



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

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Date: 14 October 2015

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Environmental Sustainability and Regeneration**

The attached **Non-Key** decision has been taken by the Cabinet Member for Environmental Sustainability and Regeneration, with regards to Proposed Waiting Restrictions – Weir Road area - Statutory consultation and will be implemented at noon on **Monday, 19/10/15** 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

**M.J.Udall
Democracy Services**

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

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

1. Title of report and reason for exemption (if any)

Proposed waiting and loading restrictions in Weir Road – statutory consultation

2. Decision maker

Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

3. Date of Decision

9th October 2015

4. Date report made available to decision maker

9th October 2015

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

6. Decision

To agree the recommended proposals

7. Reason for decision

To prevent obstructive parking in Weir Road and improve the flow of traffic



8. Alternative options considered and why rejected

Doing nothing – would not deal with the issues

9. Documents relied on in addition to officer report

10. Declarations of Interest

11. Publication of this decision and call in provision

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

*There is no need to resend Street Management Advisory Committee reports.

Notes

1 Title of report and reason for exemption (if any)

If the issue has been to Street Management Advisory Committee you may be able to use the same report to that committee together with the minute of the relevant discussion as the basis for the decision.

Otherwise 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'.

Note on exempt information in reports

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)

2 Decision maker

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

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

You should advise the decision maker to allow three 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.

(Constitution Part 4B Section 22.1).

* Clear days exclude the days of publication and decision so day 1 = publication, clear days 2, 3 and 4, decision day 5.

5 Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

You must make the report available to the Chairs of the Commission and any relevant panel as soon as practicable after making it available to the decision maker.

(Constitution Part 4B Section 22.2)

6 Decision

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

7 Reason for decision

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.

8 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.

9 Documents relied on in addition to officer report

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.

10 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 or Head of Civic and Legal Services for further advice.

(Constitution Part 5A)

11 Publication of this decision and call in provision

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

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

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

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

(Constitution Part 4E Section 17)

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 6th October 2015

Agenda item:

Ward: Wimbledon Park

Subject: Proposed Waiting Restrictions in Weir Road area (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 13th August and 4th September 2015 on the proposals to introduce 'at any time' waiting and loading restrictions in Weir Road, Endeavour Way, Archway Close and Durnsford Road (at junction with Endeavour Way).
- B) Considers all the representations received (detailed in appendix B) and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading restrictions 'at any time' in Weir Road, Endeavour Way, Archway Close and Durnsford Road (at its junction with Endeavour Way) as shown in Drawing No. Z78-642-03 RevA in Appendix A.
- C) Agrees to the minor changes that have been made in response to the feedback received during the consultation. Please see section 3.6 of this report.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the introduction of a disabled permit parking bay in Weir Road as shown in Drawing No. Z78-642-03 RevA in Appendix A.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting and loading restrictions in Weir Road, Endeavour Way, Archway Close and Durnsford Road (at its junction with Endeavour Way) operating 'at any time' and introduce a disabled permit parking bay in Weir Road.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to implement the proposed restrictions and the disabled parking bay as shown in Drawing No. Z78-642-03 RevA in Appendix A.

2. BACKGROUND

- 2.1 Following the receipt of large volumes of complaints and concerns from the local business community regarding obstructive parking along Weir Road and Endeavour Way an extensive site assessment was carried out and based on the nature of concerns it is considered that the proposals detailed in this report are essential in improving access, safety, sightlines and visibility throughout the industrial estate.
- 2.2 Officers have attended a number of meetings in Weir Road during which general support was demonstrated for the proposed restrictions.
- 2.3 Additionally, to cater for the needs of those with disability, the Council will be providing pram ramps throughout the estate. Given the extent of damage caused to the footway throughout the estate, it is proposed to introduce the proposed pram ramps during the reconstruction of the footway during 2016/17.

3. STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting / loading and disabled parking bay was carried between 13th August and 4th September 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and a newsletter with a plan was also distributed to all those properties within the vicinity of the location of proposed waiting restrictions, see Appendix C.
- 3.2 The statutory consultation resulted in the council receiving 12 representations which consisted of 6 representations in support of the proposals, 4 comments and 2 in objection. These are detailed in appendix B.
- 3.3 The 2 objections are on the basis that the waiting and loading restrictions 'at any time' would no longer permit businesses to load / unload large vehicles from the public highway. However it must be noted that it is this exact activity that is causing obstruction issues and has led to business in the area making complaints for the Council to act to secure and maintain unhindered traffic flow through the Weir Road area industrial estate. This manner of activity has also lead to adverse damage to the public footway causing danger and obstruction to pedestrians particularly those with mobility problems. Furthermore businesses should not be conducting their activities on the public highway and should seek to maximise the use of their private forecourts and off road parking areas.
- 3.4 The majority of representations that are supportive or are making comments, acknowledge the benefit of the proposals and their objective. However there is concern from the businesses that the extents of waiting / loading restrictions may not be enough to ensure proper clearance and that allocated parking spaces on the public highway may hinder vehicles entering / egressing accesses to private forecourts.
- 3.6 It is important to note that the Council must strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs. It is, therefore, suggested that the proposed restrictions are introduced and any further restriction will be considered if and when necessary.
- 3.5 When proposing extensive parking restrictions, officers make every attempt to minimise the restrictions. However, during the consultation, representations were made concerning the extent of the proposed parking bays in certain locations. Upon further assessment, a number of changes are being proposed so as to alleviate the concerns raised and to ensure

that access is not compromised. The proposed amendments are set out below and shown on plan Z78-642-03 RevA.

- A reduction of parking bay o/s 16 Endeavour Way
- Removal of parking bay from o/s 24 Endeavour Way
- A reduction of parking bay o/s 41 Weir Road due to pedestrian access point
- A reduction of parking bay o/s 67 Weir Road
- Removal of parking bay from o/s 62/64 Weir Road
- To relocate the parking bays from outside 71 Weir Rd to outside 64 Weir Rd to accommodate the turning of their deliver vehicles

3.6 Ward Councillor Comment

Wimbledon Park Ward Members have been contacted following the conclusion of the consultation. At the time of finalising this report, no comments were received.

4. **TIMETABLE**

- 4.1 The Traffic Management Orders will be made soon after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The restrictions will be introduced soon after.

5. **ALTERNATIVE OPTIONS**

- 5.1 Do nothing. This would be contrary to the concerns and support expressed by the majority of the local businesses, and would not resolve the dangerous and obstructive parking that is currently taking place. It will do nothing to assist the businesses with their operational needs in terms of access and deliveries and continues to put pedestrians at risk. It will also do nothing to prevent the continuous and costly damage that is being caused to the footway and kerbs.

6. **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders.
- 6.2 The Environment and Regeneration revenue budget for 2015/16 currently contains a provision of £260k for Parking Management schemes. The cost of this proposal can be met from this budget.

7. **LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 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.
- 7.2 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.

8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 8.1 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.
- 8.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 8.3 The implementation of parking 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.
- 8.4 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.
- 8.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

