having a 'clearer' road might actually impact negatively on this issue. Arguably having to slow down while driving down a residential road acts as natural speed reduction. Double yellow lines on the Apex at either end of the road would be welcome to improve sight lines, I believe these have already been introduced some years back and have by and large been successful. I wholeheartedly oppose this proposal.

019

Re proposed waiting restrictions Camborne Road ref ES/WR2021B1

We hope that in making these proposals the stated aim to ensure the easy passage of large emergency and service vehicles is the only aim. There should be no other agenda.

In your letter about the proposals you say that you have 'received reports from the community' about the alleged issue. May we ask how many reports, and also whether you have had complaints from the refuse collectors, ambulance service, police or fire brigade? They drive the vehicles whose access the letter expresses concern about.

We are strongly opposed to these proposals. We have been resident for 37 years and in that time have rarely known service vehicles unable to pass down the road. We can vividly remember a fire in a house opposite ours some twenty years ago and that was attended by 5 fire appliances, 3 of which successfully entered the road from Cannon Hill Lane and the other two successfully from Queen Mary Avenue.

In your letter you talk of obstructive parking, and, in the next sentence, say that when cars are parked both sides there is not enough room for emergency and service vehicles to pass by safely. We suggest that there has always been enough room if cars are properly parked. Behind the proposal seems to be the principle that because motorists occasionally park badly all the residents in the road should have controls imposed on them and their motoring visitors. A preparedness to penalise bad parking would be more equitable.

We have been out counting the number of street parking places that will be lost if the proposal is implemented. I believe in to be 46. By painting double yellow lines down the whole even numbered side of the road, no regard is given to the two sets of widening in the longer section of the road, or to sections of the road where dropped driveways on the other side mean that parked cars on the even numbered side can never create an obstruction.

We would also suggest that the proposals would give an added incentive for residents to have their kerbs dropped and their front gardens paved which would add to the run-off load on the drains (even if the council ensures porous paving is used). Another issue is what would happen to delivery vehicles, and others, such as builders vehicles? It seems likely that the proposals would result in frequent contraventions.

It would also seem likely that fewer available parking spaces would result in more pressure on spaces in Glenthorpe Road and Churston Drive and all the knock-on consequences.

We would also draw attention to the fact that ramps from dropped kerbs to residents' paved gardens may not be legally parked upon. If visitors were able to put two wheels on the ramps they could park with no chance of obstructing wider vehicles.

In summary, we strongly do not want the proposed restrictions and regard them, and all their disadvantages to residents, as disproportionate to the alleged, and we feel, unsubstantiated, problem.

020

I am resident at XX Camborne Road and I did not receive notice of the above.

Furthermore, after getting a copy from a neighbour, I would bring your attention to the fact that your plan is neither up to date nor is it easy to read.

Outside my property there is already a much needed double yellow line on the corner.

I would agree that some parts of Camborne Road would benefit from double yellow lines but I would suggest that someone could look at the existing parking rather than a blanket line along one side of the road. It is impossible to see which properties have dropped kerbs on your plan but I would think that where there is a-run of these that this would be the better place for the restricted parking. Another example is adjacent to my property. One side most houses have dropped kerbs, this allows for parking on the opposite side. If you make this restricted parking visitors will have nowhere to park.

I look forward to your response to my suggestions.

035

I write in response to you letter dated 28 July 2021 addressed to The Occupier, *** Camborne Road, Morden, SM4 4JN.

As the owner and occupier of *** Camborne road, I write to strongly object to these proposals. Camborne Road is already used as a rat run from Grand Drive where drivers ignore the 20mph speed limit and these proposals will further exacerbate the problem of speeding rat run traffic. The parking as it is, whilst not perfect, helps to slow traffic. We also suffer from large trucks and lorries trying to use the roads as a rat run, no doubt caused by sat navs. In addition, the current proposals will lose valuable parking and visitor spaces for residents. As more and more people convert their gardens to parking, we have already lost many spaces. In addition I don't believe you have considered the impact on the school run mums and dads who regularly park in Camborne Road and drop off children for schools on Hillcross Avenue. We will end up with cars parked all over the place and across peoples drives causing even more issues for our neighbourhood. It is clear from the proposal that you have gone for the easy option. One has to wonder whether anyone has actually visited the street to see how people currently park. Having one continuous line on the north side (between 105 and 151) of the road loses many, many parking spaces. If you had visited you would see that on most days people park quite sensibly on this stretch of Camborne Road from and the parking slows the traffic. As I said, I am 100% opposed to these plans, however if we have to have some form of restriction to allow better emergency access then please consider the following. There are at least 4 spaces opposite 105 to 111 and two outside Nos. 72-76, so the double yellow should be on the southside where most drives are, to minimise loss of parking . The stretch from 121 through to 139 cars park on the south side of the road, so the restrictions should be on the north side. Then from 141 through to opposite St. Martins Church cars once again park on the North side where there are more spaces, so the restrictions should be on the south side. We have been asking for years for plans to be.

037

We object to the proposed Order of double yellow lines in Camborne road SM4 4JJ

Objection 1

I wish to object to double yellow lines as a resident of xx Camborne road.

Having vehicles parked on both sides of the road appears to provided some degree of traffic calming, which help to reduce the average speed of vehicles, and the number of speeding vehicles. This serves to make the road safer and quieter, which can only be a good thing. Restricting parking as proposed will not only reduce parking options for local residents, it will effectively widen the road leading to an increase in traffic speeding which is already a big problem .Our road is already used as a cut through from grand drive and Hatfield school making the road noisier and less safe for local residents, cyclists and pedestrians.

Objection 2

Regarding dangerous parking .

In my 18years of being a resident I have only recently seen dangerous parking.

This was at the cannon hill end of Camborne road where service vehicles were parking right up to the end of the kerb where the roundabout is making it very difficult to see oncoming traffic from the left of the roundabout and having to be on the wrong side of the road was very obstructing. So I do think that you should implement double yellow lines on both sides of the junctions cannon hill end. This end of the road has a large flow of children crossing back and forth to get to St. John fisher school.

Objection 3

I feel it is important to ask

whether you have made contact with residents in Glenthorpe Road, Churston Dr, Queen Mary's Ave and Cannon hill lane with regard to your proposal? I am sure they will be very interested to hear of your plans as clearly this will have a huge impact on already congested roads in the surrounding area. It is not just the residents in

Camborne Road with whom you have made contact that should be consulted, others in the area should be made aware of your proposal. If the proposed double yellow lines go ahead, would you kindly give your suggestions as to where the current residents & their visitors will be able to park?

May I also add that If this was to go ahead that road safety issues will be a big problem so I suggest that you also put speed humps down to stop the already number of speeding vehicles which will be greatly increased.

040

I have recently been contacted by Mr * regarding his concern for the above mentioned proposed waiting restriction (double yellow lines) Camborne Road.

Please find attached for your consideration, my constituent's representations against the proposal.

I understand that Mr * feels these proposals will be extremely problematic for the local area and disputes the claims that larger vehicles have access issues due to negligent or inconsiderate parking. He states that the proposal is disproportionate to the reality of the conditions on Camborne Road and is strongly opposed to the plans.

My constituent is also concerned that should the proposals go ahead, many residents would experience parking issues and visitor parking issues, leading to concreting over of gardens and having long-term impacts on flooding and environment.

I would be very grateful if you could ensure that Mr **s concerns are taken into account in the Council's consideration of this planning proposal, and for your comment on when the Council expect the final decision to be made.

041

I am writing you on behalf of number x Camborne Road about the future proposed double yellow lines. I am against the decision so put double yellow lines outside of number 1 to number 7 on either side of the road as we have never had any problems with emergency services being blocked. I do believe further down there should be yellow lines as the parking up there can cause problems. I believe for residences such as myself this would cause more problems to find parking.

I have attached pictures to this email showing you a busy day and how there is no obstruction outside of my residence even though one side is full off cars parked

Please take this into consideration.

042

I am writing with regards to the proposed weighting restrictions for Camborne Road.

I live at XX, and whilst I have experienced dangerous parking down the initial section of Camborne (from Canon Hill to the first corner) I have not experienced it in the second section from the first corner to the second corner. This is most likely due to the wider road in that section.

I have experienced the same issue driving down Glenthorpe Road.

Whilst I appreciate the problem you are trying to solve I feel it will simply drive (no pun intended!) residents to park in Glenthorpe Road or Queen Mary Ave, thus simply moving / increasing the problem.

Perhaps a better solution would be to widen the road down the first section of Camborne by removing the grass verges, indeed there are already 2 such sections down that part of the road already which provide 'passing points' for larger vehicles.

046

I disagree with the proposed double yellow lines the whole length of one side of Camborne Road.

1: Our road is already used as a short cut from Cannon Hill Lane mini roundabout through to Grand Drive by the Co-op to avoid long waits/queues at the traffic lights at Cannon Hill Lane / Grand Drive Junction and if one side of Camborne Road is totally clear of parked vehicles this will increase the number of vehicles using it to cut through and at faster speeds. Its already a 20mph road which many vehicles already do not observe, mainly numerous delivery vans and lorries racing from one delivery to the next all day, but also cars & motorbikes mostly during the morning and evening rush hours.

2: Part of the problems are caused by Parents of children at Hatfeild school dropping off in the morning and picking up in the afternoon who park on the bends, across peoples drives, opposite other vehicles, even on the existing double yellow lines on the bend by the Alley through to Hillcross Avenue.

3: The proposed double yellow lines will also remove numerous parking spaces from opposite St Martins Church up to Glenthorpe Road, along the side of 70 Camborne Road and along the side of 393 Cannon Hill Lane. Council has already reduced parking spaces by double yellow lines in Glenthorpe Road along side of 88 Camborne Road.

4: It seems to be a case of punishing all the residents & visitors / church & nursing home visitors due to a few inconsiderate people, why not punish those people instead of all the residents.

5: It would be better to have the double yellow lines on alternate sides of the road leaving as much parking as possible where there are no dropped kerbs and the double yellow lines across dropped kerbs/driveways stopping people obstructing access. This would also help to slow the traffic without obstructing vehicles.

6: Agree that Cannon Hill Lane mini roundabout requires double yellow lines as people park right up to the ends of the intersecting roads and have even seen vehicles parked across the corners of the roundabout. Also the bends halfway down Camborne Road (both sides) and where it becomes Queen Mary Avenue. I have attached some recent pictures of bad parking at bend midway down Camborne Road with vehicles parked on the bend or at the small Island with the vehicle sticking out onto the bend.

047

I wish to make a representation in response to your letter of 28 July 2021 regarding the proposed siting of double yellow lines along the stretch of Camborne Road across the road from numbers 105 to 111 Camborne Road (attached documents ES-WR2021B1 (page 1) and ES-WR2021B1 (page 2)).

It would be better to site the double yellow lines on the same side of the road as 105 to 111 Camborne Road for reasons of safety and access.

1. **Safety.** There is a likelihood that vehicles coming down Camborne Road from the junction with Cannon Hill Lane could misjudge the corner and hit cars parked on the road outside 105-113. As few of these houses have drop-down pavements along the width of their frontage, there is the probability that cars will be parked outside them. This happened a few years ago when a car coming from Cannon Hill Lane took the corner too widely and hit a car parked outside 113 Camborne Road. Both cars were seriously damaged – probably write-offs – and it was fortunate that nobody was seriously injured. The police were called out and should have a record of this.
2. **Safety.** If vehicles are parked on the road outside numbers 105-111 Camborne Road, it will create a blind spot for vehicles trying to leave from the drives at 105 to 113 as they will not have an unobstructed view of vehicles coming around the corner opposite 105. As there are no houses on the opposite side of the road from 105 to 111, parking there would not create any such blind spots.
3. **Access.** The existence of parking space across the road from 105 to 111 does enable visitors, such as carers or family members, to park nearby. It also allows space for necessary trade vehicles, such as grocery delivery vans, builders, or utility providers (gas, electricity, etc.). This does not just benefit the occupiers of 105-111, but also other people living on Camborne Road.

I would imagine that the same applies for those houses near where Camborne Road meets Queen Mary Avenue.

I would be grateful for your consideration of these points when making your decision. Do please contact me if you require clarification of any points or have any questions.

048

Below are my concerns so I am objecting to the proposed yellow lines in Camborne Road Morden.

1. If yellow lines are installed, house owners would be forced to apply for garden driveways thus unnecessarily diminishing plant and green areas. Some owners would be unable to afford new garden driveways, therefore struggling to find a space anywhere near their home.
2. Emergency vehicles do not have a problem accessing our road - we have lived here for over 30 years and have not witnessed any issues. Every time we have seen one they are always travelling more than 20mph through the road. If this was justification then every local road in Morden would have yellow lines on one side which is just impractical for many reasons.
3. Traffic speed will definitely increase making the road more dangerous for families and less able people when they are crossing the road; we have observed this in residential roads where yellow lines have been installed on one side.
4. What could help, is to reduce the vehicle weight allowed to park overnight in the road. Not sure if the council are able to do this.
5. People get very angry about parking issues and I know the lines will cause a massive loss of parking spaces, people parking right up to dropped drives trying to fit in cars and vans, arguments, loss of friendship and disharmony in

Cambourne Road, Glenthorpe Road, Queen Mary Avenue and parts of Canon Hill Lane. This will impact on community spirit and produce some situations that we are not even aware of as yet.

051

I'm writing to outline a number of objections to ES/WR2021B1, the proposal to add double yellow lines to one side of Camborne Road (SM44JJ / SM44JN). As a resident of the road I believe this proposal will negatively impact the quality of life and the traffic flow of the surrounding area with no significant upsides. My reasons for believing this are outlined below. Firstly, Camborne road has a large number of houses, many with driveways, some without. Despite the number of driveways, a large number of car owners have to park their vehicle on the road itself, in front of one of the grass verges (of which there are few,

due to the frequency of driveways on the road). The introduction of double yellow lines will mean that there isn't enough physical space for everyone who owns a car and lives on the road, to park their car on the road. This would lead to people parking their cars on neighbouring roads, leading to inconvenience to both them and residents of neighbouring roads (such as glenthorpe road and churston drive - which are already almost full of parked cars). This would also make it harder for emergency and service vehicles to access those roads. To illustrate my point, I've taken a video at approximately 20:45 on 25/08/2021 (YOUTUBE LINK:), walking down the top section of the road. 25 of cars were parked on the road at this time, and it's reasonable to assume on a Tuesday evening that the vast majority of them belong to residents. If the average length of a car is taken to be 4.5, and each car needs 50cm of extra space to parallel park, then there is 125m metres of parked cars on the road. The road itself is ~330 metres long. If driveways are also considered, then less than 25% of the space (on the side of the road intended to not have yellow lines) can be used for parking. This means there are too many cars owned by residents for them to park on the road, if the double yellow line is introduced. Residents cannot be blamed for this, as they bought their cars unaware of the risk of their road being desecrated. If this plan went ahead, some of the driveways on that side of the road would be blocked, or some of the residents would park on other roads. This would cause aggravation and inconvenience to residents of Camborne Road and the surrounding area. The video also contradicts claims that the road doesn't have enough space for emergency and service vehicles to drive down the road, as clearly there is. In fact, in my time living here I've seen the rubbish truck arrive every week, numerous ambulances, a car transporter, and numerous skip-carrying trucks, construction trucks, delivery vans (etc.) travelling down or parked on the road, and none have complained about lack of access. I invite a representative of the council to spend a day observing traffic on the road if my anecdote doesn't avail concerns. Another reason stated to add yellow lines to Camborne road would be to "assist with the movement of traffic". However, this is not a problem, as the road is already accessible and traffic moves down it just fine currently. Camborne road is not a main road, nor a shortcut. Yes, some people use it as a shortcut between the roundabout at the top of the road, and Grand Drive, however the logical, direct route to Grand Drive is by going down Cannon Hill Lane itself to the traffic lights at the bottom of the road. Adding yellow lines on Camborne Road would be promoting this cut-through, which leads to a give-way to turn onto Grand Drive. This would cause unnecessary traffic on these residential roads, and increase congestion as now drivers going from the roundabout to Grand Drive would be split between the traffic lights (the safer option, for both pedestrians and motorists) and the give-way (more dangerous for all involved). This would noticeably slow the flow of traffic on Grand Drive in that area. This should be avoided as Grand Drive is already a very busy road, as the road that leads from Sutton to Raynes Park most directly. Moreover, a set of double-yellow lines without speed-breakers on Camborne Road would mean that cars could travel down the perfectly straight road at any speed that they wish, as one side of the road would be guaranteed to be empty (compared to the current situation where the cars on either side of the road make speeding practically impossible. There have been zero traffic deaths on Camborne road and these lines would likely increase the chance of that number increasing. Emergency services cannot save a dead body, whether they have access or not.

