

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3356
Email: democratic.services@merton.gov.uk**

Date: 12 December 2016

Dear Councillor

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

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

- Proposed waiting restrictions borough wide Batch (2) 2016
(statutory consultation)

and will be implemented at **noon on Thursday 15 December** 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

**Lisa Jewell
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

Proposed waiting restrictions borough wide Batch (2) 2016 (statutory consultation)

2. Reason for exemption (if any)

3. Decision maker

Cabinet Member for Regeneration, Environment and Housing

4. Date of Decision

09/12/2016

5. Date report made available to decision maker

05/12/2016

6. Decision

- 1) Notes the result of the statutory consultation carried out between 6th October and 31st October 2016 on the proposals to introduce 'At any time' waiting restrictions at various locations throughout the borough.
- 2) Considers the representations received and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) except for the restrictions from 19-25 Homefield Gardens until we have the reviewed after 6 months the implementation of the waiting restrictions at the junctions. To implement all the other waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z78-649-01 – Z78-649-23A.
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

To address safety concerns regarding obstructive and dangerous parking.

Not to implement restrictions outside 19-25 Homefield Gardens due to representations made by residents and ward councillors during the consultation process which would include the likelihood of displacement parking. To review after six months takes into account issues raised by refuse on road access and to see if there is continuing issues after the implementation of other waiting restrictions.

8. Alternative options considered and why rejected

Not to implement. This would create continuing road safety and access issues.

9. Documents relied on in addition to officer report

Correspondence from Cllr Judy Saunders on behalf of local residents.

10. Declarations of Interest

None



Martin Whelton

Cabinet member for regeneration, environment and housing

9 December, 2016

Cabinet Member for Regeneration, Environment and Housing:

Date: 5th December 2016

Agenda item:

Ward: Various

Subject: Proposed waiting restrictions borough wide Batch (2) 2016 (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 6th October and 31st October 2016 on the proposals to introduce 'At any time' waiting restrictions at various locations throughout the borough.
- 2) Considers the representations received and agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z78-649-01 – Z78-649-23A.
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting restrictions across the borough operating 'at any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions at various locations across the borough operational 'at any time' as shown in Drawing Nos. Z78-649-01 – Z78-649-23A.

2 BACKGROUND

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

3 STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions at various locations across the borough commenced on 6th October 2016 and ended on 31st October 2016. The consultation included the erection of street Notices on lamp columns in

the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Details and plans of the proposals, (appendix A), were also available on the Council's website and a link to this website was included on all street notices. All Ward Councillors are also advised of the proposed restrictions and the statutory consultation.

- 3.2 The statutory consultation resulted in the Council receiving a total of 14 representations, with 3 representations in support of the proposals, 8 objections, 1 query and 2 representations not directly relevant to the proposal.
- 3.3 The majority of objections were made on the grounds of loss of parking with concerns that parking restrictions would further exacerbate the already parking difficulties. It is important to note that the Council has a statutory duty of ensuring safety and access at all times. Every attempt is made to strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the local community but priority will always be given to safety and access.

Ward Councillor Comment

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

4 PROPOSALS AND REPRESENTATIONS RECEIVED

- 4.1 **Boxley, CR4** - Resident request for parking restrictions in the road following continual issues with obstruction due to vehicles parking in the road, particularly evident as the carriageway width is not sufficient to accommodate parking on both sides and the footway width is not sufficient to allow footway parking whilst providing clear pedestrian access. No representations received.
- 4.2 **Bunting Close, CR4.** A request made by the local MP on behalf of a business in the road regarding access difficulties experienced due to obstructive parking and that as a result of sustained obstructive parking the Council has been unable to cleanse the carriageway or carryout maintenance to gullies. See appendix C for photographs. No representations were received.
- 4.3 **Church Place, Love Lane and Frimley Gardens, CR4.** Residents' reports of obstructive parking hindering access into the private road areas and due to narrow width of carriageway resulting in frequent head-on conflicts. No representations were received.
- 4.4 **Commonside East, Brenley Close and Spencer Road, CR4.** Concerns raised by residents and Ward Councillors regarding the service road linking the main stretch of Commonside East to Brenley Close, Spencer Road and Grove Road. The issue is a narrow stretch of road with vehicles parking reducing the width to a single lane resulting in conflict involving opposing traffic made especially dangerous as it is at blind bend. The proposal is to introduce double yellow lines to restrict parking at this narrow section of the road to address the concerns raised. 2 representations were received. The first representation from a resident simply queried if they would be able to park outside their home, which they can as the kerbside outside the property is not part of the proposal. The second representation outlined support for a controlled parking zone in the area; this was not part of the proposal.
- 4.5 **Dahlia Gardens and Chestnut Grove, CR4.** Resident concerned regarding hindered sightlines and access due to obstructive parking at the junction. No representations were received.
- 4.6 **Lavender Avenue and Mortimer Road, CR4.** Request from Ward Councillor on behalf of residents regarding obstructive parking at the entrances to the parking areas behind the

development at No.100 Lavender Avenue. The proposed restrictions address obstructive parking and improve clear sightlines at the junction. No representations were received.