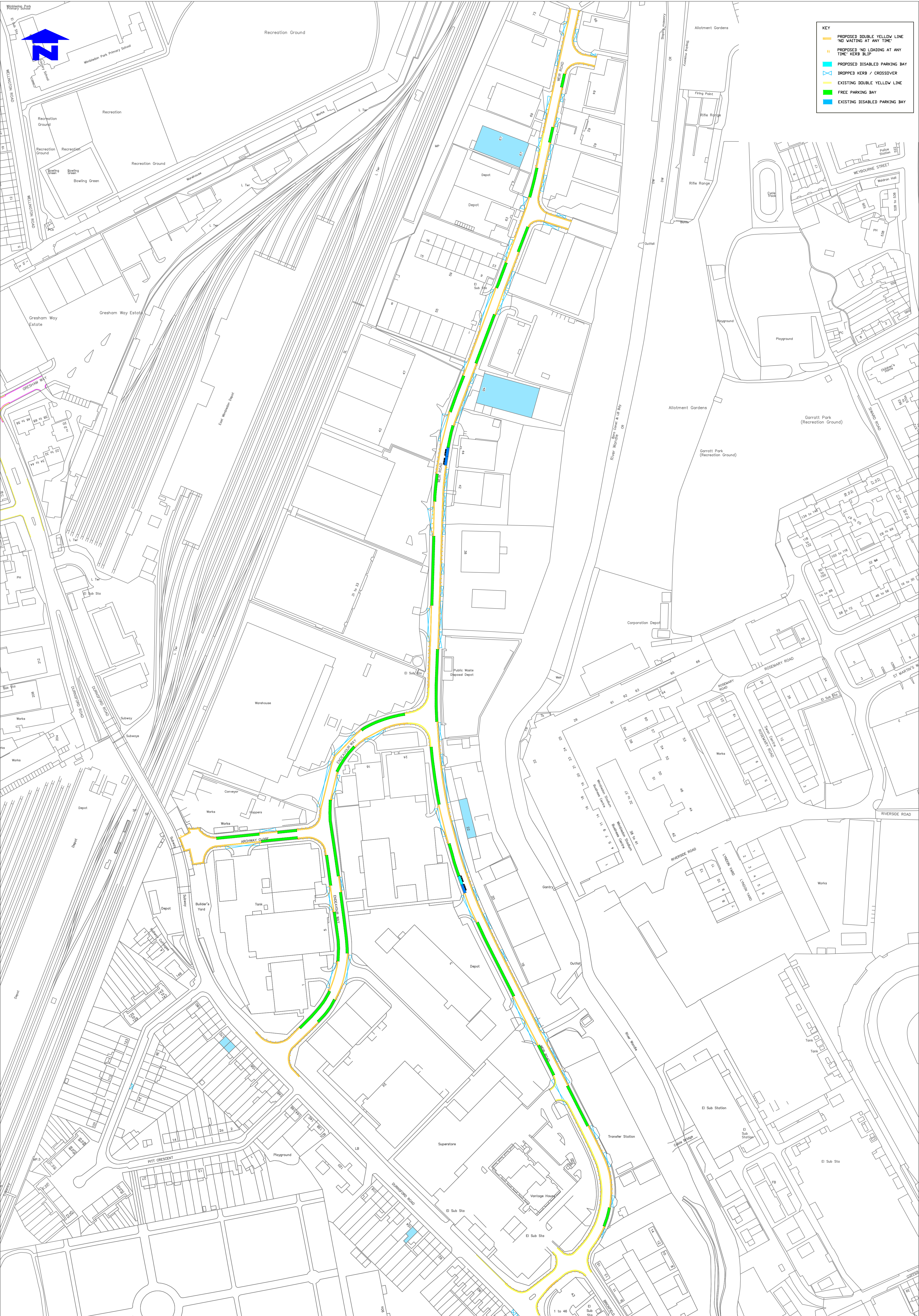
9. RISK MANAGEMENT IMPLICATIONS

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

10. APPENDICES

- 10.1 The following documents are to be published with this report and form part of the report.
- Appendix A – Proposed measures Drawing No. Z78-642-03RevA
 - Appendix B – Representations and Officer's Comments
 - Appendix C - Statutory Consultation document with Drawing No. Z78-642-03

Proposed Measures Drawing No. Z78-642-03 RevA



Representations and Officers' Comments

Appendix B

In Support

BUSINESS – 002

Thank you at long last , as a business owner, Weir Road, you have my full support

One question: The free parking bays, will this allow for parking on pavement or only on the actual road?

Officer's Comments:

Allocated parking places will be positioned fully on the carriageway; this is to provide safe and unobstructed passageway for all types of pedestrians. In accordance with the Greater London Council (General Powers) Act 1974, parking on any part of a footway is illegal; although there are occasions where provided there is sufficient footway width (minimum 1.5m) parking on footway can be permitted via an Exemption Order. The option of partial footway parking has been considered but rejected due to the narrow nature of the footway width. Given the number of complaints also received from pedestrians including wheel chair users and those with mobility scooters parking on the footway cannot be permitted.

BUSINESS - 003

We welcome and are in favour of these proposals and would like to take this opportunity to provide you with the following comments as, should the proposals be implemented in their current guise, the use and occupation of our property is likely to be affected; We feel as though the southern end of the green parking area immediately to the north of the Ocado entrance is one vehicle too long and needs to be reduced so that it does not start in front of the Ocado pedestrian gate. The reason for this is that harm may be caused to our staff when cars are parking or when doors are opened into the path of our staff when they are arriving to or departing from the site; and we are concerned that, if the Plough Lane stadium redevelopment goes ahead, the area immediately in front of the Ocado site will be used by match-day spectators for parking and that this will make the area in front of our gates into a pinch point. This is because Ocado's site is diagonally opposite the cut through to the path which runs beside the River Wandle which makes this area into a desirable parking location. Requests for consideration, We should therefore be most grateful if: The southern end of the green parking area immediately to the north of the Ocado entrance is reduced by one vehicle-length and replaced with a double yellow line so that there is no parking in front of the Ocado pedestrian gate at any time; and During match days, restrictions are in force to ensure that there can be no parking in the green parking areas to the north and south of the entrance to the Ocado site. In times past, there have been concerns as to the enforcement of parking rules in the local area and we hope that funds have now been set aside for the provision of one or more additional Civil Enforcement Officers to patrol the streets which are the subject of this consultation in order that they may encourage considerate parking and take appropriate action against illegally parked vehicles. We thank you for your assistance and are grateful to you for keeping us informed in respect of the progress of the implementation of these proposed restrictions.