To illustrate my points I've attached images titled "MAP1.png" and "MAP2.png".

To conclude I hope I've been able to demonstrate why this proposal would not only massively inconvenience residents of the area, and motorists in the area, and increase congestion, but also pose a safety risk to pedestrians and motorists by funneling motorists from a set of clearly signposted traffic lights (a pelican crossing) to a give-way on a narrower road with poor visibility. Also, the proposal would have no meaningful impact on the accessibility of the road, but make the road very easy to drive on with excessive speed, putting residents in danger. If you would like to discuss my objections further or discuss the proposal any more, please don't hesitate to contact me.

060

As a long-term resident of Camborne Road (56 years) and an ex London cabbie (but no longer a car owner) I feel in a strong position to register my objections to these proposals on the following grounds:

- The blanket use of double yellow lines the length of Camborne Road will take out over two dozen parking spaces, mainly opposite the church and nursing home, causing problems for their visitors.
- A clear stretch of road which the lines would create is likely to encourage budding 'Lewis Hamiltons' to speed along, causing danger to local residents.
- Lots of households already have 'cross-overs' – currently able to be used by those who need to park on the road for short periods, such as my son and niece do when they visit me. Installation of double yellow lines across these drives will mean that this space will not be able to be used, adding to the reduction in parking spaces.
- An unintended consequence of this measure may also be that MORE residents request 'cross overs' and drives on their front gardens, thereby contributing to the environmental problem of flooding (already an issue in this area.)
- Delivery trucks are very likely to park up on grass verges with double lines in front, thereby causing more damage to the physical environment. (I base this judgement on what I have witnessed myself over the years.) Installation by the

Council, of wooden posts, to prevent this type of behaviour further along the road - between numbers 24 and 46 – has only caused this problem to move back along ‘my’ part of the road.

- As an elderly resident (now 89 years old) who has lived here for 56 years, (24 of them as a retiree) I can honestly say I have NEVER witnessed the hold up of an emergency vehicle. I HAVE witness at least four accidents due to drivers speeding. As a man who is usually at home, I can say that the street is usually fairly clear of traffic until end of day (returners from work) and also during school pick-up time for Hatfeild Primary in Lower Morden Lane – yes, Parents park in Camborne Road and walk through the alley to pick up their little ones from school.
*I would like to know what data you have obtained from the Emergency Services in order to support your supposition that, “there isn’t enough room for emergency and service vehicles to pass in safety.”
- On a more selfish, but no less valid, point; although I no longer own a car, I have what I consider to be two potential parking spaces outside of my home – used considerably by my visitors and neighbours, and causing no problems. I am concerned that the loss of these street parking spaces will affect the value of my property.
- Please supply me with reasons why the adjacent streets to Camborne, i.e. Queen Mary’s and Glenthorpe, have not also been considered for this measure. They are the same width as Camborne, after all, and used as much as ‘cut-through.’
- Please also clarify why you refer to double yellow lines, which are surely a parking restrictions, as “waiting restrictions?”

My last comment is that I am very disappointed that nobody from the council has been down to speak with residents; I know, and speak to, many of my neighbours and have yet to find one who supports this measure. It would also be nice for us to show a council official the areas of problem for us. With this in mind, I would like to invite somebody to visit and allow me to physically demonstrate what I have commented on in this response.

063

Thank you for your letter dated 28th July 2021 regarding the proposal for double yellow lines on Camborne Road. I am not surprised that the Council has received complaints about parking on Camborne Road, there are fairly regular occasions when some people appear unable to park sensibly or recognise where is an appropriate place to park their car for other vehicles to pass. Some of these issues are most notable during school drop off/pick up times, where it does appear a number of parents use Camborne Road to park their car, walking through the alleyway to Hatfield Primary school, sometimes blocking driveways along with restricting traffic along the road.

I do agree in principle that some sort of restriction or other measure may be needed to in order to address the problems that result from this inconsiderate parking.

However I do wish to raise a representation against the proposal as it currently stands, specifically to the proposed yellow lines on the southern section of Camborne Road from House Number 70 to the corner of Queen Mary Avenue. I do not have any comment to make on the proposed yellow lines on the eastern section of the Road from No. 70 to Canon Hill Lane.

My representation against the proposal (on the southern section only) is on the following grounds:

- The proposal to place yellow lines as indicated on the attached map, will remove a large number of parking spaces and residents will not be able to park their cars outside or near to their houses. This will cause displacement of vehicles onto surrounding roads and just move the problem somewhere else, or exacerbate an existing problem on those roads. Some houses do have potential use of garages at the rear, but the alleyways leading to them were designed and laid out in the 1930’s, and are somewhat narrow and difficult to manoeuvre modern vehicles in to actually get cars into a lot of the garages that now exist.
- The proposed yellow lines, on the northern side of the carriageway, unnecessarily removes a number of parking spaces that do not need to be lost to yellow lines to resolve the problem. There are 3 stretches of pavement without any dropped kerbs for people to park their cars without causing an obstruction. These are bordering the gardens of the following houses:
 - 70a Camborne Road,
 - 76 Glenthorpe Road, and
 - 77 Queen Mary Avenue.
- As the proposal stands, parking would not be possible on either side of the road in multiple places, either due to double yellow lines on the northern side, or dropped kerbs/driveways on the southern side. This does not really make much sense as it will be going from one extreme to the other.

- Overall, the proposal disproportionately impacts residents as a result of a problem often caused by bad parking of people who are not residents on the road.

068

I am writing to oppose part of the planned double yellow lines on Camborne Road.

As a resident it is annoying and frustrating when cars park on the other side the carriageway outside my house (143) as it does make it harder to park directly outside my house and can cause damage to my car by vehicles trying to get passed.

It is a difficult road to park in and I believe it is mainly visitors of the church and nursing home causing it.

Whilst I think the yellow lines will be beneficial to stop this issue, I do not think it's necessary for the whole road to have double yellow lines.

I don't have a drive way and regularly have difficulty parking outside my house. Having the double yellow lines will only make it much harder, and with having young children, this is going to cause additional stress.

The areas of the road I have marked below provide a substantial amount of parking that never have vehicles parked on both sides of the road.

These areas could remain free from yellow lines whilst still providing a bit of parking and allowing emergency vehicles to pass by safely.

Please consider my recommendation seriously

070

Further to your letter dated 28th July 2021, regarding the proposed waiting restrictions (double yellow lines) Camborne Road, we would like to make the following comments for statutory consultation reference ES/WR2021B1:

We agree to the possibility of waiting restrictions at pinch points on Camborne Road eg: corners and junctions, however we do not agree to the extent you are currently proposing.

We feel it is dangerous to insert double yellow lines to one entire side of the length of Camborne Road. The road is already a "rat run" and used as a shortcut to avoid traffic on Cannon Hill Lane and Grand Drive alike. Camborne Road currently has a 20mph speed limit and we believe that by introducing double yellow lines on one side of the entire road will enable vehicles to speed through Camborne Road much easier and faster, potentially causing higher risks and possible fatalities to pedestrians and other road users. Juggernauts, emergency services, delivery lorries and buses on diversion, frequently drive through Camborne Road without any issues.

As indicated on your map, the width of Camborne Road is wider than many other surrounding roads in the area. Are you now intending this to be the precedent and place this restriction on all roads?

We look forward to hearing from you and your team in the very near future regarding this matter.

071

Regarding the application referenced above, as resident owners of **Camborne Road, we object to the proposed plans in their current form.

There has been no impact assessment of the proposal above on available parking for residents and speeding vehicles (the double yellow lines along the whole length of Camborne Road would provide a clear run for vehicles), our concerns are that removing available parking space on one side of the road will shift cars to finite spaces on the other. We are already experiencing obstruction of driveways from cars parked inconsiderately, this has its own safety implications.

Where there are certain pinch points along Camborne Road that when cars are parked on both sides, it would be better to focus the use of double yellow lines in those areas rather than the whole length.

Furthermore, by far the greatest obstruction to emergency vehicles is the junction with Queen Mary Avenue and Grand Drive (beside the Co-Op). This junction often causes queuing of vehicles on Grand Drive turning right into Queen Mary Avenue all the way back the Beverly Roundabout.

Please confirm receipt of this representation.

073 &74

I am writing with regard to the following the proposal for double yellow lines in Camborne Road whilst I understand if this was for access of Emergency Vehicles it would be essential I would like to request when access was not possible? If this is the case why have you left the residents of Camborne roads at risk.

In the past several years and most recently a couple of very large home improvement projects have been ongoing .These have required large delivery vehicles with hoists skip lorry's all of which have successfully managed to get down our road. Then on more than one occasion the bus route has been diverted along our road they made it through successfully too. I have seen several emergency vehicles down our road never have I seen a car moved. Fire engines have been to my house and my neighbours within the last few years with no problems.

so I find it strange that now you wish to enforce this parking restrictions.

We are a residential area nowhere near a station or town we should and so should our visitors be able to park, this will cause a considerable inconvenience and problems to our neighbourhood. I have an elderly mother who lives in the road how will the people who check in on her while I am at work park, she cannot walk that well so if parking is restricted outside her house how do you propose we deal with this.

It is also strange that the other end of the road going into Queen Mary's where it is far more congested and dangerous is not being marked up. Strange and also possible as I believe a councillor lives that end of the road !!.

The other issue I have is that we have cars regularly breaking the speed limit we have had several accidents cars being hit walls and garages been smashed due to the cars missing the corner. if one side of the road is completely clear this just means the cars will go faster .As the road is already a cut through for traffic this road without speed bumps is just a rat run for cars .Children walk along this road to school there will be a serious accident or even a death and clearing one side of a road with is like making the road a free for all.

When you look at the road behind Churston it is almost impossible to pass but this doesn't have yellow lines all along it I can only see this as another money making scheme for a greedy labour council

075

I write with reference to the Proposed waiting restrictions (double yellow lines) Camborne Road, Ref ES/WR2021B1.

I understand that the proposal is for double yellow lines to be painted on one side of Camborne Road to help address obstructive parking and assist with movement of traffic. Whilst I appreciate that proposal is to assist with the easier access of emergency vehicles and service vehicles, it will cause greater safety issues for residents and other users of the road.

For your records, I live at ** Camborne Road.

Camborne Road already suffers from vehicles using it as a means to circumvent traffic in Grand Drive (i.e. a 'rat run'). The speed of these vehicles is only checked when cars are parked in such a way that drivers must slow down to navigate safely through the parked cars. If you effectively make the road a 'clear run' as the double yellow lines will do, the speed of vehicles will not only increase, but the so too will the volume, as drivers will become all too aware that the road is easier and faster to navigate. This poses a significant risk to other road users and pedestrians in Camborne Road. The risk of an accident and possible fatality will significantly increase. There are also two bends within Camborne Road that could be justifiably defined as 'blind corners' as they have restricted visibility. These are already difficult to navigate safely against oncoming traffic when vehicles are driving at the permitted 20 mph. The increase of speed and volume of vehicles as the road becomes more open will only exasperate this problem.

As the double yellow lines on one side of the road will prevent cars from parking, residents and their visitors will be forced to park on whatever space is available on the other side. This will undoubtedly mean closer parking up to the edges of resident's drives by vehicle drivers as they seek to find any space they can. This is going to cause issues for people on the side of the road with the yellow lines to access or leave their drives safely (if at all) due to vehicles so close to their drives or by restricted visibility caused by these parked cars. Furthermore, this restriction of visibility and difficulty manoeuvring safely, combined with increased volumes of faster traffic, will most likely lead to an accident at some point.

To help emphasise my previous point, at the end of Camborne Rd adjoining Cannon Hill Road there is currently space for approx. 4-5 cars to park safely and cause no obstructions. There are several drives on the opposite side of the road, which means this part of the road has consistent ease of access; drivers park on the side with no drives as it is safer and more convenient. The proposal will eliminate these spaces and will force the vehicle owners to park either elsewhere in Camborne Road or in the surrounding streets. If the yellow lines go ahead, upto 3 of those vehicles will need to park in between resident's drives, right up to the edges. My wife and I already have issues trying to access and exit our drive safely due to a tree and lamppost right on the opposite edges of our drive. However, on the very odd occasion a car has parked next to our drive,

it has been difficult to navigate the drive onto the road and vice versa safely, especially when cars come into Camborne Road at speed from Cannon Hill Common.

I appreciate that a solution should be found. Double yellow lines at the corners of junctions are certainly welcome, especially at the junction of Camborne Rd and Cannon Hill Common, which I am more familiar with. Perhaps in other parts of Camborne there could be intermittent double yellow lines, placed in such a manner that prevented parking on both sides of the street on the same part of the road. This would mean painting some double yellow lines on one side of the road or the other, leaving one side clear. This would need to be alternated to ensure no straight run through and would only be needed in those parts of the road where there are no drives opposite each other.

I have spoken to other residents and there are serious concerns for potential accidents or fatalities caused by greater volumes of vehicles and greater speed. I sincerely hope that you take the points outlined above under serious consideration.

079

With regard to the new proposed double yellow lines in Camborne Road SM4 4JN

I would like to see ONLY one change to the new double yellow lines. At the Kelstone Nursing Home/ St. Martins Church end. If, at this end of the road, you switch the yellow lines to the other side, the Nursing Home / Church side, you will save three more parking spaces for residents.

There are driveways on both sides of the road just before the Nursing Home (no.151 and no.100 opposite), so there would be plenty of room for traffic to pass through the parked cars if the cars are parked on the other side, opposite the Nursing Home and church.

Parking is already difficult for residents and it will be bad for us if there are fewer parking spaces.

White Bridge Avenue, CR4.

012

I have had a letter informing me that's my road will have double yellow lines also waiting restrictions I really cannot understand why this has been proposed properties 1 and 2 have a parking area with a drop down kerb 3 to number 7 also have drives with drop down kerbs flats 8 to 14 have parking bays houses 15 to 20 have drives with drop down kerbs so all the actual properties have no problems with from other people as you can see from the numbers 1 to 20 it is a small cul-de-sac I am in a purpose built disabled property and so would like to know when carers come also visitors where are they supposed to park I would be grateful of a full explanation I am totally against yellow lines being put in regards.

044

I am writing in response to your letter REF: ES/WR2021B1 As a resident of White Bridge Avenue, I would like to Register my objections to the proposed Yellow Lines for the following reasons.

Firstly, I note that you state that you have received reports from the community regarding obstructive and Dangerous parking, I personally have never witnessed parking which matches that description and therefore I question the authority which has been used to determine this opinion. Furthermore, I also question the ratio of residents who have complained against those who have not?

Surely only a preponderant majority of resident complaints would constitute a real necessity for such a scheme to be considered?

I see from the illustrated plan that your proposal includes a small area for approximately two Vehicles to park unrestricted. This is woefully inadequate to serve the whole road and would properly be abused by residents in the nearby estate who would leave cars permanently parked in the bay meant for visitors.

I do not believe that this proposal has been given adequate thought or consideration because it is completely inadequate, unworkable and unnecessary.