- 4.7 **Mortlake Drive and Silbury Avenue, CR4.** A request was made by the local MP on behalf of residents of Kennett Square, whose entrance is via Mortlake Drive. Vehicles parking on both sides hinder access into the Square especially for refuse vehicles. No representations were received.
- 4.8 **Ravensbury Grove, Hatfield Close and Hengelo Grove, CR4.** Concerns raised by one of the Ward Councillors on behalf of residents regarding obstructive parking at the junctions of the Ravensbury Estate area. This proposal received 5 representations objecting to the proposal.
- The objections mainly centred on insufficient parking capacity provided within the Ravensbury Estate and consideration should be given to increase parking and that any waiting restrictions introduced would further increase the pressure on parking. The waiting restrictions are proposed at the junctions and bends to ensure clear sightlines and access / flow of traffic, especially for emergency service vehicles, delivery vehicles and the Council's refuse collection services. The Council does not consider parking at or close to junctions safe and it is recommended that these objections are overruled in favour of safety and access.
- 4.9 **Rodney Road and Blake Road, CR4.** Request received from one of the Ward Councillors on behalf of a resident to investigate this junction following concerns of obstructive parking. No representations were received.
- 4.10 **Tamworth Lane and Stainbank Road, CR4.** A request made by the local MP on behalf of a resident regarding vehicles parking close to the junction restricting access for vehicles entering / egressing. No representations were received.
- 4.11 **Kingsway and Tennyson Avenue, KT3.** A request made by the local MP on behalf of a resident regarding regular obstructive parking at this junction. No representations were received.
- 4.12 **Central Road and Denmark Court, SM4.** Request from residents concerning obstructive parking at the entrance to Denmark Court and vehicles parking close to the pedestrian refuge island hindering traffic flow, especially for larger vehicles. No representations were received.
- 4.13 **Hoylake Gardens, Malvern Close, Manor Place and Manor Way, SM4.** Reports from residents regarding missed refuse collections due to the refuse vehicles being unable to access the extent of these roads because of obstructive parking on approach and at junctions. No representations were received.
- 4.14 **Kingsbridge Road, Dudley Drive and Lynmouth Avenue, SM4.** One of the Ward Councillors made a request for restrictions on behalf of a number of enquiries from residents regarding obstructive parking and hindered sightlines at the junction. No representations were received.
- 4.15 **Queens Road and Camrose Close, CR4.** This area is within a CPZ and complaints were received from residents regarding obstructive parking on existing single yellow lines which is only operational during the CPZ hours. No representations were received.
- 4.16 **Seely Road, SW17.** Resident concerns regarding the entrance to the small car park opposite the junction of Ascot Road regularly blocked by parked vehicles. The existing restriction across the access is single yellow line which only operates at the times of the GC CPZ. No representations were received.

- 4.17 **Bewley Street, SW19.** Resident concerned with vehicles parked on both sides of the road at a particular section of the road resulting in blocked access to through traffic, with particular concern for emergency / refuge vehicles not being able to access the eastern extremity of the cul-de-sac. No representations were received.
- 4.18 **Harland Close and Kenley Road, SW19.** One of the Ward Councillors made a request, on behalf of residents, to investigate this cul-de-sac following concerns of obstruction around the Close due long term commuter parking. The existing single yellow at the entrance of the Close needs to be converted to double yellow lines to eliminate obstructive. No representations were received.
- 4.19 **Haslemere Avenue and Homefield Gardens, SW19.** Resident and road user reports of obstructive parking at this junction which obscures sightlines for all road users. No representations received.
- 4.20 **Homefield Gardens, SW19.** The Council's refuse team issued a request for restrictions at a specific section in Homefield Gardens to address obstructive parking at a 'pinch point' on a slight bend that adversely impacts the weekly refuse collection. See appendix C for photographs submitted by the Council's refuse collection team. There were 2 representations received. The representations were made following an on-site meeting between Ward Councillors and residents in Homefield Gardens to discuss the proposal for waiting restrictions. The representations state that due to the obstructive parking in the road they witness vehicles unable to proceed the length of the road and that the proposal will be a positive step; however, the offending vehicles are specific vehicles belonging to residents rather than generic long term visitor / commuter parking and that they do not feel the proposal is a long term solution as the offending vehicles will displace further along the road. The proposal will, however, address the obstruction at this specific section of the road.
- 4.21 **Phipps Bridge Road and Homefield Gardens, SW19.** This proposal is in response to residents' reports of continual obstructive parking from long term / commuter parking that causes issues for residents entering / egressing off-road parking areas and obstructive parking at the junction. No representations were received.
- 4.22 **Sunlight Close, SW19.** This proposal is in response to a resident request via the Parking department to investigate access to off-road parking area, currently subject to existing single yellow line, which is regularly blocked outside of the CPZ operational times. No representations received.
- 4.23 **Cottenham Drive, Cottenham Place, Hillview and Copse Hill, SW20.** This proposal is in response to several requests from residents regarding obstructive parking when entering / egressing off-road parking areas in Hillview and Prospect Place and obstructive parking in Cottenham Drive due to long term visitor / commuter parking on both sides and reducing the available width at sections of the carriageway. There were 5 representations received, 1 in support of the proposal in Cottenham Drive; 3 objecting to the proposal in Cottenham Place and 1 representation requesting that parking bays not be implemented in Cottenham Drive, which is not relevant to this specific proposal. The 2 objections requested reconsideration of the waiting restrictions along the southern side of Cottenham Place as residents would no longer be able to park outside their properties and would inconvenience them.