Officer's Comments:

Parking will only be permitted where it is safe and unconstructive. Parking places will be marked out to assist with parking management however the bays will be uncontrolled with no specific parking permits required to utilise the bays. The waiting and loading restrictions (double yellow lines and double yellow kerb markings) will be regular enforced by parking enforcement patrols.

BUSINESS - 004

After many meetings with the council and other businesses on Weir Road Industrial Estate, I am really pleased to have received the proposal for waiting & loading restrictions.

We own two buildings on Weir Road. Having looked through the plan we have a few concerns which I have listed below. 1st building. The plan indicates there will be free parking bays opposite our gates, to the right of Klaremont. With this proposal, bearing in mind that the cars will now be parked with four wheels on the road instead of on the pavement, we would not be able to manoeuvre an articulated lorry in/out of the premises. Facing Klaremont from our premises we would need a minimum of 6 metres to the left of the Klaremont drop kerb to get a truck onto our premises. 2nd building. The existing dropped kerb outside our gate does not match up with the width of our gate. The gate & drop kerb were arranged by the previous owners. Can you please advise how we can modify this?

With the proposed parking bay outside of the gate to the left (in-between Capital & SW19), bearing in mind that the cars will now be parked with four wheels on the road instead of on the pavement, we would not be able to manoeuvre an articulated lorry in/out of the premises. I think it would be beneficial if someone from the council came to do a site visit to look at the points above. I look forward to receiving your response.

Officer's Comments:

Proposed parking places will not cause obstruction to legitimate dropped kerbs and pedestrian access ways.

BUSINESS – 008

Thank you for your plans regarding the proposed waiting and loading restrictions on Weir Road. In general we are

very much in favour of these proposals. However our main concern is the continued allocation of parking outside our premises, which we would like removed from the plan and replaced with no parking at any time. We have recently had a dangerous incident occur with one of our staff precisely because of cars parked on /blocking the pavement outside our premises. Although the proposed parking restrictions across the road may help, we feel that, due to the proximity to the new recycling centre, and their drivers who speed up the road in large tipper trucks etc, the councils proposals need to be even stricter at this end of the road, if not throughout. Secondly, we are often having issues with parked vehicles creeping onto the existing yellow lines which cause problems for our suppliers when they try to turn onto our site with larger vehicles. This can then in turn create problems further down the road, as they wait for our suppliers to manoeuvre very carefully into our premises. Lastly, larger vehicles parked there also cause problems for our customers locating us because the parked vehicle obscures our signage, and as expand this is causing us additional problems. We would therefore appreciate you adjusting your plans slightly to take the above points into account.

Officer's Comments:

Parking places will be marked to where it is safe to do so. The bays will be uncontrolled with no specific parking permits required to utilise the bays. The waiting and loading restrictions (double yellow lines and double yellow kerb markings) will be enforced by parking enforcement team.

BUSINESS – 012

I am writing on behalf of RG Jones Sound Engineering Ltd (No. 16 Endeavour Way) in response to your letter and proposed plans regarding improvement works to the highway at Weir Road and Endeavour Way. I refer to the section of highway fronting building No. 16 and 24 Endeavour Way: Due to the increase of vehicle activity and parking over the past 24 months, this particular section of highway continuously bottlenecks and causes heavy congestion. Unfortunately this leads to vehicle collisions, road rage and associated swearing and shouting, and even assault on a regular basis. Our offices face the highway and this is not acceptable for our staff and visitors to witness this on a daily basis. I request the two proposed sections of free parking bays fronting buildings No. 16 and 24 Endeavour Way be removed and replaced with double yellow lines. The section of proposed free parking bays on the opposite side of highway outside Bookers Cash and Carry car park should remain as per your plan. Having observed this section of highway for approx. 20 years, I believe the above will considerably improve matters reducing congestion and associated problems.

Officer's Comments:

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors. Majority of the businesses also have large parking areas for their staff. Where the carriageway is too narrow to accommodate parking on both sides of the road waiting / loading restrictions will be marked on one side to maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

BUSINESS – 013

Many thanks for your letter in connection with the proposed parking changes in Weir Rd. We are relatively OK with the changes; however, the nature of what we do is likely to require us to park trailers on the road outside of our new premises at no 69 Weir Rd whilst we offload the odd one. These trailers can only be offloaded from the sides as there is no rear aperture. There is already a drop kerb in this area, and your drawing shows double yellow lines across the drop kerb. Are you proposing to prevent us parking to offload as this will undoubtedly restrict our operations? We still have the property and yard at no 47, but we still require to off load some trucks during the working day and night at our new site! Whilst we are happy with the general intention to reduce parking in the road, we fear that opening the road up is likely to invite the skips and tippers to travel at an even greater excessive speed than is currently the case. Can you tell me what you are doing to slow these vehicles down? As the reasons given are about safety, this is a key issue to us! We have spoken to the Operators, but they clearly have no intention of doing anything about the speed of vehicles.