Oxford Close CR4.

002

While fully in favour of the scheme as a whole, may I suggest one small amendment?

I am not conversant with traffic engineering rules, but in view of the great pressure on parking availability, could the yellow lines along the side wall of 26 Oxford Close be shortened to create one parking space beside the entrance to 28 Oxford Close where there is still sufficient road width before the bottleneck at the T junction.

006

I refer to your letter dated 28/7, but received on the 26th July, wishing to draw your attention to the following matters that should have been included in your attached plan / map of the proposed extents of the double yellow lines, to give a true representation of the situation from a resident who lives in Oxford Close with no off street parking who values his garden as many of the residents do who live here.

The map doesn't take into consideration the number of off street parking bays that have been created by the residents who live here, with or without permission by our local authority. Without prejudice, I can confirm they are No. 76, 50, 44, 42, 40, 36, 34, 32, & 30 Oxford Close. And there lies the problem. How can the council consider double yellow lines in Oxford Close when over the years you have / haven't given permission for the residents of Oxford Close to have off street parking aware that problem it will bring to those residents who chose not to have off street parking. It's so unfair and unjust that the Traffic & Highways haven't taken into consideration these basic facts and made them known to the Environment & Regeneration Department before writing to the residents who live in Oxford Close – Mitcham.

As somebody who has lived in the Close for over 42 years I have never known a parking problem but there will be if this scheme goes ahead. Are you not aware that the problem will be just move to Cambridge Road, where if scheme ever came into force the residents of Oxford Close will have no choice but to park their vehicles in Cambridge Road and those who live in Cambridge Road, have no choice but to park their vehicles in Tamworth Lane and so on. So why penalise the residents of Oxford Close when only a few may have done wrong? It just doesn't make sense. I feel so incense by the Council possible action that I am going to copy in my local MP Siobhain McDonagh and her fellow Councillors who in my opinion (our local Councillors) have done nothing to bring this matter to our attention.

I feel the introduction of double yellow lines in a residential area, far from our local railway station Mitcham Eastfield's is unjustified, and why Oxford Close and not Cambridge Road or why anywhere within the Longthornton Ward. Why just over a few reports over obstructive and dangerous parking when the problem could be resolved by a one to one meeting with the person / persons concerned.

Surely the people who are complaining about the few should look at themselves and ask why are they bringing misery, stress and unhappiness to those who live here when probably they themselves have off street parking and are not concerned about other residents feelings, especially when generally speaking there has never been a problem in Oxford Close over parking. I would be interested to know the response to your letter from the residents of Oxford Close, those who have bays and those who don't have. Aware that the residents who may have a bay, may not object and those who don't, will object. I do think the whole matter needs careful consideration before a decision is made and the right decision taken for the right reasons. It's interesting to note that in one corner of Oxford Close, the following neighbours have off street parking. They are No. 50, 44, 42, 40, 36, 34, 32, & 30. By those having a bay it should free up other areas but there isn't other areas apart from across number 26 (half on road and pavement). Outside No. 50 and 48 (half on road and pavement). Across the alley way between number 52 & 54. Between houses 54, 56, 58, & 60. Opposite number 68, 70, 72, 74, 78 (where the pavement is not used). And rear of No.27 (on pavement). Finally on pavement (not used) to the side of No.21 and opposite No.24, 22 & 20. That's the only spaces for the residents of Oxford Close, apart from outside, No.24, 22, 20, 18, 16, 12, 10, 8, 6, 4, 2.

In fact I would challenge the department who wishes to pursue proposed plans and request a meeting to resolve the matter so the residents can continue to live in harmony in this part of Mitcham.

026

I think the draconian measures to generate income in the borough are getting too much.

The parking restrictions around schools being one, I don't usually have time to check the times on signage without causing an accident. Now you want to put yellow lines everywhere. I live in Oxford Close and have never seen an accident on the road.

Work places seem to send commercial vehicles home to peoples houses now, banning these vehicles on residential roads would free up some space.

Multiple cars per household are a problem also.

Make it easier for residents to have dropped curbs outside their houses.

My mother is elderly, she needs to be able to carers and friends and family to visit, don't take that away from her.

031

Living in Cambridge Road for 20 years we have noticed and have to deal with the lack of parking spaces in this road even though some residents have no vehicles. Of recent years we notice large white vans taking a lot of spaces there what parking spaces available are fewer. At the moment if we drive off even for 5 minutes you guarantee your space has been taken.

Our reasoning for not putting double yellow lines on Oxford Close would mean even fewer spaces in Cambridge Road that would have Cambridge Road residents at a disadvantage and the impact will be heavily restricted. Our front gardens are too small to accommodate dropping pavements to park vehicles.
Please reconsider this proposal as we don't understand how so few residents in Oxford Close can reflect and impact the whole of the community this seems drastic I'll considered.

045

We are property owners of xx Oxford Close, Mitcham, CR4 1DY and agree to double yellow lines being placed, especially on the corner/bend of No.26 Oxford Close where the obstructive & dangerous parking mainly occurs. Cars that park on this bend (outside No.26) obstruct and sometimes block residents of No. 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48 from driving to & from their properties/driveways in the cul-de-sac. Not to mention obstructing delivery, council & emergency services vehicles from entering/exiting the cul-de-sac.

Although we agree to double yellow lines being placed on the bend of No.26, we do not agree to them going across our property No.28 as we already have a white line marking that we paid extra for when we had our kerb dropped for our driveway 10 years ago.

We therefore suggest that the double yellow lines be placed on the bend of No.26 where the obstructions occur, starting from the boundary of No.24/26 and end at the boundary of No.26/28 (up to our white line).

I have highlighted on the diagram below & attached where the double yellow lines should be placed. This would actually reflect/be the same as the yellow lines that are already on the bend of No.2 Oxford Close, which has assisted massively with vehicles being able to freely enter/exit Oxford Close without cars obstructing the corner/bend.

058

My name is Mrs ** and I live on Cambridge Road, Mitcham CR4 1DW. I am very much opposed to the new waiting restrictions (double yellow lines) on Oxford Close as this will very much impact on parking within Cambridge Road. We are already seeing an increase of vehicles parked along our street and most evenings end up parking on Tamworth Lane which is not suitable. Now you are creating even more of a problem as there will be double yellow lines on one side of Oxford Close, surely you could have asked both residents within this cul-de-sac if they wanted "off-road parking", which may have been a better choice. I can appreciate the residents of Oxford Close have always had an issue with parking, but now their careless parking is impacting Cambridge Road, Tamworth Lane and any other adjacent roads which already have limited parking. I'm sure you can appreciate why I am totally against your proposal and I am hoping others has voiced their opinions too.

095 ref: **SI51349**

You may recall our corresponding when I was Head of Public Affairs at The Royal British Legion, some years ago – I am a resident of Oxford Close.

Mr **. has today delivered a copy of your letter to Mr Chris Lee of 16 September to residents of the Close, with an addendum encouraging us to write to Mr Lee "voicing our concerns". These have already been made in initial representations to Merton Council and I am sure that Mr Lee is fully aware of the problems faced by residents, service vehicles and potentially emergency vehicles.

I am aware that the conduct of a public consultation by Merton Council should involve the making of written representations by a deadline (27 August in this case) and that these will not be acknowledged, but consolidated into a report for consideration by the Council Cabinet Member responsible. This process is ongoing and I am informed by the official responsible that it should be completed by the end of October. It may be then that there will be an opportunity for personal views, if the matter were to go to an open meeting of the Council.

The question of the accuracy of the plan provided by the Council is not relevant as it is just an illustration and the off-street parking bays whether shown or not, if anything relieve the parking problem.

The purpose of installing double yellow lines is simply to enshrine the status quo of how most reasonable people already park their cars and allow traffic free passage. Once installed they will provide a framework for the Council to deal with any incon-

siderate or illegal parking. As things are inconsiderate and illegal parking often makes access impossible for Emergency vehicles (Fire and Ambulance should they be needed) Council service vehicles and other large vehicles requiring access for deliveries, etc.

In short, the established process is well under way and it is to be hoped that it will result in free passage for all. However, once the yellow lines are in place, in whatever form the Council finally decide, the key to them working successfully will be ENFORCEMENT. It is noticeable that existing yellow lines in the area, some quite recently installed, are being ignored as patrols are not made by Council Officials, especially outside working hours.

I hope you will take my views into consideration.

096 ref: SI52013

I have recently been contacted by my above constituent in regards to the above statutory consultation and, in particular, the proposed installation of double yellow lines on Oxford Close.

I understand that Mr * has recently been provided with a copy of my letter to you of 16 September by his neighbour, a Mr W. Mr * has noted his disagreement with a number of the concerns raised by his neighbour. Mr L is of the opinion that the installation of double yellow lines on Oxford Close would be beneficial in allowing the free passage of traffic along the road and would provide the Council with a framework by which inconsiderate or illegal parking could more easily be challenged.

I would be very grateful if you could ensure that Mr **s concerns are taken into account in the Council's consideration of this statutory consultation.

Buckleigh Avenue / Beaford Grove, SW20.

001

Thank you for your letter dated 28th July 2021, referring to the proposed double yellow lines, reference ES/WR2021B1 refers. As I am the person who emailed the council to express parking concerns, I think there has been a misunderstanding somewhere, unless of course, another resident has also been in touch.

Firstly, as we are talking about specific details, I think it's important to point out that the other road is Beaford Grove, not Beadford Grove, as written in the letter.

Additionally, there are many crossovers/dropped kerbs missing from the very old map that was used.

As you will soon read, attention to detail is imperative in dealing with this issue.

I will now address your intention to introduce double yellow lines.

Both Buckleigh Avenue and Beaford Grove only have vehicles parked on one side of the road, leaving room for one vehicle to pass whilst any oncoming traffic needs to pull over, generally by a driveway, to allow vehicles through.

There is a small exception at the junction of Buckleigh Avenue and Martin Way but this already has parking restrictions in place.

The introduction of any yellow lines appears to be completely pointless, a cost that is not necessary and an outcome which will change absolutely nothing. Fixing a problem that doesn't exist.

There is one exception which needs raising, the yellow lines around the triangle at the junction of Buckleigh Avenue and Beaford Grove. Currently, some vehicles do park here but I'm unaware of any complaints/issues with this.

These roads are extremely busy with vehicles, not all houses have driveways and removing ANY parking is likely to cause even more congestion.

Whilst I'm talking about driveways, it is clear that some houses have a driveway with no crossover. This causes concerns with parking, many residents not sure if they can park there or not and is also causing tension amongst neighbours when their vehicles are blocked in by parked cars.

To make it even clearer, I totally disagree with the councils intention to introduce yellow lines as shown on the mentioned proposal.

Moving on to the issue I have, which I initially raised and has not been resolved, whether the council decides to go ahead with the yellow lines or not.

Residents along the North side of Buckleigh Avenue (Even numbers) that have driveways are regularly parking their vehicles across the front of these driveways and/or crossovers. As mentioned above, some do not have a crossover.

This is not only unfair as they are practically reserving a parking space for themselves but also, making it extremely difficult for us to enter/exit our driveway on the South side of Buckleigh Avenue.

The council could write to all residents with a clear solution/legislation, along the lines of, no crossover means vehicles can park there and if it blocks vehicles in, too bad.

My understanding is that no vehicles should be parked across a crossover, irrespective of who owns the vehicle/property. A possible solution to this is to write to every resident in the road/s and remind them that they should refrain from parking across their own driveways.

If this still fails, then the council could consider an escalation by placing yellow lines across the crossovers ONLY but I'm hopeful there will be no need for this.

There is also the ridiculous and antiquated requirement to have stumps on the grass verges between driveways. You can imagine how difficult it is to manoeuvre vehicles in and out of Southern driveways with parked vehicles opposite along the North kerb and the posts obstructing us further.

Some grass verges are not even a meter wide, removing the posts and if necessary, the grass, would make things much easier for one and all but previous requests to the council have been rejected. I still don't know why! I also asked to extend the crossover to cover two neighbouring properties, again refused with no explanation.

Finally, the North pavement between 72-62 could be straightened with five equal bays clearly marked out to assist with parking. The lay-by on the North side is unnecessary and with no road markings, it's difficult for the first or second vehicle parking, to judge where to park. Often, this results with only space for four vehicles instead of five.

In conclusion, the council should be working with its residents to find a solution to the parking issues and not introducing something that almost none of us would want.

Many restrictions are of the councils own making and if any joint working is to be successful, it could be time for some discretion or waivers to be considered.

I'm here if anybody wishes to visit or discuss on the phone and I'm happy to attend the council offices if required.

003

With reference to your letter of 28th July 2021 and the proposed waiting restrictions on Buckleigh Avenue/Beaford Grove, I write to object to the proposed scheme.

Our main objection to this scheme would be the loss of what we would regard as 9 perfectly legitimate parking spaces (marked on the attached diagram) that cause no danger or obstruction. Parking in Beaford Grove/Buckleigh Avenue is already a problem at times and the permanent loss of these 9 spaces would make a difficult situation even worse.

There are perfectly adequate measures in place for dealing with obstructive parking, I would urge Merton to pursue those measures to the full before further consideration of this scheme takes place.

Is there anywhere we can see the 'reports from the community' so that we can perhaps comment constructively?

004

Thank you for your letter of 28 July 2012 regarding the proposed restrictions - double yellow lines Buckleigh Avenue and Beadford Road. May I point out that I presume you are referring to Beaford Grove.

I have lived in Buckleigh Avenue for sixteen year. I have never been aware that there has been "obstructive and dangerous parking on Buckleigh Avenue." Rather the complete opposite. Buckleigh Avenue is a narrow road as you may be aware, and home owner - car owners who do not have front garden parking space, park on the left hand side of the road as you look eastward from the junction with Cannon Hill Lane up Buckleigh Avenue towards the green and Martin Way. I would say that I never seen a car parked on the right hand side of the road or up on the grass verge. There is always a place for a car to pull over on the left hand side should two car meet in Buckleigh Avenue going in opposite directions. Buckleigh Avenue home-owner car owners are I believe very responsible car parkers.

I would say however, that occasionally people park very close to the junction with Cannon Hill Lane; this can easily be dealt with by double yellow lines around that Buckleigh Avenue Cannon Hill Lane corner, as you have done on the corner of Cannon Hill Lane and Springfield Road.

There may be a small issue at the green as sometimes people park their cars in part on the green. Again this can easily be dealt with by putting in place some concrete bollards.

If you go ahead and put double yellow lines on Buckleigh Avenue, where do you propose home owners car owners park their cars? Surely as a general rule front garden should remain gardens and not be concreted over, especially considering climate change, water drainage and the environmental damage caused by more concrete parking spaces. If you suggest that they park in Cannon Hill Lane, thats asking for trouble. Cannon Hill Lane is a very busy rush hour rat run, car speed along there well over the speed limit and I believe this would add danger for cyclists - often children and parents going to and from schools. Martin Way is a main road, not a safe place to park.

Double yellow lines will cause a downward effect on property prices in Buckleigh Avenue and Beaford Grove. Something I would have though home owners will not appreciate.

Please leave Buckleigh Avenue as it is. Its safe, there are no problems, the road is really almost only used by Buckleigh Avenue residents.

005

We received your letter on Saturday showing the proposed double yellow lines Buckleigh Ave & Beaford Grove and **agree** that there has been obstructive and dangerous parking in Buckleigh Ave/ Beaford Grove.

The drivers responsible for these situations **are not** the residents of Buckleigh Ave/ Beaford Grove.

A majority of vehicles parking in Buckleigh Ave/ Beaford Grove are local business vehicles based in Martin Way, others park and use South Merton station, also a lot of people who live in Martin Way park in Buckleigh Ave/ Beaford Grove.