In response to the objections received re. Cottenham Place, SW20 (see appendix B), the proposal has been amended to provide waiting restrictions in Cottenham Place at its junction with Cottenham Drive only. This ensures clearance for sightlines and restricts vehicles parking at / close to the junction. This will be monitored and if further obstruction occurs, waiting restrictions can be extended along the northern side of the section of road, for plan see appendix D.

5 TIMETABLE

- 5.1 If a decision is made to proceed with implementation of the proposed waiting restrictions, Traffic Management Orders could be made six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. The measures will be introduced soon after.

6 ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would be contrary to the concerns expressed by those who contacted the Council and would not resolve the dangerous and obstructive parking that is currently taking place.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 To introduce the proposed restrictions will cost approximately £7,600. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones within the Capital Programme 2016/2017.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

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

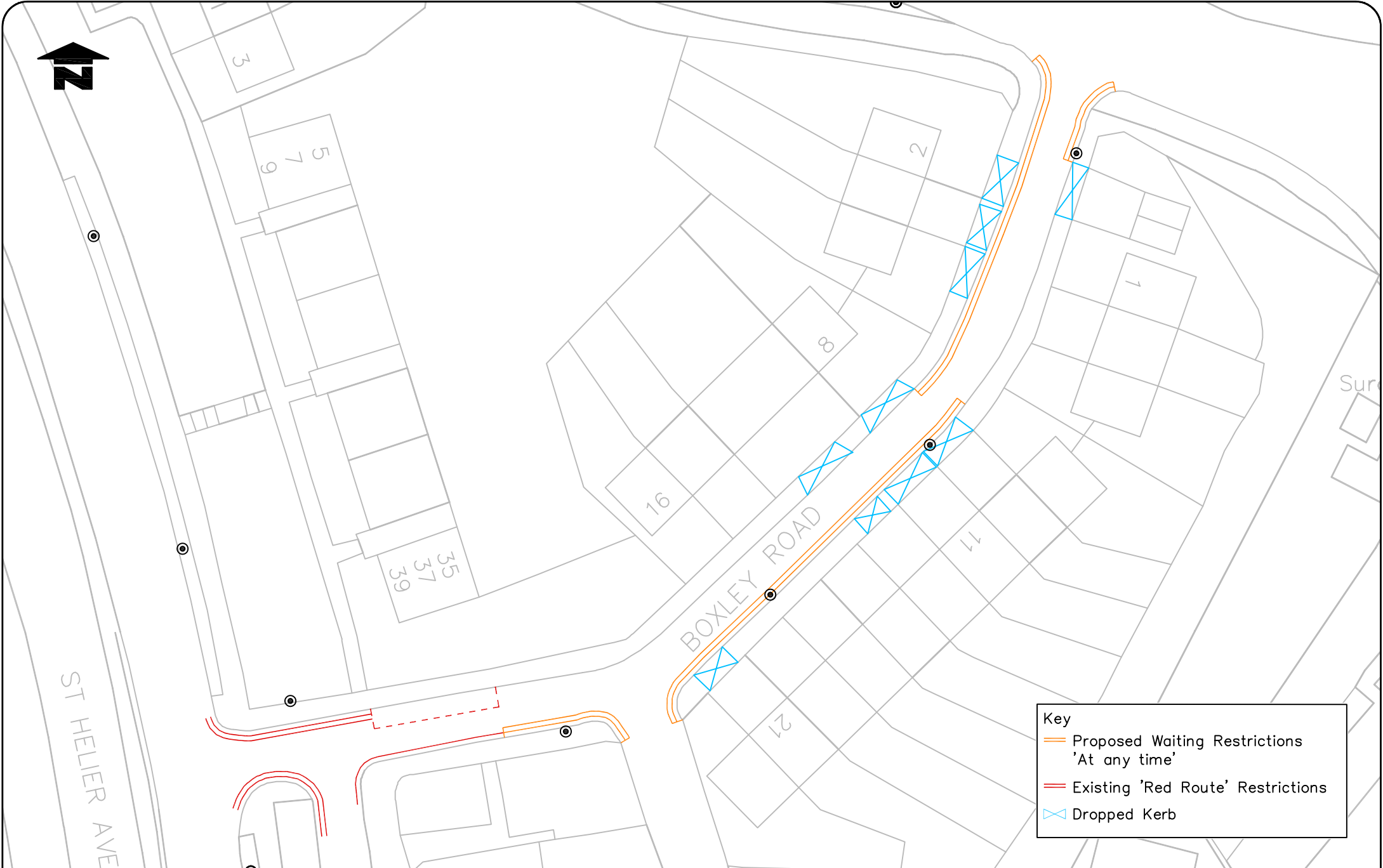
10 RISK MANAGEMENT IMPLICATIONS

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

11 APPENDICES

- 11.1 The following documents are to be published with this report and form part of the report.
- Appendix A - Drawing Nos. Z78-649-01 – Z78-649-23
 - Appendix B – Representations and Officer's Comments
 - Appendix C – Bunting Close and Homefield Gardens photographs
 - Appendix D – Amended Drawing No. Z78-649-23A