Officer's Comments:

The aim of the proposals is to ensure safe and unobstructed access is maintained through Weir Road, Endeavour Way and Archway Close. Businesses should not be conducting their activities on / from the public highway and should maximise use of their private forecourts and available off-road parking areas.

The proposals are in response to complaints received from businesses in the Weir Road area industrial estate regarding concerns of businesses parking and loading / unloading large vehicles on the public highway and causing obstruction to access and traffic flow. Complaints have also been received from pedestrians and those with mobility problems about the obstructive and dangerous parking

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. The carriageway is too narrow to accommodate parking on both sides of the road and maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

In terms of speed, there is no evidence of excessive speed along Weir Road. The Council has no plans to introduce any form of traffic calming along this road. There is more likely to be more complaints if traffic calming was to be considered due to noise and vibration and damage to vehicles, and there is no funding available at this stage.

Appendix B

Comments

BUSINESS – 001

Regarding the proposed waiting and loading restrictions in Weir Road, Endeavour Way and Archway Close. We have only a couple of minor concerns about the proposal. According to your draft, there are proposed free parking bays just inside the junction of Endeavour Way and Weir Road. This is a notorious bottleneck at the moment. The areas marked in green on your scheme are regularly parked with un-cabbed scaffold trailers and abandoned unlit skips. Should that continue after the scheme is put in place, the problem would remain. Pertaining to ourselves on Weir Road, double yellow lines wouldn't affect our access to our forecourt and access to our yard via the side drive, but would be very difficult for the many deliveries we receive Monday to Friday from suppliers, postmen, etc. None of these visitors is ever there for more than two or three minutes at the most, and we are very well disciplined in fast and efficient unloading. If there was a strict no waiting policy enforced, and people opposite were continuing to park trailers, lorries and are frequently double parking in the early mornings this could be difficult for us. Our forecourt, thanks to our two dropped kerbs, becomes a convenient chicane for lorries unable to pass by on the normal carriageway, making the pavement and to some extent our forecourt the only means of access through the blockages. This is dangerous for pedestrians, as the skip trucks and grab trucks in particular don't exercise much caution with their speed. Would the proposed free parking bays be on the road, or partially on the pavement as in parts of Penwith Road? Secondly, would the scaffolders etc, be able, as now, to park laden, un-cabbed trailers for weeks on end, rendering those spaces, effectively, permanently occupied?

Officer's Comments:

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. Where the carriageway is too narrow to accommodate parking on both sides of the road waiting / loading restrictions will be marked on one side to maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

Allocated parking places will be positioned fully on the carriageway; this is to provide safe and unobstructed passageway for pedestrians. In terms of speed, there is no evidence of excessive speed along Weir Road. The

Council has no plans to introduce any form of traffic calming along this road. There is more likely to be more complaints if traffic calming was to be considered due to noise and vibration and damage to vehicles, and there is no funding available at this stage.

BUSINESS – 005

Whilst I am in complete agreement with some sort of proposal that restricts the parking on Weir Road to make it easier for both vehicular and pedestrian access there are a number of facts that I don't believe have been taken into consideration - I am aware that the planners who come up with these proposals have little time to do each one as such can't probably spend as much time as they would like at the site and so are not fully aware of the complications and the traffic flow - I doubt whether they have visited at 0700- 0900 in the morning when vehicle movement is at its worst and has taken our driver 30 mins to just get down the road (this being an extreme case but has happened) Myself and our company drivers use the road quite often so believe we are in a very good position to comment on the traffic flow Firstly one of the main areas of blockage we come across is on Endeavour Road. This road which pretty much all the traffic going to Weir Road uses. On the plans it is marked to having parking on both sides of the road, due to the narrowness of the road here this will actual cause a blockage and make this road effectively a single lane road We believe there should be double yellow lines on at least the full length of one side of the road all the way along to make sure that there is 2 way traffic flow along this stretch I can't really comment on the positioning of most of the parking on the street but this should be so that there is enough room for 2 vehicles to pass. We are based on Weir Road so I also wish to comment on the placement of the parking at that end of the road The gap between the gates of 62 and 64 isn't big enough to fit in any parking bays - both companies have enough problems getting trucks in and out if vehicles are there Note the plan also has the wrong position of the gate at 62 it is nearly on the boundary of 62 and 64 I know 62 has problems getting artics in at the moment if cars are parked there on the pavements - if cars were parked on the road then they would have a lot more problems I would also request that the proposed parking on the opposite side of the road to 64 is moved to the same side of the road as 64 as when reversing into our warehouse artics have to use that part of the road to turn into our gates - hence HGV access will NOT be improved for ourselves We currently have to block this area off if we know we are expecting deliveries/pickups of this nature. I welcome something being done about this problem - but feel that it needs a bit more looking at to get right.