The blanket proposals shown on the rear of your letter seem to be excessive as people do not park in some of the areas highlighted and other areas highlighted where we park at the moment are not dangerous or obstructive. If the proposals are implemented, it will make parking for residents extremely difficult especially for those who have been refused a drop kerb or do not have one. We think a more restrained scheme of double yellow lines will help negate the dangerous and obstructive parking without the impact on the residents. Your proposals show double yellow lines on the right-hand side kerb from Martin Way past the church down to our house at number 10 if this stopped at the party wall line between number 2 & 4 with double yellow lines on the other kerb from outside number 3 to the drop kerb on number 5 this would provide 2 parking spaces. You are showing lines outside 5 to 9 but these all have drop kerbs and people do not park on that corner, they do park on the very wide pavement outside 5, 7 & 9. Also, to have the lines around the green in its entirety will remove at least 4 spaces where you can park safely.

008

I am writing to raise my objection to part of the plan for double yellow lines in Buckleigh Avenue and Beaford Grove. I agree in principal that the road does need to be restricted. I think it should be single yellow lines so people can park at the weekend. I also do not agree that there should be a double yellow line at the end of my drive or my neighbour NO 15 is there is going to be restrictions on the opposite side of the road. Cars can park safely along one side of the road so both sides should not be blocked. Just one or the other. I have a drive so this is not for myself but I do have elderly guests that visit and this would give them nowhere to park their cars.

010

Thanks for your notice of proposed waiting lines for Buckleigh Avenue / Beaford Grove. We agree that there are certain parts of the road that could be made more safe by the implantation of double yellow lines, such as the entrance of Buckleigh Avenue onto Cannon Hill Lane. However we are proposing that double yellow lines only be painted on the parts where it isn't obvious for people not to park. We feel it would ruin the look of our lovely tree lined road to have ugly yellow lines drawn over everywhere. For example it is obvious and no one does park on both sides of the whole road, so just on the dangerous corners perhaps you could limit the painting of yellow lines. Thanks for your consideration in this matter.

011

We feel that you are really over excessive with your proposed parking restrictions. In the main this is a quiet residential road unfortunately owing to your other restrictions example Mostyn Road , Mossville Road you have driven commuters to park in our road. Having lived here for over forty years i can honestly say that generally there is not a parking problem. Please re-consider.

016

With regard to the above proposal for Buckleigh Avenue and Beaford Grove SW20 Having been a resident of Buckleigh Avenue for over 30 years I have watched the parking and access issues deteriorate over this period I have also previously approached the council to request they refuse any further cross overs due not only to the resulting installation of hard standing that does not soak away water, and also due to the reduction in parking spaces in general this results in I agree the situation at the junctions with both Cannon Hill Lane and Martin Way would benefit from yellow lines as both residents and church goers often park very inappropriately around the junctions. I would also agree the area around the green requires further controls as access around it is very limited when cars are parked . I cannot imagine why yellow lines would be installed on the non parking side of Buckleigh as nothing can or does stop there accept to deliver, and these stops are very short lived I fear that any further reduction in parking spaces will result in making the road a rat run for commuter traffic in particular Perhaps better to spend any monies on providing road humps particularly before the bends in the road

017

Thank you for the recent letter regarding the proposed use of 'yellow lines' in Beaford Grove and Buckleigh Avenue as a means of parking enforcement.

Firstly, I would like to point out a couple of errors on the map provided:

1. The 'Disabled' bay outside 18 Beaford Grove is no longer there; and

2. There are significantly more 'dropped kerbs' than shown on the map provided.

In my personal opinion the use of yellow lines in the aforementioned roads would be totally excessive and not a very good use of Council funds. Parking offences in the area are normally committed by those visiting/delivering, temporarily in residence in the road or new to the area. New residence quickly become aware of what is acceptable and permitted. Consequently, any parking offences committed should be dealt with, as now, on a case by case basis.

However, the use of double yellow lines at junctions to enforce Rule 143 Highway Code, would be greatly appreciated. Lines should also be placed around the 'green' to prevent visitors parking on it, except the western end outside 15 to 21 Buckleigh Avenue. Yes, this would allow vehicles to park against the kerb abutting the green, but those parked vehicles would provide a traffic calming measure by preventing vehicles speeding around that particular section of road. I also feel that lines would also be appropriate outside 66-68 Buckleigh Avenue in order to keep the 'passing place' free of obstruction.

Recently, temporary residents at **, Beaford Grove had a propensity to park their vehicles on the verges in the road and several tickets were issued to those vehicles. Those persons are no longer resident in the street.

Please also find attached map, adapted from the original, to show areas where yellow lines would be beneficial and where all the dropped kerbs are.

Should any further explanation be required, please do not hesitate to contact me.

021

Having lived in Buckleigh Avenue for some 45 yrs, I would like to relay my concerns re the Council plan to impose double yellow lines in Buckleigh/ Beaford avenue.

Yes yellow lines at the junctions of Cannon Hill Lane and Martin Way are justified to ease turning in and out of the roads. The plan to put double yellow lines around the green and down one side of Buckleigh Avenue are really unjustified. As you know it has been an unwritten rule that cars park only on the even numbered side of the length of Buckleigh Avenue beyond the green therefore there is no obstructive parking. As to around the green, double yellow line would only serve as an eyesore, again not needed! Any vehicles parking on the green or verges are reported to Merton's parking hotline by me and others. There is no need for overkill re the yellow lines.

Sorry to say the councils desire to monetise parking around the area started a few years back with parking restrictions at the top of Mostyn road. Parking for the station which really did not hinder any residents was stopped with parking meters which again you must know are hardly used! Where did those cars go? Of course to the surrounding roads, including ours.

Hopefully the council can reconsider the original yellow lines and place them only at the junctions to Martin Way and Cannon Hill lane. If you are to implement your plans are you going to allow more dropped kerbs to allow residents to park in future as I think there will be many unhappy people not able to park near their homes.

022

The reason I am writing is to address the proposed waiting restriction measures for Buckleigh Avenue / Beaford Grove. I strongly oppose these measures for the following reasons:

- I am a resident of Beaford Grove.
- Sensible parking is mostly adhered to down both of these roads. The blockages are sometimes caused due to a delivery or some construction work being carried out on one of the houses.
- The occurrence of the road being blocked is seldom, I cannot see how this is a problem that warrants this degree of action, in response to 'complaints'.
- A lot of people have their own drive ways, which is great for them, I do not.
- I am a NHS out of hours crisis nurse working in the community, I return late at night, which is already a struggle for parking down my road. These measures would further add pressure and stress to my overall situation when I am trying to get home at gone midnight.
- The prospect of more wardens coming down our roads to fine people is something I oppose with vehemence. Most people park sensibly and the road being blocked is not a common occurrence at all.
- As far as I can tell, this is a proposal that will only make life in the mundane sense, way more stressful and harder, it is SO unnecessary.

- It is self evident that parking is mostly carried out on one side of the road – MOST people do this. Double yellow lines are going to make life unnecessarily more difficult.
- I am imploring the council to abandon this plan.
- Parking is already stressful down our roads, this will make it even harder. What is the logic? To make flow of traffic easier? If anything the speed limit should be clearly signposted for better traffic management. Our road is a quiet road whereby people using it as a through road should be the issue.
- Where does the council think the cars that would otherwise be sensibly parking around the island or on other 'creative' spaces go?

024

We oppose the suggested double yellow lines as we feel that enforcement of the current existing parking restrictions/regulations would go a long way to resolving the parking issues in Buckleigh Avenue/Beaford Grove for example enforcement of double yellow lines at the junction of Buckleigh Avenue/Martin Way and enforcement of parking fines to drivers parking on the grass verges on Beaford Grove and the green.

Double yellow lines on the corner of Buckleigh Avenue/Canon Hill Line would help to rectify a very dangerous situation for traffic turning out of/into Buckleigh Avenue.

We feel the parking restrictions suggested would only be of detriment to local residents who park responsibly, by severely reducing the available places to park.

The people who currently ignore parking restrictions will continue to do so, because to date they have been getting away with it.

027

Thank you for the letter of 28th July and for the chance to comment on the proposals. I have been a resident in Buckleigh Avenue for over thirty years and I have seen a lot of changes to the parking situation in this road. I definitely think it is a good idea to put double yellow lines at the T-junction with Cannon Hill Lane. It will make it much safer junction. Regarding the other proposals on Buckleigh Avenue, I have a few observations to make. Over the years, the amount of kerbside parking space, particularly outside terrace houses, has diminished mainly because many residents have transformed their front gardens into a car park. This, coupled with the increase in ownership of cars, and the relative size of the cars to our garages, means parking is a headache for those of us whose gardens remain as gardens. The proposed double yellow lines, especially the area round the triangular green, will exacerbate the situation. While trying to improve access and flow of traffic, you might not have considered why residents park their cars the way they do. It is not always because of selfishness or a disregard of public safety. Coming home late at night (now that we can go out) and not finding a space, what is one to do? You might wonder why we park on the street when we already have garages. When the garages were built, cars were smaller. I have only been able to park one car, a Vauxhall Astra, in our garage and that was in the early 90s. Every subsequent car has been too big for to fit in (we only have saloons), so we have no choice but to park on the street. I suspect that is true for many of my neighbours. Yesterday, while out walking, I counted seven cars parked in the area near the Methodist Church and by the green earmarked for the new double yellow lines. Their owners will be forced to find an alternative, where there is none. I suggest, in tandem with the introduction of the double yellow lines on Buckleigh Avenue, you also turn some of the kerb on Martin Way by the bus stop into parking spaces. I am sure many cars parked opposite the Methodist Church are owned by people living on Martin Way. Some years ago, I read that there was a moratorium on application to drop kerb when converting front gardens to a parking space. Perhaps the Council will need to reconsider that restriction.

028

With ref to the proposed double yellow line addition to Buckleigh Avenue and Beaford Grove. I would strongly support this measure to stop poor parking habits on these roads, i would also encourage the implementation of restricted parking (similar to surrounded roads), to stop cars being parked on the road that are not from residents. As this is a quiet road, we have cars left for long periods which means that cars are often parked on paths and verges due to the lack of spaces.

029

I am a resident of ** Beaford Grove and we have recently received a letter addressing a potential change/addition of yellow lines around these two streets and I am heavily concerned about the outcome of this. We live in a shared house and we have more than one car registered to this address and we do not have a drive ourselves so I believe this can be already perceived as a problem. My flatmate who already wrote a letter/email to you is a NHS Nurse and quite often he finishes fairly late (he is probably back around 11pm/12pm) and I also have a full time job and also my own business and late shifts are very common for me too. All of that to say that when we come back, most of the spaces have been taken already and this will impact massively not only on the parking side of things but also mentally it can turn into a real nightmare (assuming we come back late night and there isn't a spot for us to park our cars). Most of it in my opinion will not make much of a difference as the roads are narrow enough which make it physically impossible to park two cars on either side of the road (parallel to each other). On Buckleigh Road however (and that applies to Beaford as well I am just not too sure how close to the corner people park on Beaford) on the end that meets Cannon Hill, on the side that people currently park already, there is no space between the last car parked and the corner so if a driver is coming on Cannon Hill from Wimbledon and tries to turn left into Buckleigh Avenue you can see the danger (I see it every day because I drive into work) and that part definitely needs potentially a 5 to 8 metres space (maybe the length of two cars even) can be appreciated as people do not respect (I get it, people are tired and if that is the only space to park they won't think about how safe that is). Another space that to me does not make any sense having the double yellow lines is on the island where the two roads meet. That island can be parking spots for probably 3 to 6 cars when parked properly, so having yellow lines there will be incredibly inconvenient for residents. I would suggest painted pays perhaps to create a structure and people can use the spaces properly as a lot of people parked without thinking about others and more often than not there are cars using the equivalent of two bays for no reason. If this is not possible I would really like to hear from Merton Council the alternative solutions for people who have been using the off street parking for the past 3 to 7 years (which is the case in our house) and we do not have a garage like many residents do. Will the residents have priority? It's obviously not an every day thing but we have two churches nearby and attendees definitely park their cars on the roads, business located on Martyn Way leave their cars parked there overnight so the introduction of yellow lines without any care will have really hefty consequences for residents who follow the rules/law (and for this matter, common sense). Thank you for giving us the opportunity and once again, we will feel really grateful if this can be solved in a manner which won't affect our routines as they are now and still have a safer neighbourhood (especially because we have loads of children living in the area so I am definitely for improvement when the subject is kids and elderlies) but other factors need to weigh in too. Please do let me know if there is anything else we need to do to do heard before any decision is made and please feel free to contact me whenever is necessary (preferably by email but phone calls can also be arranged).

Thank you for your time and I look forward to hearing from you.

030

I am writing to register my strong objection to having double yellow lines in Beaford Grove. It would make an already difficult task of parking impossible for the visiting friends and family of the residents of my road. It would make it so hard for church members, people having classes in the church hall and people taking young babies to swimming classes at the special pool on Martin Way. Where do you expect them to park? Where do you expect the tradesmen to park when we need them, plumbers, electricians, gardeners, central heating engineers etc, all who are essential for maintaining our properties??!! I cannot see the advantage of our taxes being spent on double lines. They will make life living here more difficult and inconvenient for us, the residents, and so many others.

031

I would like to object as Merton are stating the reasons for this to be 'dangerously parked vehicles' why not be truthful and tell us they want to earn money by issuing permits to residents who have not got the space to park on their front gardens? There are a couple of residents that have vans, but they don't cause a nuisance, the most dangerous is in Martin Way outside the church in front of the bus stop there are vans parked there so when trying to exit out of Beaford Grove you cannot see on-coming traffic and when walking trying to cross the road where there is the traffic island you have to step into the road to look if the road is safe to cross, this is not in Beaford Grove at all. I am not complaining about this for myself, we have off road space for 3 cars on my frontage but I feel sorry for other residents in this road, we don't get commuter parking, we just have some from the church when events or services are held and from a couple of the businesses opposite the church and they don't cause any problems either. Can Merton please find another way to raise revenue rather than punishing us drivers who pay enough tax already.

033

I am writing regarding the proposed waiting restrictions for Buckleigh Ave and Beaford Grove. Although I believe it is a required step to take and for the betterment of my neighbours and travellers through our roads, I would like to raise a personal concern I have regarding this. I have currently got a white line restriction outside my home (* Buckleigh Avenue) and my neighbours home which has successfully prevented anyone from parking outside our homes for longer than a few minutes. I would like to request for this white line to remain instead of replacing it with a double yellow. We currently have no obstruction issues directly outside of our home (please see pictures attached) and due to me being a childminder I require parents to be able to park at the end of my drive for 10-15 minutes whilst dropping and collecting their children. This sometimes can be multiple parents at one time which will be a big issue if they are unable to park outside my home to collect their young children. I would kindly request for this amendment to be made to the proposals and repaint our currently standing white lines if possible. I look forward to your response regarding this.

034

I would like to object as Merton are stating the reasons for this to be 'dangerously parked vehicles' why not be truthful and tell us they want to earn money by issuing permits to residents who have not got the space to park on their front gardens? There are a couple of residents that have vans, but they don't cause a nuisance, the most dangerous is in Martin Way outside the church in front of the bus stop there are vans parked there so when trying to exit out of Beaford Grove you cannot see on-coming traffic and when walking trying to cross the road where there is the traffic island you have to step into the road to look if the road is safe to cross, this is not in Beaford Grove at all. I am not complaining about this for myself, we have off road space for 3 cars on my frontage but I feel sorry for other residents in this road, we don't get commuter parking, we just have some from the church when events or services are held and from a couple of the businesses opposite the church and they don't cause any problems either. Can Merton please find another way to raise revenue rather than punishing us drivers who pay enough tax already.