Appendix A - Drawing Nos. Z78-649-01 – Z78-649-23



Key

- Proposed Waiting Restrictions 'At any time'
- Existing 'Red Route' Restrictions
- △ Dropped Kerb

**PROPOSED WAITING RESTRICTIONS
BOXLEY ROAD, CR4**

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Warehouses

BUNTING CLOSE



Warehouse

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Key

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



**PROPOSED WAITING RESTRICTIONS
BUNTING CLOSE, CR4**

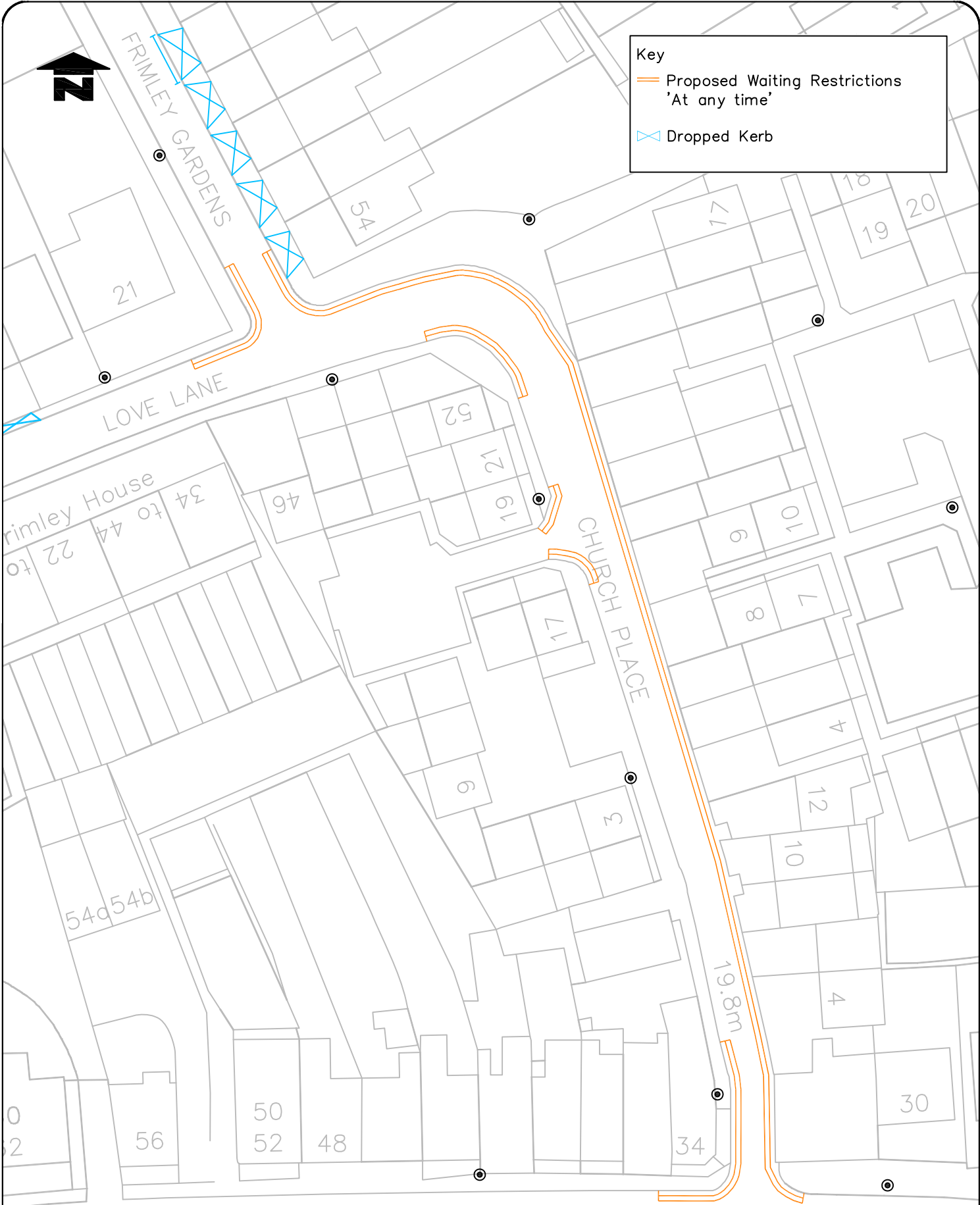
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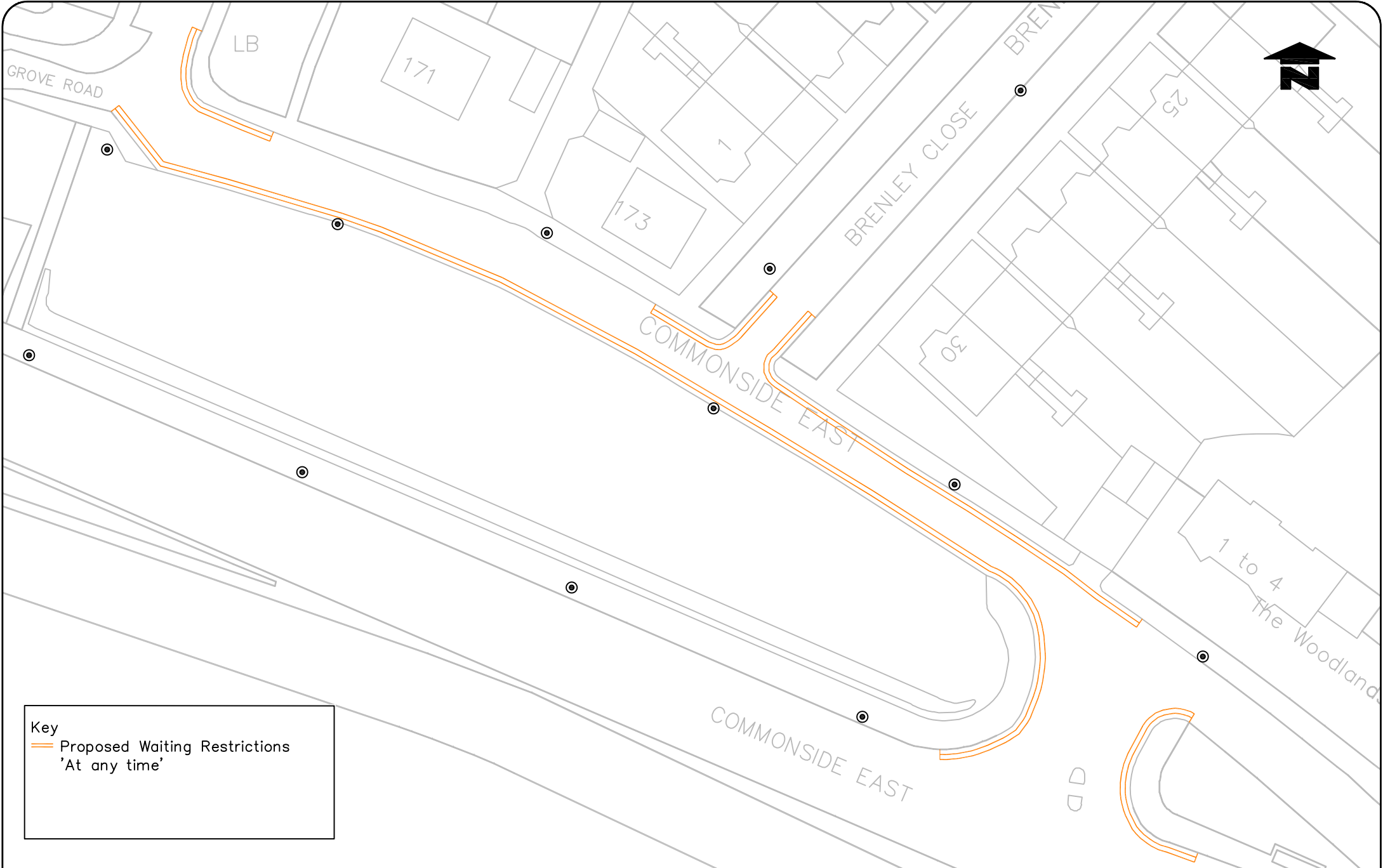
-  Proposed Waiting Restrictions 'At any time'
-  Dropped Kerb