Officer's Comment's:

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. Where the carriageway is too narrow to accommodate parking on both sides of the road waiting / loading restrictions will be marked on one side to maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

PRIVATE – 006

I work for one of the companies in Durnsford Industrial Estate and I drive to work every day. I write to you in regards to constant obstruction on the roads caused by vehicles from a company called ELB Partners Ltd. I am making a private representation therefore views here does not necessarily reflect that of my employer's. Please see attached pictures I taken this morning, where their vehicles were selfishly parked in the middle of the roads with no regards to oncoming traffic from both sides. As a result, a big freight vehicle was unable to go through causing a backlog of traffic back to Endeavour way. Please see shocking pictures attached. ELB also park their lorries across Weir Road, making parking in the estate impossible, simply because their premises are too small to accommodate all their vehicles. Likewise with Admiral Scaffolding and their trailers. A few years ago ELB used to be based at the bottom of the estate but they since moved to a bigger premise in Weir Road. This seems to have made the problem worse than vice versa. This is a daily problem which the council, for some unknown reason, seem unable to take action against. There are also other companies in the estate who are just as bad as ELB. Admiral Scaffolding leave their trailers across the estate with no regards to oncoming traffic. NJB recycling drivers drive their skip lorries at outrageous speeds which makes it dangerous for pedestrians - who are already forced to walk in middle of the roads because of vehicles parked on pavements due to problem exacerbated by ELB's and Admiral's selfish parking /obstruction in the estate. I understand from recent correspondence that Merton Council is carrying out a consultation to introduce some loading restrictions in the estate. Whilst this is good news, I can't see why basic parking enforcements cannot be implemented whilst these changes take place - to prevent irresponsible obstruction from companies like ELB and Admiral. This will no doubt ease congestion and make it safer for pedestrians (& drivers) for the time being.

Officers Comment's:

The aim of the proposals is to ensure safe and unobstructed access is maintained through Weir Road, endeavour Way and Archway Close both on the carriageway and footway. Businesses should not be conducting their activities on / from the public highway and should maximise use of their private forecourts and available off-road parking areas.

The proposals are in response to complaints received from businesses in the Weir road area industrial estate regarding concerns of businesses parking and loading / unloading large vehicles on the pubic highway and causing obstruction to access and traffic flow. Pedestrians have also complained about the dangerous and obstructive parking.

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir

Road. Majority of the businesses also have large parking areas for their staff. Where the carriageway is too narrow to accommodate parking on both sides of the road waiting / loading restrictions will be marked on one side to maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles. The Council has no plans to introduce any form of traffic calming along this road. There is more likely to be more complaints if traffic calming was to be considered due to noise and vibration and damage to vehicles, and there is no funding available at this stage.

BUSINESS – 011

These plans are not going to change the dangers of two-way traffic of VERY large lorries using the same road. Every day a car is damaged due to vehicles that are trying to get out of Endeavour Way or enter into Endeavour Way. Due to lorries which have been left on the estate the road becomes very narrow and only allows a vehicle at a time to go through. All day long you can hear vehicle horns blowing and such foul language as 2 vehicles - one entering and one existing at the same time, is a nightmare as there is no way once in the road you can manoeuvre your vehicle to give way apart from reversing which then is not possible as you have vehicles behind exiting or entering the road. The only solution to stop this along with what you are planning to do is to make the Estate one way. Either you enter from Weir Road existing from Endeavour Way or vice versa. Your proposed plan as it stands will not work and the misery goes on.

Officer's Comments:

The aim of the proposals is to ensure safe and unobstructed access is maintained through Weir Road, endeavour Way and Archway Close. It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. The carriageway is too narrow to accommodate parking on both sides of the road and maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

Appendix B

Objections

BUSINESS – 009

I am writing with reference to the double yellow lines you are planning to implement down weir road. I object to this plan for the following reasons; parking for my staff is already a nightmare and will only get worse if the double yellow lines go ahead. This will lead to time loss and lack of productivity in my business. We will no longer be able to invite guests /clients to our business. As a scaffolding company, we have a number of large vehicles which need to be out on the road occasionally while others are being loaded in our depot. The fines that we would accrue on a daily basis would be intolerable just while we are rearranging the logistics inside our yard on an hourly basis. This would be the same for many businesses here. The few parking bays that would be available would cause massive rivalry and upset between the businesses here. The work itself would cause major hassle with the logistic is the road. It would have a large impact on residents in the local area due to the amount of people working on weir road finding alternative parking. The environment will be affected due to the prolonged engine running times for logistics purposes. I cannot see what you are trying to achieve by implementing this scheme and feel there would be much better ways to achieve it. The whole point is that this is a working industrial estate and the impact of double yellow lines would damage business and seriously affect people's livelihoods.