036

I have recently been made aware of new proposed double yellow lines in my area. I have lived on Beaford Grove for some years now and am honestly appalled by the proposal to introduce double yellow lines in these two streets. People who live here need to be able to park their cars somewhere. We are far enough out of central London that cars are actually needed to go to most places that aren't in the centre. Yes, parking can get busy around here, however not once have I actually been unable to drive through the streets or seen someone needing to back out because they cannot pass through (heavy trucks excluded, which is mostly due to the sharp curvature at one end of Beaford Grove). This includes Amazon and other courier vans, which pass through daily without a problem. I would also like to point out that, there are many more dropped kerbs on these streets than the proposal plan portrays, meaning that there will be little to no street parking left if this plan were to go ahead. This will lead to a couple of problems with long-lasting consequences.

1. If it is no longer possible to park on the street, then more and more houses will opt to turn their front gardens in driveways by paving them over. I know I am not the only one who really enjoys how green these two streets are - and that is only possible because of no parking restrictions. Not to mention that the flowers planted in all the front gardens currently are precious to pollinators such as bees. One only needs to look at other streets in the neighbourhood (such as Springfield avenue or Aylward road) to see how barren and bare streets can become, when the majority of people pave over their front gardens. No street parking will mean the two streets in question rapidly become a lot less green and have a detrimental impact on the local ecosystem, which is in direct opposition of what Merton has been trying to achieve.

2. There are plenty of houses on these streets which, due to poor planning at the time of development, cannot park a car in their front gardens because they are too small (while adjacent houses are just fine with it). Plenty of those people are no longer young (as observed by me living here) and would struggle carrying heavy groceries home or going to appointments by foot. So far, a lot of them have been able to park their cars right in front of their house and manage from there. Where would you propose they park their cars so that their wellbeing does not suffer because of someone who was inconvenienced by cars parked on the side of the road (without blocking it I might add)? I do not see a proposed solution (nor do I see any scope for one, knowing what the streets look like here) that will solve this issue.

3. Finally, I'd like to add that I've occasionally seen some drivers speed through these small streets when they're emptier of cars, going well above the 20 MPH limit. With parked cars on the side of the road drivers have to pay more attention and cannot treat these suburban streets as their own personal raceway. I believe that were parking restrictions implemented, it would actually make these streets more dangerous and unpleasant, certainly not the sort of place where I'd feel as safe as I do now. Altogether I hope you can appreciate why I feel like this is a truly horrible and ill-considered proposal that should not go ahead. I understand that the council cannot ignore an issue if enough people have complained about it, but please bear in mind that people love to complain officially, yet they don't send letters of praise when something is appreciated. I expect you

do not normally receive letters about how wonderful it is to walk down a quiet sidewalk with lots of greenery and children playing around on these streets. But I assure you that most of us, the residents here, do in fact feel this way and would very much like to keep our streets the way they are. I hope you will make the right decision and not implement the proposed double yellow lines.

038

Thank you in advance for taking into account our reasons for objecting to the current elements of your suggested scheme. We are responding to the proposed waiting restrictions the council (double yellow lines) intends to introduce in Buckleigh Avenue and Beaford Grove. Although we are fortunate to have off-street parking we object to the plans. It is a unilateral and insular approach that ignores the negative impact that it will have on some of our neighbours and relevant stakeholders. It will create a scarcity in finding a place to park for people that require on street parking, visitors, trades people, parents that are taking their children to the nearby baby swimming school and so forth. This will also have a knock on effect for neighbouring streets, as cars in Buckleigh Avenue and Beaford Grove will need to start park there. By implementing these waiting restrictions you will be creating additional and needless stress on people who will have to scramble to find parking space further afield. Contradictory to some reports that Merton Council has received from the community we have not witnessed any serious obstructive or dangerous parking ourselves. We have never had issues with the carriageway width and I doubt there is much risk of blockage to emergency services. If waiting restrictions are introduced they should be much less than what is proposed to account for how it will impact and seriously inconvenience people. What impact assessment has been carried out should these waiting restriction lines be introduced? We trust that the aforementioned issues will seriously be taken into consideration.

039

I am a resident on Buckleigh Avenue SW20 9JZ, and am writing to register my opposition to the proposed double yellow lines along the avenue.

As far as I am concerned there is no need for these restrictions. I have never seen someone park dangerously on this street and it is very obvious on which side of the road vehicles are meant to park. Painting double yellow lines all around the area is an unnecessary waste of time and resources, plus it will be an eyesore along a street which is blissfully devoid of any such civic eyesores.

In addition to this, I am acutely aware that the 'obstructiveness' of people's parking has only been raised by one or two local busybodies who live on the junction of Buckleigh Avenue and Beaford Grove, who frequently (and unnecessarily) object to cars parking next to the small patch of grass nearby (please see attached picture, the part circled in blue.) As far as I can tell, this is a perfectly fine place for vehicles to park, especially given the fact that parking spaces are often at a premium along this street.

Many thanks for your attention and I hope that these plans are reversed as the yellow lines would absolutely spoil the aesthetic of our quiet street, and the money could be diverted to a much more more important cause (ie: improving cycling infrastructures around the borough).

043

Thank you for your letter of 28 July 2012 regarding the proposed restrictions - double yellow lines Buckleigh Avenue and Beadford Road. May I point out that I presume you are referring to Beaford Grove.

I have lived in Buckleigh Avenue for sixteen year. I have never been aware that there has been "obstructive and dangerous parking on Buckleigh Avenue." Rather the complete opposite. Buckleigh Avenue is a narrow road as you may be aware, and home owner - car owners who do not have front garden parking space, park on the left hand side of the road as you look eastward from the junction with Cannon Hill Lane up Buckleigh Avenue towards the green and Martin Way. I would say that I never seen a car parked on the right hand side of the road or up on the grass verge. There is always a place for a car to pull over on the left hand side should two car meet in Buckleigh Avenue going in opposite directions. Buckleigh Avenue home-owner car owners are I believe very responsible car parkers.

I would say however, that occasionally people park very close to the junction with Cannon Hill Lane; this can easily be dealt with by double yellow lines around that Buckleigh Avenue Cannon Hill Lane corner, as you have done on the corner of Cannon Hill Lane and Springfield Road.

There may be a small issue at the green as sometimes people park their cars in part on the green. Again this can easily be dealt with by putting in place some concrete bollards.

If you go ahead and put double yellow lines on Buckleigh Avenue, where do you propose home owners car owners park their cars? Surely as a general rule front garden should remain gardens and not be concreted over, especially considering climate change, water drainage and the environmental damage caused by more concrete parking spaces. If you suggest that they park in Cannon Hill Lane, thats asking for trouble. Cannon Hill Lane is a very busy rush hour rat run, car speed along there well over the speed limit and I believe this would add danger for cyclists - often children and parents going to and from schools. Martin Way is a main road, not a safe place to park.

Double yellow lines will cause a downward effect on property prices in Buckleigh Avenue and Beaford Grove. Something I would have though home owners will not appreciate.

Please leave Buckleigh Avenue as it is. Its safe, there are no problems, the road is really almost only used by Buckleigh Avenue residents.

048

- The reason I am writing is to address the proposed waiting restriction measures for Buckleigh Avenue / Beaford Grove. I strongly oppose these measures for the following reasons:
- I am a resident of Beaford Grove.
- Sensible parking is mostly adhered to down both of these roads. The blockages are sometimes caused due to a delivery or some construction work being carried out on one of the houses.
- The occurrence of the road being blocked is seldom, I cannot see how this is a problem that warrants this degree of action, in response to 'complaints'.
- A lot of people have their own drive ways, which is great for them, I do not.
- I am a NHS out of hours crisis nurse working in the community, I return late at night, which is already a struggle for parking down my road. These measures would further add pressure and stress to my overall situation when I am trying to get home at gone midnight.
- The prospect of more wardens coming down our roads to fine people is something I oppose with vehemence. Most people park sensibly and the road being blocked is not a common occurrence at all.
- As far as I can tell, this is a proposal that will only make life in the mundane sense, way more stressful and harder, it is SO unnecessary.
- It is self evident that parking is mostly carried out on one side of the road – MOST people do this. Double yellow lines are going to make life unnecessarily more difficult.
- I am imploring the council to abandon this plan.
- Parking is already stressful down our roads, this will make it even harder. What is the logic? To make flow of traffic easier? If anything the speed limit should be clearly signposted for better traffic management. Our road is a quiet road whereby people using it as a through road should be the issue.
- Where does the council think the cars that would otherwise be sensibly parking around the island or on other 'creative' spaces go?
- This is an amended e-mail because the consultation didn't appear on the council site and there were administrative errors, the spelling of our road was wrong on the documentation.
- Discussions between residents has revealed no obvious complaints, which seems to raise the possibility that the council propose these measures as some method of creating revenue.

- Nobody wants this down our road.
- You will make life more stressful for people who are still trying to put things back together again after this pandemic.

050

As a resident of Buckleigh Avenue, SW20 9Jz, I fully oppose the proposed double yellow lines along the street.

In my opinion there is no need for these restrictions. I have never seen anyone park dangerously on this road and it is extremely clear on which side of the road vehicles are meant to park. Painting double yellow lines all around the area is an unnecessary waste of time and resources, plus it will be a horrible eyesore along our beautiful street.

Furthermore, it is patently clear that the 'obstructiveness' of people's parking has only been raised by one or two difficult people who live on the junction of Buckleigh Avenue and Beaford Grove, who frequently (and unnecessarily) object to cars parking next to the small patch of grass nearby (please see attached picture, the part circled in blue.) This is a perfectly acceptable place for vehicles to park, especially given the fact that parking spaces are often at a premium along this street.

I sincerely hope that these plans are reversed. The yellow lines would completely spoil the aesthetic of our quiet street. In my and many of my neighbours' opinion, the money should be diverted to a more useful and relevant cause (ie: improving cycling infrastructures around the borough).

052

My name is X and I've moved to Buckleigh Avenue for about one year. But I drive almost everyday so I want to share my view on the proposed restrictions. I oppose to the idea of marking double yellow lines on the areas proposed, but I'd suggest marking double yellow lines at three T crossings: Buckleigh Avenue/Martin Way, Buckleigh Avenue/Cannon Hill Lane and Beaford Grove/Martin Way.

Based on my experience, parkings at the crossing road could sometimes block the drivers view. But inside the streets, residents follow their own rules of parking and I haven't seen any issue so far. There are not quite enough parking spaces for the residents so far. Marking excessive yellow lines could further reduce the parking spaces and could be very inconvenient for the residents living in this area.

053

I am contacting you about the proposed double yellow lines on Buckleigh Avenue & Beaford Grove.

My husband and I have lived in Buckleigh Avenue for 30 years and have never noticed any obstructive or dangerous parking. We do not understand why is suddenly a problem and why have residence not been provided with examples. If the council has proof of problems they should share this information.

If an individual happens to park obstructively, yellow lines will not stop them.

In fact I have seen cars park on red routes, these red lines do not stop people parking!

We do not agree that double yellow lines will assist with movement of traffic. I'm sure all that will happen is residents will become aggravated at the reduced parking spaces. The roads will end up with more off street parking and more paved and concrete areas to increase flooding threat when grass verges are reduced. This is not a green action, not environmentally friendly at all.

We do not need yellow lines. These views are held by many residence.

054

With reference to the letter from Merton Council Highways Dept of 28th July 2021 and the proposed parking restrictions on Buckleigh Avenue/Beaford Grove, I write to object to the proposed scheme.

Our main objection to this scheme would be the loss of what we would regard as 9 perfectly legitimate parking spaces (marked as red dots on the attached diagram) that cause no danger or obstruction. Parking in Beaford Grove/Buckleigh Avenue is already a problem and the permanent loss of these 9 spaces would make a difficult situation even worse. There are already perfectly adequate measures in place for dealing with obstructive parking and no further measures are required.

The council also claims the reason for the proposed changes are because of 'reports from the community', but I know of NO local resident who supports these measures, and I therefore urge the Highways Dept to cancel the proposal immediately.

055

I object, in part, to the proposals, for the reasons set out below.

1. Merton Council has a duty, per section 122(1) and (2)(b) of the Road Traffic Regulation Act (pursuant to which Merton makes traffic regulation orders) to have regard to "the effect on the amenities of any locality affected and...the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run."
 2. Merton Council should therefore seek only to seek to introduce traffic restrictions where it is proportionate to do so, having regard to the impact of such restrictions on the amenity of the affected locality, and to the cost of the measures to be introduced.
 3. The proposed waiting restrictions should not be introduced, as proposed, as they are disproportionate to objective stated in the consultation, namely to "address obstructive parking and assist in the movement of traffic". In this regard:
 - 3.1 Double yellow lines have a significant negative visual impact on the streetscape, and would therefore be harmful to the amenity of the location.
 - 3.2 The marking and maintenance of double yellow lines poses a significant initial and ongoing cost to the Council.
 - 3.3 I have worked from home for the last 17 months, facing Beaford Grove, and not seen any instances of obstructive parking in the area marked pink on the attached plan, nor have any of my bin collections been missed as a consequence of obstructive parking.
 - 3.4 Beaford Grove is a short stretch of road, accessible from both ends. Were an isolated instance of obstructive parking in the area marked in pink to occur in the future, the impact on traffic flow or access to premises would be negligible.
 - 3.5. In respect of the area marked in pink, there is therefore no problem that needs to be solved.
 - 3.6. It would therefore be disproportionate for Merton Council to introduce double yellow lines in the area marked in pink, and thereby incur costs and harm the amenity of the area marked in pink. The proposal is for parking restrictions where no one parks, anyway.
 4. I therefore object to the introduction of double yellow lines/waiting restrictions in the area marked in pink on the attached plan. I express no view on the remainder of the proposal.
-

056

Regarding section of road from St James Church Martin Way to 32/34 45/47 Beaford Grove.

Until recent years parking was on the opposite side of the road (i.e. odd numbers) along this stretch, continuing from St James Church, as can be evidenced from the concrete and wooden posts which remain on the grass verge on the even side (Nos. 12 – 26).

Parking was transferred to the other side by agreement between the residents of houses 14–24 in order to accommodate a disabled bay used firstly by No. 18 & then by No. 16. Both residents have now moved on. At this time there were no dropped kerbs on this side as the Council always refused them.

This disabled space is shown as still being in place on your document. However after 18 months and several email requests it was finally removed six months ago.

Also not shown on your document is the fact that Nos. 22, 20,& 16 have dropped kerbs in place. Note: Number 18 is also awaiting installation by your contractors Conway.

Your proposed plan does not add any benefit to the general community of Beaford Grove along this particular stretch of road.

I suggest that you re-consider and change the Waiting Restrictions to continue from Martin Way as proposed along the full 'even numbers stretch' as far as the 'passing area' adjacent and opposite to 32/34 and 45/47 Beaford Grove.

This will enable a minimum of eighteen parking spaces for the 'community' on the 'odd numbers side' between Martin Way and 45/47 Beaford Grove, none of which will be across dropped kerbs.

There are also a further 4-5 spaces currently used as parking on the hard standing outside 6-12 Beaford Grove , thus allowing a good increase in spaces for ALL residents up to 22/23 spaces along this stretch of the road.

After years of refusing dropped kerbs along 14 – 32 Beaford Grove you have now begun approving them, resulting in trees being cut down by residents, double parking, horizontal parking and in some cases residents claiming that they now own the parking space outside their dropped kerb. For example, at No. 22 you approved a dropped kerb in a garden barely 430cm deep & across a wide grass verge but the resident owns a vehicle that is 4.9 m in length which could not possibly fit in his frontage. The resident quite brazenly opines that it is his right to park in the road therefore blocking potential parking on the opposite side for the 'community'.

You should please also ensure that BOTH sides of the passing areas in Beaford Grove and Buckleigh Avenue are accorded Waiting Restrictions , as they are invariably used (quite badly) as parking spaces thus increasing the difficulty in movement of traffic. Suitable road markings will enable the easy passage of larger vehicles including the Council's refuse collection lorries.

We also have a problem with cars overhanging the pavement in Beaford Grove on some of these dropped kerbs. I have two family members with visual impairments and this creates a source of danger to them and other residents as well as continually damaging the pavement.