**PROPOSED WAITING RESTRICTIONS
CHURCH PLACE & LOVE LANE, CR4**

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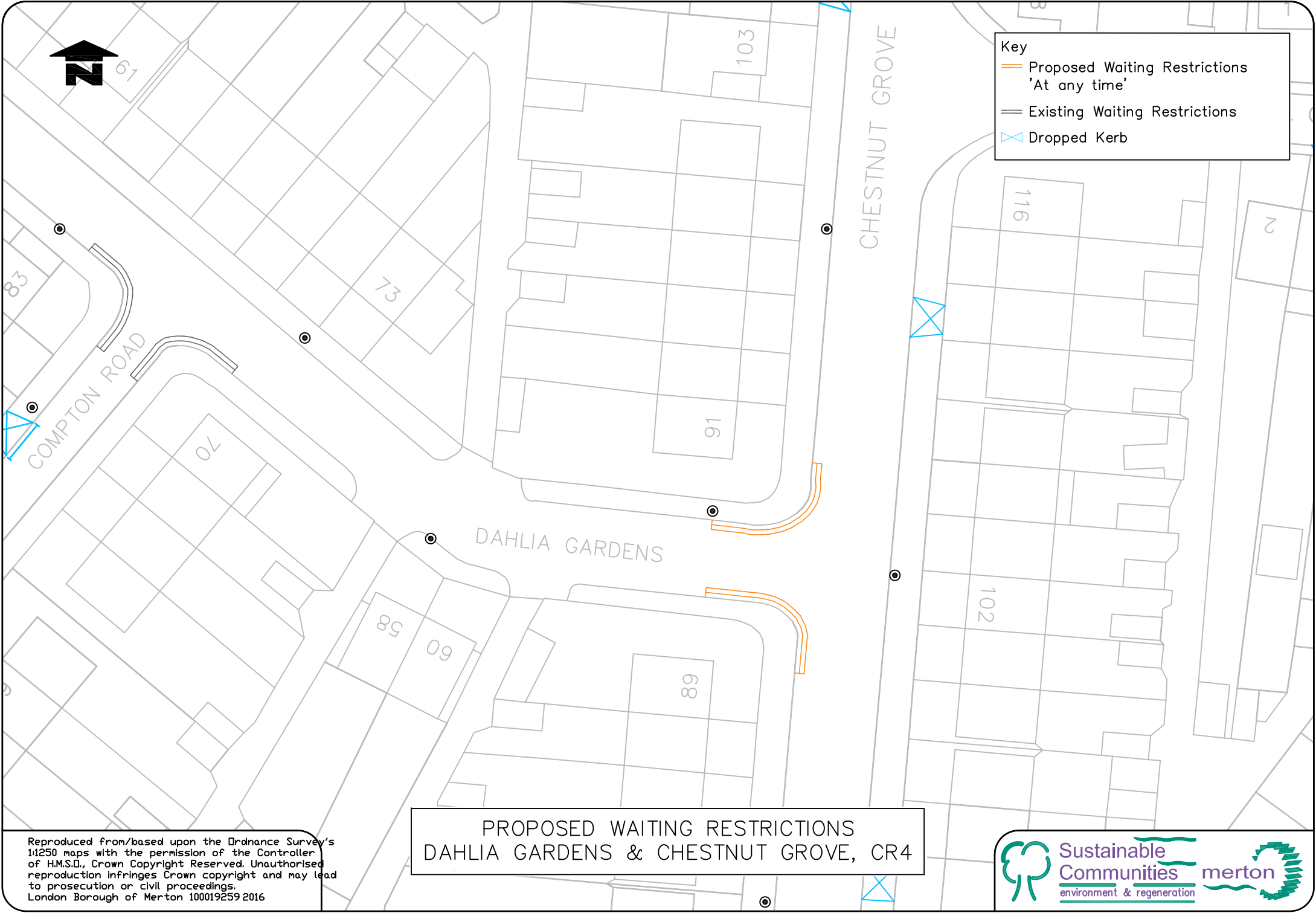


Key
 Proposed Waiting Restrictions
 'At any time'




PROPOSED WAITING RESTRICTIONS
 COMMONSIDES EAST, CR4

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Key