Officer's Comments:

The aim of the proposals is to ensure safe and unobstructed access is maintained through Weir Road, Endeavour Way and Archway Close. Businesses should not be conducting their activities on / from the public highway and should maximise use of their private forecourts and available off-road parking areas.

The proposals are in response to complaints received from businesses in the Weir road area industrial estate regarding concerns of businesses parking and loading / unloading large vehicles on the public highway and causing obstruction to access and traffic flow.

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. The carriageway is too narrow to accommodate parking on both sides of the road and maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act.

BUSINESS – 010

I would like to lodge the following objection to your proposal to introduce double yellow lines outside of Unit 1, 20 Weir Road. Some vehicles are able to drive into our yard to be loaded/unloaded but the larger lorries delivering steel, cardboard or anything else on pallets need to be unloaded from the side of the vehicle, as we do not have a forecourt large enough for these vehicles to pull onto they need to be able to stop in the road outside. We usually unload these vehicles within 10 to 20 minutes so a restricted waiting time would be ok but no waiting at all would make it impossible for us to operate.

Officer's Comments:

The aim of the proposals is to ensure safe and unobstructed access is maintained through Weir Road, endeavour Way and Archway Close. Businesses should not be conducting their activities on / from the public highway and should maximise use of their private forecourts and available off-road parking areas.

The proposals have been drawn up in response to complaints received from businesses in the Weir road area industrial estate regarding concerns of businesses parking and loading / unloading large vehicles on the public highway and causing obstruction to access and traffic flow.

It is acknowledged that the Weir Road area is an industrial estate which is essentially serviced by large volume of HGVs. There is also a high level of demand for on street parking from the businesses, staff and their visitors in Weir Road. Majority of the businesses also have large parking areas for their staff. The carriageway is too narrow to accommodate parking on both sides of the road and maintain the absolute minimum required road width of 3.05m on a single carriage way that is necessary for the Fire brigade and articulated vehicles.

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Statutory Consultation Document with Drawing No. Z78-642-03

Proposed Waiting & Loading Restrictions Weir Road Area



ISSUE DATE : 13 AUGUST 2015

Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

T: 020 8545 3425
E: andrew.judge@merton.gov.uk



Dear Occupier,

The purpose of this leaflet is to advise you that the Council is carrying out a statutory consultation on its intention to introduce waiting and loading restrictions (double yellow lines) in Weir Road, Endeavour Way, and Archway Close and at the junction of Durnsford Road and Endeavour Way. It is also our intention to introduce some free parking bays at locations considered safe, and two disabled parking bays outside No.9 Weir Road. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to give their views and express their needs on parking proposals. The parking needs of businesses and visitors are given consideration but it is considered that maintaining safe access must take priority.

The proposed waiting restrictions will improve safety, visibility and provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users. The proposed restrictions will also ensure that congestion is minimised and HGV access to business premises are improved.

PROPOSED MEASURES

It is proposed to implement double yellow lines waiting and loading restrictions which will operate at all times, free parking bays and disabled parking bays in the following roads:

- Weir Road
- Endeavour Way
- Archway Close junction Endeavour Way
- Durnsford Road junction Endeavour Way

As part of improvement works, the Council will also be introducing new dropped kerbs throughout the above named roads to improve accessibility for pedestrians. These will be constructed irrespective of the proposed restrictions and are not subjected to a consultation. The proposed measures are shown on the plan overleaf.

WHAT HAPPENS NEXT

A Notice of the Council's intentions to make the relevant Traffic Management Orders (TMOs) for the required changes will be published in the local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals must be done in writing to the **Head of Sustainable Communities, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than 4 SEPTEMBER 2015 quoting reference RM/Weir Road.

Objections must relate only to the elements of the scheme that are subject to this statutory consultation. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are therefore important to us.

Copies of the proposed Traffic Management Order (TMO), a plan identifying the area affected by the proposal and the Council's 'Statement of Reasons' can be inspected at **Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** during the Council's normal office hours Monday to Friday, 9am to 5pm.