There are also people who feel is it acceptable to park on & destroy the grass verges, and cause danger to pedestrians particularly around St James Church on Sundays. More parking would of course help alleviate this.

With a bit of further thought and planning there is an opportunity to actually improve these two roads for all, and I hope that you will re-consider your proposals.

Whilst there is clearly a need for some action, I believe that this would be a better solution for the community than that which has been proposed by the Council.

059

I'm writing to you to complain about the recent proposal to add new double yellow lines to Buckleigh Avenue and Beaford Grove. Myself and fellow residents have received notices about this proposal, but as far as we're aware no residents have complained about the existing situation. The extensive yellow lines proposed are excessive and in your notice you provided the wrong contact email address and misspelled Beaford Grove. Additionally, the supposed consultation on this issue doesn't exist at the relevant link:

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/waiting>

It's hard not to be cynical and view this as anything but an attempt to quietly introduce Resident's Parking to generate some extra revenue.

061

Please restrict any double yellow lines on Beaford Grove to the first 40-50m from the junctions with Martin Way. The rest of the road does need it (we don't even really need them there). We have lived here since 2013 and never had a problem with the road being blocked by a parked car. Please do not impose resident 's parking, it is not needed or wanted.

062

We are strongly against yellow lines being put in Buckleigh Avenue and Beaford Grove.

I can understand why you would want to at the corner of Buckleigh Avenue and Cannon Hill Lane but anywhere else in the road is totally unnecessary and should not be implemented.;

065

I think the proposed yellow lines are excessive and further discussion is needed before implication of works. There is a need for works at the entrances to roads and further along in places due to inconsiderate parking that restricts access, but not full yellow lines along the roads.

066

I am writing as a resident of the above subject- Buckleigh Ave I strongly oppose the double yellow lines for the following

- 1 The street will become a desert land all houses with front gardens will be vanished turned into car parks
- 2 Family & friends will get a penalty ticket when visiting
- 3 It damages the environment with less green space & heavy rainfall will cause flooding

4 There won't be any spare spaces left for spare car or visiting friends

5 Diminished tree line streets

6 Merton council known for generating income through penalties & fines

067

Whilst being broadly supportive of the objective behind the proposed waiting restrictions, namely to address what are, thankfully, infrequent incidents of obstructive and/or dangerous parking, I feel that these measures are excessive and go beyond what is required to solve the problem in question.

Specifically, I feel that the specific areas highlighted below could be removed from the proposed restrictions without hindering the overall aim of the proposals.

BUCKLEIGH AVENUE,

IV. The Arm Fronting Nos. 9 and 11 Buckleigh Avenue South of the Island Site

(a) the south side, between its junction with the main arm of Buckleigh Avenue westward to a point perpendicular to the southern kerb-line from the common boundary of Nos. 9 and 11 Buckleigh Avenue.

BEAFORD GROVE,

I. The South-West to North-East Arm

(a) the north-west side,

(ii) from the north-eastern boundary of No. 3 Beaford Grove north-eastward to its junction with Beaford Grove, the east to west arm;

II. The East to West Arm

(b) the south side, between its junction with Beaford Grove, the south-west to north-east arm, and a point in line with the common boundary of Nos. 10 and 12 Beaford Grove.

69

I am writing as a resident of Buckleigh Avenue on behalf of myself and the other residents of my house to Object in the strongest possible terms to the imposition of Double Yellow Lines on the full length of Buckleigh Avenue and Beaford Grove.

Though there may be a limited argument for a small restriction on the entrances to the roads so that the larger vehicles can pass with ease, based on conversations within the community, there have been no objections and 'Everyone' is perplexed as to the need for these.

Your letter also was so carelessly written that you did not even spell Beaford (sic. Beadford) Grove correctly; hence legally, the road cannot be included as it does not correctly identify the road either.

Having implemented such a scheme on Mossville Gardens on the other side of Martin Way, perhaps we will have some parking traffic come over this way, but no-one on this road has experienced any problem that requires this.

We are cognizant that this is a stealthy way to create ever-increasing revenue as you can see from the clip of the article from The Times earlier this week appended below.

At the least, the council should convene a 'town hall' meeting at the Church Hall at the end of the road of Buckleigh Avenue and discuss with residents and explain the rationale.

I have also copied the local MP, Mr. Stephen Hammond, so that he is aware of this unnecessary and uncalled for restriction that will, if anything, cause discord in the community, and opposite to the aims of fostering a better future community in Merton.

072

I'm very disappointed to see Yellow Lines has been proposed as solution to parking/ obstruction issue.

Firstly lets look at the history of the problem: We moved in 1999, at that time plenty of parking spaces as people were having one car. Now there were many new tenants moved in, multiple occupants of the property. The situation got worst council is granting permission to convert front gardens as driveway. Historically this road has been described as a Tree line with beautiful garden fronted roads. There are many households including our selves still maintaining the beauty of the road. Then when those houses fronts were converted to driveways (see pictures) parking spaces lost. Near my home we used to park 4 vehicles, after the conversion 2.5 cars, similarly number 8-12 got converted into driveways, then further blockage to the entrance of the road. People has the right to convert the driveways, and council need to give extra consideration, assess any potential impacts.

Yellow lining would create more and more people convert front gardens into driveways, we will see a desert land soon. It may also be the easy solution and council to make money.

What is the solution?

1. Consider the history of the Merton Park and green and unique character of the roads
2. Driveways should not be provided if they were to block more than one car space in the front
3. Redesign the road, as council has already granted driveways
4. Consider 70% of residents who has beautiful front gardens to keep the character of the Merton park and the road
5. Front entrance – some kind of curves need to be implemented to block irresponsible parking
6. Makes the Green Area shorter – create spaces for parking

Very rarely we don't get parking space near our home and we were happy to park even in cannon hill lane and walk. Lazyness of the people make huge environment damage, by way of conversion of front Gardens etc. The complaints we get from short term tenants who are only interested in convenience, not maintaining the character of the road. Even some people bought the house, converted front gardens are short term tenants.

We are NOT writing NOT just oppose the Yellow Lines, we are opposing the destruction to the nature of the road and nature of the Merton Park, future of Merton park. We will be leaving the road, like many other loving households in the past.

Our home is located end of the terrace and we could have easily converted into driveway, and block two car spaces and we thought about the nature and other residents who are standing for maintaining the character.

We also request you to extend the deadlines, we were also away for two weeks, among other matters, we had to handle this urgently.

077

I firmly oppose the proposal for the double yellow lines on Buckleigh Avenue

078

Thank-you for your letter regarding the proposed double yellow lines on Buckleigh Avenue/Beaford Grove.

We have been residents of Beaford Grove for over 20 years.

We do not have a drive to park our car, and we do not plan to put in a drive, as we suffer the consequences of all the paved drives, which have mushroomed in our immediate area - as a result our garden floods to ankle-depth with every big rain.

We are writing to strongly object to the proposed yellow lines:

1. We do not see any need for double yellow lines - the roads are narrow and only allow for parking on one side anyway.
2. More drives will be put in, front gardens will disappear and there will be less space to park. The more paving the more flooding.
3. Our green verges will be further destroyed with visiting cars, vans and lorries parking on them.

There is no need for double yellow lines along our two roads. The only need for parking restrictions is at the exits of Buckleigh Avenue and Beaford Grove onto Cannon Hill Lane and Martin Way, where parked cars on the corners dangerously block vision when moving out onto the main roads.

There is, also, a need for posts being put in along the green verges and around the green between Buckleigh Avenue and Beaford Grove, to stop vehicles destroying them. There are posts along much of Buckleigh Avenue, but few on Beaford Grove. There is also a residue of damaged signs put up by the Council citing the bye-law regarding not parking on verges.

Thank-you for your attention in this matter.

081 & 093

If it ain't broke don't fix it!!!!

The council's proposal of double yellow lines in the above roads is completely unnecessary and a waste of tax payer money.

These two roads are tree lined, with grass verges along with a green much admired by vistors and perpective buyers. It is not a main road with shops that needs parking controls. An oasis in Merton park which the council wishes to spoill with bright double yellow lines.

As you are well aware down the length of Buckleigh avenue cars park on the even numbered side of the road. Cars do not park around the green if they do at each end traffic can pass by!

Yes appropriate yellow lines at the junctions of Martin way and Cannon hill lane would improve exiting the roads. Yellow lines in Cannon Hill lane at the junction with Buckleigh Avenue would help also.

To paint yellow lines where they are not needed, insane and an eyesore, of course we know the next step would be CPZ for the council to squeeze mor income from us!!!!!!

Having canvassed many neighbours I have not found one resident in favour of the scheme definitely not one who has made complaints!

Leave us alone and stop implementing hair brained schemes

082

We are a two (medium size) car family residents of [x Buckleigh Avenue](#) and so are directly affected by these proposed changes to the parking restrictions, specifically on Buckleigh Avenue.

1. A bit of history

The removal of free parking on Mostyn Road and change in markings on Martin Way close to the station a few years ago has seen an influx of commuters driving to South Merton Station parking on Buckleigh Avenue - Springfield Road - Beaford Grove and then walking up to the station!! The cars are parked all day, blocking residents from parking near their homes.

2. More history

The allocation of parking bays outside Sainsburys on Martin Way a few years ago meant that it deprived Martin way residents of parking there, so they parked on Buckleigh/Beaford.instead, further blocking parking spaces for those who live on Buckeligh/Beaford.

3. Culina The dreaded Martin Way kitchen showroom.

Has a fleet of vehicles ranging from large vans to a cute mini that park on Buckleigh and take up parking spaces for those who live on the street - The company has at least FIVE COMMERCIAL VEHICLES parked on Buckleigh, Martin Way, Springfield Avenue often for days at a time and on weekends. The owner does not live anywhere near the area yet chooses to leave his fleet of commercial vehicles, days at a time, overnight, during the day, all day. We understand he has also bought a few other cars which he has parked up on Buckleigh Aveune for indefinite periods of time - days, weeks even!

4.Church and Paint

We understand the Brewers paint shop on Martin Way between Buckleigh & Springfield Avenues has made a deal with the Methodist church to use and pay for the parking of two of their vehicles during the day. Perhaps Culina could consider a similar arrangement with The Church

5. The Methodist Church

on the corner of Buckleigh Avenue and Martin Way organises various events during the evenings (apart from regular Sunday services) and more often than not, there is spillover parking onto Buckleigh. Residents find it difficult to park when this happens - We who reside in the area are marginalised by the activities of these commercial operations? It is especially galling because the church has a large car park that is left vacant during the day and night because unless you are using the church, they do not want you parking there and we have been told in no uncertain terms of this!

6..Council Proposals would make matters worse

In the light of all the above, your parking restrictions proposal, in general, will just make matters worse in terms of the availability and ease of parking for us residents. While I understand the need to have traffic running freely, especially for the bin collectors, ambulances and firemen, it does not improve the situation with the parking for us residents. Our suggestions, as residents who are affected directly by this proposed change, are as follows:

7. Hideous double yellows and Staying alive

- The double yellows at the beginning of Buckleigh Avenue (even numbered houses side) should only extend from Martin Way to number 4. Nos 6 & 8 are dropped kerbs anyway! This will make a parking space available outside 10 & 12 and parking there will not affect through traffic because of the wide space between the green and this side of Buckleigh. (refuse trucks have always managed to turn around here!).

There are dropped kerbs between 14 & 24 so double yellows are not necessary here. The double yellows further down Buckleigh towards Canon Hill Lane is completely understandable as no one parks on this side anyway.

We are fully in agreement with the double yellows at the end of Buckleigh intersecting with Canon Hill Road as parked cars on Buckleigh right up to Canon Hill are dangerous as you are turning into Buckleigh from Cannon Hill Lane. dangerous. These views are tricky for turning from Beaford Grove into Martin Way.

- There is no reason to have the double yellows from [5 Buckleigh](#) around to Beaford Grove as these are dropped kerbs anyway.

8. Save the car spots

Car spots.... A few years ago The council put up notices suggesting banning cars on the pavement outside 5 and 7 but the Council did not enforce the ban as the two precious parking spots do not affect pedestrians at all. Two vehicles are kept away from the traffic with lots of room for pedestrians to follow the normal curvature well to the left of the parked cars too. Win-win! So please continue to allow two cars on the pavement near 5 and 7 Car spots- As you approach the Green from the beginning of Buckleigh Avenue & directly is a spot which is almost always in use by one and sometimes two cars. At first sight one might think this is inappropriate but in actual fact it is an extremely safe place to park in my 36 years living in Buckleigh I have never seen it cause a problem. Any very large vehicle has ample space.

9. In conclusion, With issues such as non residents and commercial vehicles being allowed to park in Buckleigh/Beaford Residents Parking seems to be by far the best alternative to a double yellow epidemic. Many thanks for your attention.

083

I'm the leader of the neighbourhood team. I'm at ** buckleigh avenue.

I'm been here 30 years.

I've my own driveway to park my car.

I know many of the households against converting front gardens , specifically street loving people. It's been beautiful street. New comers think short term convenience and convert front gardens. Clearly this has caused huge problems for parking , reduce space for parking.

Buckleigh Ave has a back space where people can park.

Council together with neighbourhood team can work our alternative solutions.

People complaining parking problems are short term tenants and people with vans , they need to find their own solutions.

Yellow line is not a Solutions, it will create the street concrete jungle.

Please consider main Merton character and loving older sensible generations.

Don't destroy the beautiful creations done originally.

084

I know of no reports of 'obstructive and dangerous parking' on Buckleigh Avenue/Beaford Grove and there never seems to have been a serious problem. If double yellow lines are introduced in both roads, it will probably result in some front gardens being paved over for parking which is bad for the environment. Also it will make parking more difficult for visitors and trades-people and seems quite unnecessary.

085

I am sending my objection to above as I think it is unnecessary. This will affect those of us who did not make any complaint to the council. I strongly object to it

086

I have been a resident of Buckleigh Avenue for over 30 years and have seen the increase in parking over that period. However, the only obstructive parking I have seen has been at the junction of Buckleigh Avenue and Cannon Hill Lane where cars/vans parked on Cannon Hill Lane (NOT Buckleigh Avenue) often make it difficult to see when pulling out from Buckleigh Avenue.

In terms of the proposed yellow lines along the rest of Buckleigh Avenue, this could have a major negative impact on residents of the road. In practice, cars only ever park on one side of Buckleigh Avenue - assuming that this will still be permitted, why is it necessary to go to the expense/trouble of painting yellow lines which would serve no useful purpose?

I cannot imagine that the council is proposing to ban parking on BOTH sides of the roads but it is not very clear from the maps that have been sent to residents. Many people now have dropped kerbs and use their front gardens as car parks but for those who do not have that option - and for visiting family and friends - it is essential to maintain on-road parking.

I wonder who has raised 'obstructive parking' as an issue? Could it be the owners of speeding vehicles who use Buckleigh Avenue as a shortcut in morning/evening rush hours? Or perhaps it is people using the shops on Martin Way or the churches at the corners of Buckleigh and Beaford, who are not actual residents?

I urge the council to consider the convenience and quality of life of residents of these streets before making any decision.

087

In considering the LBM Council proposals for installing waiting restrictions in Buckleigh Avenue and Beaford Grove I've drawn on my own history of being a resident in Buckleigh Avenue for 38 years, and I've also considered the comments of others in the community. Over the 38 years, I've used Cannon Hill Lane, Martin Way, Beaford Grove and Buckleigh Avenue for access to my house as a pedestrian, cyclist and a driver of different types of vehicles. Of course, I've also parked vehicles in the vicinity of my house on a regular basis and for many years.