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

PROPOSED WAITING RESTRICTIONS
 DAHLIA GARDENS & CHESTNUT GROVE, CR4

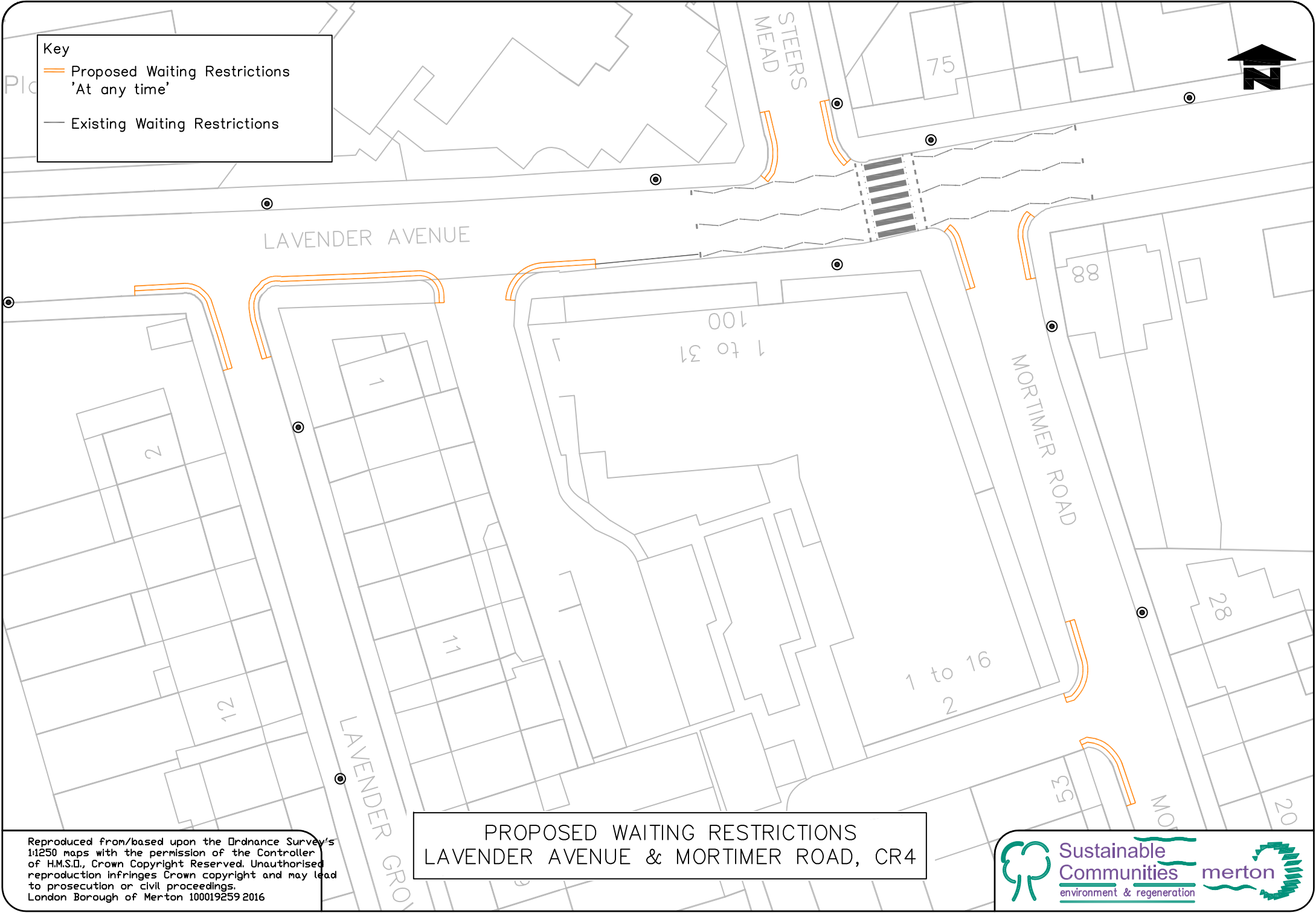
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Sustainable Communities merton
 environment & regeneration