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

CONTACT US

If you require further information, you may email trafficandhighways@merton.gov.uk

WIMBLEDON PARK WARD COUNCILLORS

Cllr Janice Howard Tel - 020 8545 3396

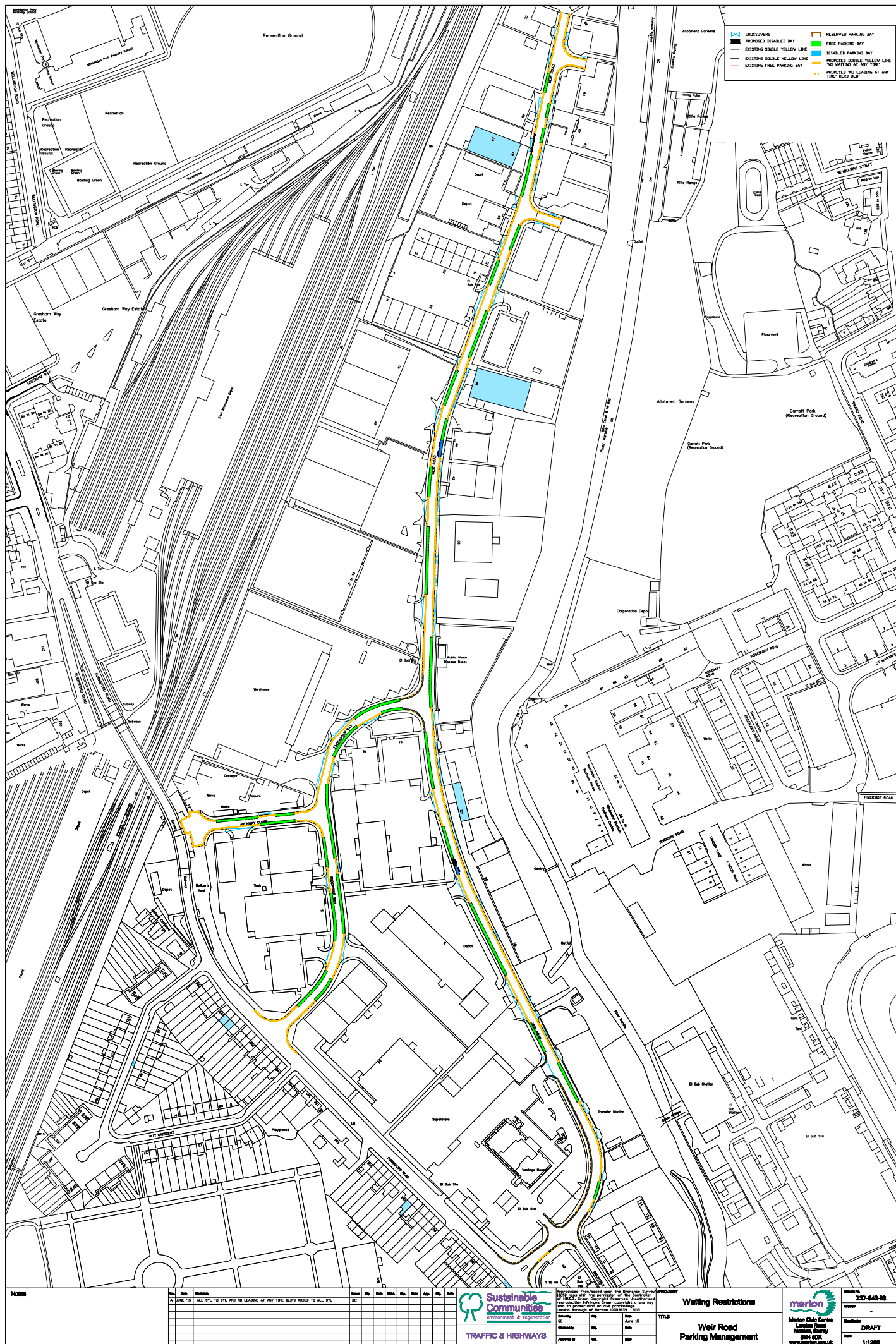
Cllr Oonagh Moulton Tel - 020 8545 3396

Cllr Linda Taylor OBE Tel - 020 8545 3396

Email: janice.howard@merton.gov.uk

Email: oonagh.moulton@merton.gov.uk

Email: linda.taylor@merton.gov.uk



Merton Council - call-in request form

1. Decision to be called in: (required)

--

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

8. Notes

Call-ins must be supported by at least three members of the Council
(Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on
the third working day following the publication of the decision
(Part 4E Section 16(c)(a)(iii)).

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
(Part 4E Section 16(c)(a)(iv)) to the Assistant Head of Democracy, 8th floor,
Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Assistant Head of Democracy on
020 8545 3361