Note 1: This representation is made from the perspective of a resident of Buckleigh Avenue. My observations mainly concern Buckleigh Avenue, but residents of Beaford Grove may agree with many of them. I have been a resident in Buckleigh Avenue since 1983 and therefore I am also familiar with the layout of Beaford Grove. I regularly drive or walk along Beaford Grove and I'm not aware of any regular problems in Beaford Grove caused by incorrectly parked vehicles. If there are any then I expect that representations will be submitted from residents of Beaford Grove.

Note 2: Also note that the street plan used by Merton Borough Council in the consultation letter dated 5 August 2021 is not at all accurate (street plan reference - 227 882 03). It appears to be a street plan used in previous consultations, and if the "03" part of the reference number depicts the year it was drawn, then it is 18 years out of date. The street plan sent with this consultation letter indicates the location of one dropped kerb in Beaford Grove, and none at all in Buckleigh Avenue. That is far from accurate. An up to date version of the street plan, used by LBM Council in their Waiting Restrictions proposal

ES/WR2021B1, can be found on the internet (but not easily), at "Traffic Management consultations – London borough of Merton". The version shown on that website marks the many locations in Buckleigh Avenue and Beaford Grove with dropped kerbs.

Note 3: References made to house numbers does not imply that vehicles parked outside of those houses are attributed to those addresses. House numbers are given only to identify locations. It is accepted that a vehicle parked outside an address may have been parked there by a resident from any other address.

Is there a parking congestion problem in Buckleigh Avenue and Beaford Grove?

The demand for parking in Buckleigh Avenue has increased and decreased several times over the years. Increases in demand, followed by decreases in demand, were probably due to families with multiple cars, and children reaching driving age and later moving elsewhere.

In more recent years, demand has increased for other reasons:

The first is that many residents use their rear garden garages for storage or other purposes, or they no longer have rear garden garages at all.

The second reason is that many of the houses in Buckleigh Avenue and Beaford Grove now have dropped kerbs, allowing the residents to park on their front gardens by removing garden fences and walls. This has severely decreased the kerb-side space available for street parking. You may think vehicles being displaced by a dropped kerb would have no effect on street parking because the displaced vehicles would now park on the house frontage, but that is incorrect. Due to the design and dimensions of dropped kerbs, more cars are displaced by the dropped kerbs than the amount that get parked off-road. In addition, residents with front garden parking facilities and dropped kerbs are still entitled to street park, and some of them choose to do so even when their front garden spaces are unoccupied. They have the same rights to park in the street as anyone else.

When the roads and houses were built in the 1930's, allowance was made for the residents to park vehicles. In addition to kerb-side parking in the streets, access was provided allowing rear garden garages to be used.

Semi-detached houses in Buckleigh Avenue were built with shared driveways. Kerbs were dropped at the entrances to the shared driveways providing access to rear garden garages. Today's residents with shared driveways do not need additional dropped kerbs due to existing access to their frontage from the existing shared driveway dropped kerbs. Instead of removing a front garden fence or wall, they are able to remove side fences or walls, gaining access from the shared driveway dropped kerbs.

Terraced houses in Buckleigh Avenue were built with service roads leading to the rears of the terraces giving access to rear garden garages. Terraced houses that are not end houses have no access to their front gardens unless they have dropped kerbs. End of terrace houses on either side of the service roads do not need dropped kerbs to gain access to their frontage due to the existing dropped kerbs at the service road entrances. They too can access their frontage by removing a side fence or wall.

Despite it being unnecessary, and perhaps it should not have been authorised, at least two houses in Buckleigh Avenue adjacent to service roads with dropped kerbs, have been allowed to extend the service road dropped kerbs across the whole frontage of their properties. This resulted in an unnecessary loss of valuable parking spaces.

Despite the careful planning of the 1930's, current times requires LBM Council to make decisions regarding the current vehicle parking situation. Currently there is some kerb-side parking congestion in Buckleigh Avenue and Beaford Grove, but it is manageable for the majority of the time. Congestion is mainly due to parking space being reduced by the increase in dropped kerbs.

In reality, parking congestion isn't the primary cause of traffic problems in Buckleigh Avenue. The primary problem is when vehicles are parked in inappropriate locations on occasions.

To assess a typical parking situation in Buckleigh Avenue and Beaford Grove I counted the parked vehicles as follows:

Vehicles parked in Buckleigh Avenue on the 26th of August at 11.30pm:

No vehicles were parked within 10 metres of the junction of Buckleigh Avenue and Canon Hill Lane (no waiting restrictions or road markings are in place at this junction).

No vehicles were parked within 10 metres of Martin Way (waiting restrictions to prevent this are already in place at this junction in the form of road markings (double yellow lines)).

50 vehicles were parked parallel to the kerbs in Martinway. None of them diminished visibility or were causing an obstruction to other road users.

Space was available for a further 4 vehicles.

One vehicle was parked on the footway of Buckleigh Avenue at a location where the footway is very wide. It was not causing an obstruction to other road users and there was ample space for other users of the footway.

A further 2 vehicles were parked parallel to the kerb outside 15 and 21 Buckleigh Avenue. They were not encroaching onto the carriageway of the main arm of Buckleigh Avenue or Beaford Grove and not causing any obstruction for other road users or interfering with visibility.

Vehicles parked in Beaford Grove on the 26th of August at 11.30pm:

No vehicles were parked within 10 metres of the junction of Beaford Grove and Martin Way (waiting restrictions to prevent this are already in place at this junction in the form of road markings (double yellow lines)).

23 vehicles were parked parallel to the kerbs in Beaford Grove. None of them were causing an obstruction to visibility or other road users.

Space was available for a further 4 vehicles.

One vehicle was parked on the footway of Beaford Grove at a location where the footway is very wide. It was not causing an obstruction to other road users and there was ample space for other users of the footway.

August 26th, 2021, was not chosen for any particular reason and there no reason to believe that vehicular parking in the two roads on that date is anything other than a typical example.

Note 4: At 11.30 at night, most residents are likely to be at home and to have parked their vehicles for the night, particularly during the COVID pandemic. Obviously, parking conditions are different during daylight hours. During daylight hours many residents are at work or elsewhere taking their vehicles with them, and parking is generally easier, though there are more visiting vehicles such as builders vans working in the area. Public service vehicles don't generally operate during the night but often arrive in Buckleigh Avenue and Beaford Grove between 7am and 10am when some residents may not yet have left for work. The progress of public service vehicles being blocked is not a regular occurrence. Over the last two years ambulances have attended houses in Buckleigh Avenue on several occasions without any access problems. I'm not aware of any actual access being obstructed for any police or fire service vehicles but acknowledge that on occasions vehicles have been parked that would have made it difficult for fire service vehicles to get through had they needed to.

Identifying kerb-side parking problems in Buckleigh Avenue:

The LBM Council state that:

["We will consider introducing CPZs in areas suffering from parking congestion, to make it easier for local people to park, and to make our streets cleaner, safer and more accessible for all."](#) (Taken from LBM Council website)

As a resident, and regular driver and pedestrian in the area, I am well qualified to speak on the causes of traffic flow problems, residents parking, and safety issues for pedestrians in Buckleigh Avenue. Except for short vacations, I'm present in Buckleigh Avenue during days and nights and able to give an objective assessment of the parking in the two roads. Council staff/consultants who may be more educated and qualified on traffic management than I are unlikely to have the benefit of living long term in this area. Council staff/consultants will only see the conditions that apply on the occasions they carry out on-site assessments. I'm not aware of the council carrying out any surveys that included residents, any surveillance with cameras or any monitoring, and I doubt that any took place.

What problems are there in Buckleigh Avenue and Beaford Grove caused by parking congestion?

I'm aware of four problems caused by vehicles incorrectly parked in Buckleigh Avenue:

1. Drivers do sometimes park vehicles very close to the junction of Buckleigh Avenue and Cannon Hill Lane. This limits visibility for other road users trying to exit Buckleigh Avenue into Cannon Hill Lane and sometimes blocks the Cannon Hill Lane footway. There are no road markings at this location to remind drivers that they should not park too close to the junction.

2. Drivers do sometimes park vehicles too close together, but on opposite sides of Buckleigh Avenue, outside numbers 1 and 3, and number 2 Buckleigh Avenue. This does not affect visibility for other road users, but it does make it difficult for drivers to manoeuvre around the parked vehicles, particularly so for larger vehicles such as refuse vehicles, and emergency services vehicles such as ambulances and fire engines.
3. Drivers do regularly park vehicles approximately 1 metre from the kerb in the circular passing point in main arm of Buckleigh Avenue. This has developed over the last year or so, with drivers tending to park vehicles as if the north eastern kerb continues in a straight line, ignoring the circular kerb-line and effectively preventing the circular passing point from being used as a passing point. This does not cause major problems in terms of parking congestion, but it is inconsiderate to other road users and offences are being committed. Drivers parking in this manner do so for their own convenience when manoeuvring, and for the convenience of their passengers when entering and exiting the cars.
4. Very occasionally vehicles park parallel to the northern kerb outside 21 Buckleigh Avenue in a manner that encroaches too far into the carriageway of the main arm of Buckleigh Avenue.

All of these problems are caused by very few drivers. The majority of residents park sensibly and with consideration for other road users and pedestrians.

Of the four problems identified, vehicles parked too close to the junction of Buckleigh Avenue and Canon Hill Lane, and vehicles on opposite sides of the road parking too close together, are the more serious in terms of the safety of other road users and the wider community. All four of the problems are confined to very small areas of Buckleigh Avenue. The rest of Buckleigh Avenue is free of obstructions except for when public service vehicles such as refuse vehicles are collecting, or vans and lorries delivering goods. Inconveniences caused by refuse vehicles and delivery vehicles are usually of very short duration and the delays they cause are acceptable.

The problem of vehicles parking too close to junctions is perhaps the most serious for road users and pedestrians. The council should take notice that the field of view for drivers exiting Buckleigh Avenue onto Cannon Hill Lane is often severely restricted, but it is restricted by vehicles parked in Cannon Hill Lane. One driver in particular regularly parks right on the junction of Buckleigh Avenue with Cannon Hill Lane, often blocking the Canon Hill Lane southern footway altogether. The driver of that particular vehicle is not a resident of Buckleigh Avenue or Beaford Grove. On the occasions when vehicles are parked too close to the junction, drivers and cyclists exiting Buckleigh Avenue find it difficult to see traffic already on Cannon Hill Lane. Pedestrians, operators of invalid vehicles, and parents pushing prams and pushchairs could be at risk from vehicles turning into Buckleigh Avenue from Canon Hill Lane if the driver's view is restricted.

Vehicles parked too close together on opposite sides of the road are usually no risk to users of the footways. However, on the occasions when vehicles are parked in this manner it is difficult for road traffic to manoeuvre around them. This could cause problems for public service vehicles such as refuse vehicles, delivery vehicles, and more importantly, for emergency service vehicles such as fire engines.

With the exception of parking too close to junctions, the other parking problems do not generally have a significant impact on pedestrians, invalid vehicles using the footways, or parents pushing prams or pushchairs. Potentially, but not very likely due to the infrequent times parked vehicles encroach into the main arm carriageway, cyclists in Buckleigh Avenue could be slightly affected by vehicles parked outside 21 Buckleigh Avenue.

LBM Council website states that:

["Requests for a CPZ have to be supported by petitions or individual requests."](#)

and:

["As part of the Council's commitment to road safety, unsafe locations in need of parking restrictions, are either identified by area wide studies or concerns reported by residents. These locations are added to an ongoing programme for implementation, subject to on site investigations, support by emergency services, suitability, consultations and available resources."](#)

How were Buckleigh Avenue and Beaford Grove identified as needing waiting restrictions?

The consultation letter dated 5 August, 2021, from Councillor Jenifer Gould states that "LB Merton has received reports from the community regarding obstructive and dangerous parking ..." The word "community" does not make it clear whether the reports referred to are made by residents, other road users, or council employees such as refuse collectors or traffic management planners.

Are the council proposals as a result of an area wide study or from concerns reported by residents? Confidentiality is not an issue here because no identities are being requested, nor any details that would lead to any identities. In addition - how many

representations requesting waiting restrictions have been received? If there are any, are they from local residents? Are they from public service vehicle drivers? Are they from emergency services personnel?

Most importantly, when were any representations received? Research on the internet leads me to believe that there have been previous proposals to install waiting restrictions in Buckleigh Avenue and Beaford Grove, so it is important to know if representations to install restrictions are historical or recent, and are they instigated by a council led study or from concerns of residents.

In a transparent, fair and open-minded consultation there will be no problem in LBM Council publishing the information requested above, and to do so in a timely manner allowing residents an opportunity to make informed representations before any further action is taken.

The consultation letter also states that "In response to these reports the Council is proposing to introduce waiting restrictions (double yellow lines) to address obstructive parking and assist with movement of traffic."

Remedies to prevent obstructive and dangerous parking already exist under the Road Traffic Act 1988. They have not been tried or used. The solution proposed by the council to the occasional obstructive and/or dangerous parking will penalise every resident of Buckleigh Avenue and Beaford Grove, not just the inconsiderate individuals that park badly. "A sledge hammer isn't needed to crack a nut."

LBM Council should not continue with the proposed waiting restrictions without first using existing remedies and also publishing details of representations showing that requests were made to install waiting restrictions (if there are any).

Does the LBM Council proposal solve the problems that exist?

The LBM Council proposals do include the two primary locations where problems sometimes occur, therefore it could be said that the proposals would help. However, the current proposals are far too excessive and not proportionate to the problem they are intended to solve. Installing waiting restrictions according to the current LBM Council proposals will help to prevent vehicles being parked too close to the Buckleigh Avenue/Cannon Hill Lane junction, and vehicles being parked too close together on opposite sides of the road outside of number 2 and 4, and number 3 Buckleigh Avenue. But the same end result could be obtained with far less impact on the local community and at a substantially lower cost with just a few metres of restrictions at these specific locations. It should also be considered that waiting restrictions are always being contravened, despite double yellow lines and signage. Faced with fewer available parking spaces, drivers may well ignore the yellow lines and simply take their chances.

Are there alternative remedies available that would eliminate parking problems in Buckleigh Avenue and Beaford Grove?

[S22 Road Traffic Act 1988 - Leaving vehicles in dangerous positions.](#)

[If a person in charge of a vehicle causes or permits the vehicle or a trailer drawn by it to remain on a road in such a position or in such condition or in such circumstances as to involve a danger of injury to other persons using the road, he is guilty of an offence.](#)

Vehicles in Buckleigh Avenue and Beaford Grove parked in such a way as to present a danger to other road-users fall within the scope of s22 Road traffic Act 1988. The person in charge of the vehicle commits an offence at law.

Clearly, there are remedies already in existence that would stop any residents from parking inappropriately. They are simply not being used. Very occasionally, a police officer and/or a Police Community Support Officer (PCSO), will walk along Buckleigh Avenue. Even when vehicles are incorrectly parked, they take no action. I have never seen an officer deal with cars parked too close to the junction, and I've never heard of anyone being warned or prosecuted for doing so.

It could be said that for police officers having to police minor parking infringements would be an extra burden to them when they are already busy. But it should be remembered that the small burden is not "extra", it is already within the remit of the police, PCSO's and traffic wardens. The Road Traffic Act 1988 is intended to be enforced for the safety of all road users, and LBM Council says that there is a safety issue here serious enough to warrant further action. The parking problems must be considered severe enough that they need waiting restrictions at public expense, so any infringements are not minor.

In reality, a leaflet distributed to residents of Buckleigh Avenue and Beaford Grove reminding them to not park too close to junctions or park causing an obstruction to visibility or other road users would go a long way towards stopping the problems, followed by a warning or prosecution under s22 RTA 1988 if problems persist. It is only a very few drivers who are responsible for all of the parking problems and no doubt the problems would cease to exist.

Are the proposed LBM council waiting restrictions proportionate to the existing problems and any future problems?

The remedies proposed by LBM Council are not proportionate to the existing problems or any future problems. Yellow lines are already in place at the junction of Buckleigh Avenue and Martin Way, and they do prevent drivers from parking vehicles too close to the junction. The same applies to the junction of Beaford Grove and Martin Way, and again, the yellow lines already in place do prevent drivers from parking vehicles too close to the junction.

Problems at the junction of Buckleigh Avenue and Cannon Hill Lane are caused by one or two drivers. The council proposals will negatively affect all residents of Buckleigh Avenue and Beaford Grove, not just the drivers who cause the problems. Incorrectly parked cars become the obstructions, but it's the inconsiderate drivers parking them that are the cause. Deal appropriately with the drivers and the problems will be removed.

If the current proposals go ahead as they are described, then residents of surrounding streets are also likely to be affected when vehicle parking is displaced from Buckleigh Avenue and Beaford Grove into their streets. Displacement of vehicles from Cannon Hill Lane seems to be the main reason why vehicles sometime park too close to the junction of Buckleigh Avenue and Cannon Hill Lane. Residents from Cannon Hill Lane are parking in Buckleigh Avenue.

The proposed restrictions are far in excess of what is necessary to remedy any parking congestion in Buckleigh Avenue and Beaford Grove and will only lead to further congestion. Yellow lines are not necessary along the full length of the main arm of Buckleigh Avenue because no one parks against the north western kerb. The same probably applies to Beaford Grove.

A further consideration is that installing yellow lines in Buckleigh Avenue and Beaford Grove may have an adverse effect on property values.

Will the LBM Council proposals make it easier for local people to park?

The placement of waiting restrictions as proposed by LBC Council cannot possibly make it easier for local people to park vehicles in Buckleigh Avenue and Beaford Grove.

Will the LBM Council proposals remedy the problem of congestion in Buckleigh Avenue?

Problems of parking congestion in Buckleigh Avenue and Beaford Grove **will increase** if waiting restriction as proposed by LBM Council are imposed. The amount of residents and resident's vehicles will not diminish, but the amount of space available will be greatly reduced.

Will the LBM Council proposals make Buckleigh Avenue, Beaford Grove Martin Way and Cannon Hill Lane safer?

Preventing vehicles from parking too close to junctions, and too close together when on opposite sides of the roads may improve road safety and would be welcomed. But waiting restrictions along the full length of Buckleigh Avenue and Beaford Grove are not necessary, not desired by the majority of residents and will make no difference to road safety because residents don't park along the western side of the main arm of Buckleigh Avenue. There is no need to install yellow lines where no one parks. Neither do residents park vehicles on the green, and only one or two vehicles are parked adjacent to the green in locations where there is space to do so.

Will the LBM Council proposals make Buckleigh Avenue and Beaford Grove cleaner?

Installing waiting restrictions in Buckleigh Avenue and Beaford Grove will not improve the cleanliness of the area. Refuse vehicles collect refuse every week and very occasionally there progress is delayed by inconsiderately parked vehicles. Refuse in the streets is usually caused by foxes breaking open refuse sacks, wind-blown refuse from containers left out for collection and refuse collectors not picking up anything they drop. The fox problem is better now due to the fox-proof waste food containers. Problems with wind-blown refuse and collectors not picking up are ongoing. The installation of yellow lines will not make any improvements to any of these problems. If, when the council refers to "making our streets cleaner" they are referring to the quality of air, not refuse, parking congestion does not seem relevant. It could be said that if a car is not parked it is driving, and therefore adding to pollution and reducing air quality.

Will the LBM Council proposals make Buckleigh Avenue and Beaford Grove more accessible to all?

Buckleigh Avenue and Beaford Grove are already accessible to all and have been since they were built over 90 years ago. Installation of waiting restrictions will not make the area more accessible.

Are there more practical, efficient, and cheaper remedies available that will make it easier for local people to park, whilst maintaining the flow of traffic and allowing easier access for public service vehicles and emergency service vehicle?

Yes there are. Imposing restrictions at the two isolated areas where problems are caused will solve any problems. The council proposals will result in large sections of Buckleigh Avenue and Beaford Grove becoming unavailable for kerb-side parking. This will force residents to compete for the few parking spaces left and is likely to lead to even more requests for dropped

kerbs and could cause friction between residents. Residents will be forced into seeking alternative parking in nearby streets, adding to congestion in those streets, and problems from Buckleigh Avenue and Beaford Grove will not be solved, simply displaced elsewhere.

Going ahead with the proposals as they are, is likely to cause more residents to request dropped kerbs. This will reduce road-side parking space even further. According to some experts, paving over garden areas is a cause of major flooding. It should also be considered that some residents will be disadvantaged because the LBM Council will need to refuse some requests for a dropped kerb due to street furniture and trees along grass verges.

The installation of waiting restrictions and yellow lines of between 10 and 20 metres in length, and at only two locations in Buckleigh Avenue would have the same result as the current council proposals, it would be cheaper to install and maintain, and it would do so with less chance of creating further congestion. Those two locations are defined in the conclusion to this representation.

What steps has LBM Council taken to alleviate parking problems prior to this consultation?

Did LBM Council inform the police of any residents concerns or of complaints from public services, or emergency services, about any parking problems that affected road users? Without a specific reason to do so, local police officers and PCSO's rarely patrol Buckleigh Avenue and Beaford Grove. If they were made aware of resident's concerns regarding parked vehicles and road safety, they would take appropriate action.

The Metropolitan Police are responsible for policing the greater London area which includes Buckleigh Avenue and Beaford Grove. The smallest area that the MPS define is referred to as a "home beat". Buckleigh Avenue and Beaford Grove will be within an area defined by the police as a "home beat", or whatever the current terminology is. One or more MPS officers will be dedicated to this "home beat" area to deal with police matters within it. If home beat officers were made aware that there are concerns from residents, or complaints from others. about parking in Buckleigh Avenue and Beaford Grove, they would be obliged to deal with them.

Actions to be taken:

1. Distribute a leaflet to residents reminding them that parking vehicles too close to a junction, or in positions that could cause delays to emergency services vehicles, or cause danger by restricting the visibility of other road users could constitute an offence under s22 RTA 1988. Rather than leaflets being sent to an isolated few who may be the main antagonists of the parking problems, they should be sent to all residents of Buckleigh Avenue, Beaford Grove and residents of Cannon Hill Lane near to the junction with Buckleigh Avenue who may also park their vehicles in Buckleigh Avenue due to restrictions recently imposed in their road.
2. Occasional enforcement of s22 RTA 1988 by the police, PCSO's or Traffic Wardens. In the form of either a warning or a prosecution depending on the circumstances.
3. Installation of waiting restrictions of 10 metres and road markings at the Junction of Buckleigh Avenue and Cannon Hill Lane to address vehicles parked too close to the junction.
4. Installation of approximately 5 metres of waiting restrictions near to numbers 2 and 4, and number 3 Buckleigh Avenue, to be the shortest possible needed to address vehicles parked on opposite sides of the road being too close together as to not cause an obstruction.

Conclusion:

The LBM Council website states that they aim to:

["provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space"](#).

The current council proposal does the complete opposite. It reduces safe parking arrangements in Buckleigh Avenue and Beaford Grove, and none of the residents of Buckleigh Avenue and Beaford Grove will have any priority access to the available kerbside parking space.

The council website also states that, ["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."](#)

This particular consultation comes with an out of date street plan and seems to assume that the current proposals will definitely be imposed. The consultation letter implies that the council has already decided to impose the restrictions and that residents can then comment on a decision already made.

The council website states that representations can be submitted by residents to “[air their views and express their needs](#)”. Any comments submitted by residents under the conditions of this consultation can hardly be considered to be fair. Clearly, the LBM Council has been discussing the imposition of waiting restrictions in Buckleigh Avenue and Beaford Grove for some time. And yet, to my knowledge, they did not consult residents at an early stage to establish if there really are parking problems, and if there are, what those problems consist of. This method of consultation (and as far as I know, a consultation is statutory), where the council decides the remedy without first discussing the problem with residents cannot be described as “[careful consultation](#)”. LBM Council has had plenty of time to consider and plan their proposals, but residents and other road users are faced with a proposal with a very short period of time to respond and no statistical information on collisions, obstructions caused, or parking infringements.

Of course, if the council does have a wider agenda to introduce waiting restrictions across the borough, then the parking problems perceived by LBM Council in Buckleigh Avenue and Beaford Grove add weight to their perceptions. Stating that there is congestion in Buckleigh Avenue and Beaford Grove will provide them reasons to impose restrictions in other streets too. The subsequent overspill of parking into surrounding streets will add further weight to their perceptions and provide justification to impose even more waiting restrictions.

The current proposals are not acceptable; however, I’m not advocating that LBM Council do nothing to reduce the risks to those that use the roads in Buckleigh Avenue and Beaford Grove. That would not address the current parking demands of the residents, or the safe use of the roads by others.

The alternative to the council proposals is to introduce waiting restrictions only at the two specific locations where they are needed, the council will fulfil their duty to provide a safe environment for all road users. Their obligations under s122 RTRA 1984, the human rights and equalities and community cohesion implications, crime and disorder implications, and risk management implications would also be met. At the same time, public confidence in LBM Council would be boosted.

Obstructive sightlines, or unsafe areas where pedestrians cross will be addressed. This will result in improved access for emergency services, refuse vehicles and the overall safety for all road users, especially those with disabilities and parents with prams.

The current proposals from the LBM Council are disproportionate to the problems that are occurring. They will not solve the problems, but they will definitely make them worse.

Having looked at the levels of the parking problems in the two roads and at the council’s proposals, the council appears to have their own agenda for introducing waiting restrictions in residential streets, regardless of the views of residents, and are using minor parking congestion to bolster their policy of introducing yellow lines and allowing dropped kerbs. Even if there is no agenda to introduce waiting restrictions across the borough, the current proposals are excessive, ill-conceived, and disproportionate.

Introducing waiting restrictions and road marking and signs will also have cost implications. Once installed they will need to be maintained and enforced. The cost of installing restrictions only in the two places that really need them would substantially reduce those costs. At the same time road safety would be improved and the disruption to residents of the two streets, and to residents of surrounding streets, will be at a minimum. These two locations are included in the current council proposals so there should be no additional costs, only substantial savings.

The current proposals from the council will affect all residents, but it will be the residents at the southern end of Buckleigh Avenue, at the eastern end of Beaford Grove, and those living near to the green who will have nowhere to park. They will still need to park their vehicles and parking will be squeezed further down the main arm of Buckleigh Avenue. In turn residents in the main arm of Buckleigh Avenue will have less parking space. The current situation of tight but manageable street parking will become impossible to manage.

The existing amount of cars, for which there is already enough space, being forced into a smaller amount of spaces will be increased congestion. This increased congestion, caused by the council proposals, will create competition among residents for the fewer spaces, and at the extreme, it’s even possible that public disorder could follow.

The waiting restrictions (ES/WR2021B1) as described by LBM Council should not go ahead in their present form. There are valid alternatives that meet all requirements expected of LBM Council and also address the perceived parking problems in Buckleigh Avenue and Beaford Grove.

The comments made above are made in good faith. They are my comments with the views of other residents incorporated.

088

I have been copied into a number of detailed representations from residents objecting to: ES/WR2021B1 - Proposed Double Yellow Lines; Buckleigh Avenue/ Beaford Grove.

Furthermore, I have spoken with residents who speak fondly of the community engagement with regard to courteous parking and an understanding that parking only happens on one side of the road.

It is quite clear from the detailed responses that the residents understand their neighbourhood well and therefore we as a Council should listen to them.

As I have not received any representations from residents in support, I therefore object to the introduction of the proposed scheme.

089

My name is J and we've moved to Buckleigh Avenue for about one year. But I drive almost everyday so I want to share my view on the proposed restrictions. We oppose to the idea of marking double yellow lines on the areas proposed, but I'd suggest marking double yellow lines at three T crossings: Buckleigh Avenue/Martin Way, Buckleigh Avenue/Cannon Hill Lane and Beaford Grove/Martin Way.

Based on my experience, parkings at the crossing road could sometimes block the drivers view. But inside the streets, residents follow their own rules of parking and I haven't seen any issue so far. There are not quite enough parking spaces for the residents so far. Marking excessive yellow lines could further reduce the parking spaces and could be very inconvenient for the residents living in this area.

090 & 92

I am writing as a resident of ** Buckleigh Avenue in order to Object against the unnecessary restriction of Double Yellow Lines on the full length of Buckleigh Avenue and Beaford Grove.

There could be a limited argument for short lines at the entrances to the roads so that the larger vehicles can pass.

Every resident does not understand why this is happening as no one has said that they have complained.

I have also copied the local MP and Conservative councillor and Liberal Democrat councillor so that they can represent our majority opposition on the street.

091

Further to your letter to residents regarding the parking restriction proposal reference ES/WR2021B1 (as per the subject line), the below are our representations:

Firstly, we are not aware of any complaints having been made by residents as claimed in the letter.

We do NOT agree with the proposal as it will reduce already restricted parking for residents. Furthermore this proposal would lead to additional driveways, further reducing "green space" & exacerbating water run off issues that have been seen, including multiple occasions during the last two years.

Another consequence of removing parking at the corner on Beaford Grove would be the encouragement for people to drive more quickly around the corner, increasing the danger.

094

Please receive this email as my formal reply to your letter relating to the above subject matter. I, as a resident of Beaford Grove, strongly oppose the proposed plans for double yellow lines on our street. The only people who park here are those who live here and our visitors and therefore double yellow lines and the subsequent parking permits that would inevitably follow are absolutely unnecessary.

095

I have lived at XX Beaford Grove for 25 years. I would like to make observation on this parking matter. I do accept inconsiderate parking from the church in Buckleigh Avenue and around the green does cause problems at times but the straight part of Beaford Grove from the green to the bottom corner is never obstructed. We all park on side of the road ie even numbers making double yellow lines completely unnecessary. It is a poor use of muck needed money and would be better used to fill the void as stated Councillor Mark Allison in a letter enclosed with our March tax demand. This is not a vital service. It is also a waste of paint – another saving! I join with many other in strongly opposing this proposal.

Re parked cars on grass verge

Unfortunately for a few weeks April – July a new resident and his cohorts persistently parked fully on the grass verge opposite our house. This has never happened before. My neighbours and I repeated reported the cars involved to the mobile parking service. Multiple tickets were issued. I also spoke to him, reason with him. He was rude and unpleasant and simply continued to use it as his personal parking spot even if there was space on the road. This suddenly ceased about 3 weeks ago. I made a visit to house concerned no 38 and was told it is a rented property and the people involved have now left. There has been no further misuse of the green verge and I doubt double yellow lines would have prevented his disrespectful behaviour as he threw many of his tickets on the grass before driving off. Clearly he had no intentions of paying the PCN. My neighbours and I would have love to know if he has got away with or does he get pursued and prosecuted?

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.

The plan provided is just an illustration as crossovers applied for before and after the plan was produced would be constructed if they meet the crossover criteria. Therefore, the question of the accuracy of the plan provided is not relevant.

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 the above roads, site surveys have been carried out and it has been concluded that the road widths and footway widths are insufficient to safely allow parking. The minimum road width for vehicular access should be 3.2m, although emergency services ask for 3.5-4m. Additionally, where possible a footway width of between 1.8 to 2.4m should be maintained to facilitate wheelchair users, mobility scooters and those with pushchairs. Additionally parking on grass verge is not permitted under any circumstance.

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 is illegal unless exempt through a Traffic management Order which can only be made if the footway is of sufficient width and appropriate construction. However, in general in the absence of any

complaints, the Council does 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 where some have requested for additional restrictions, officers feel that the proposed restrictions are sufficient.

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.

In response to comments regarding lack of response and update from officers, it is important to note that residents were informed via the newsletter that all representations will be reported and considered by the Cabinet Member before a final decision is made and residents will be advised of the decision in due course. They were also advised that a response would not be made until a final decision is made.

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

Merton Council - call-in request form

1. Decision to be called in: (required)

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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