Key

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



PROPOSED WAITING RESTRICTIONS
LAVENDER AVENUE & MORTIMER ROAD, CR4

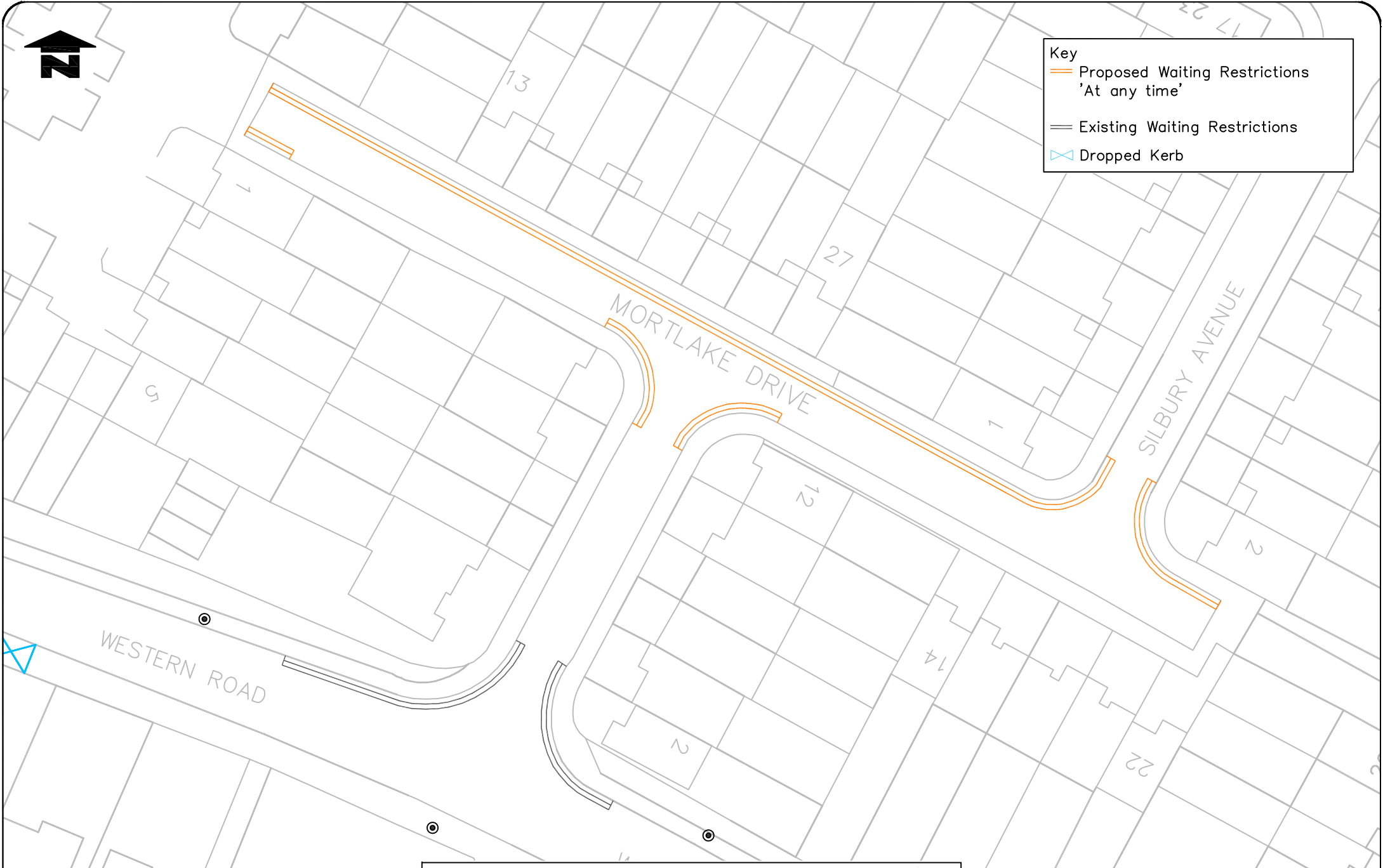
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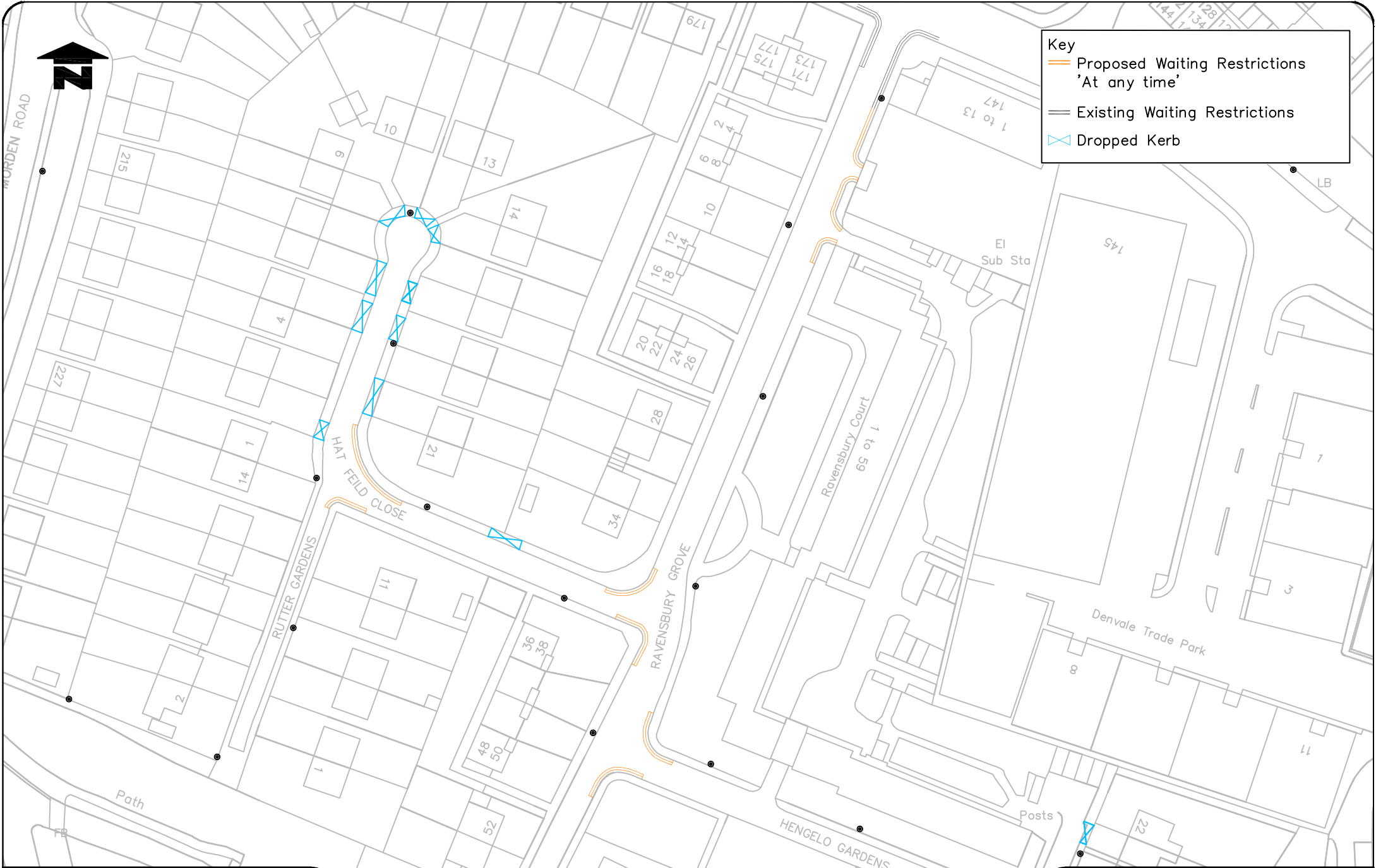
- Proposed Waiting Restrictions 'At any time'
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PROPOSED WAITING RESTRICTIONS
MORTLAKE DRIVE & SILBURY AVENUE, CR4





Key

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

**PROPOSED WAITING RESTRICTIONS
RAVENSBURY GROVE & HATFEILD CLOSE, CR4**




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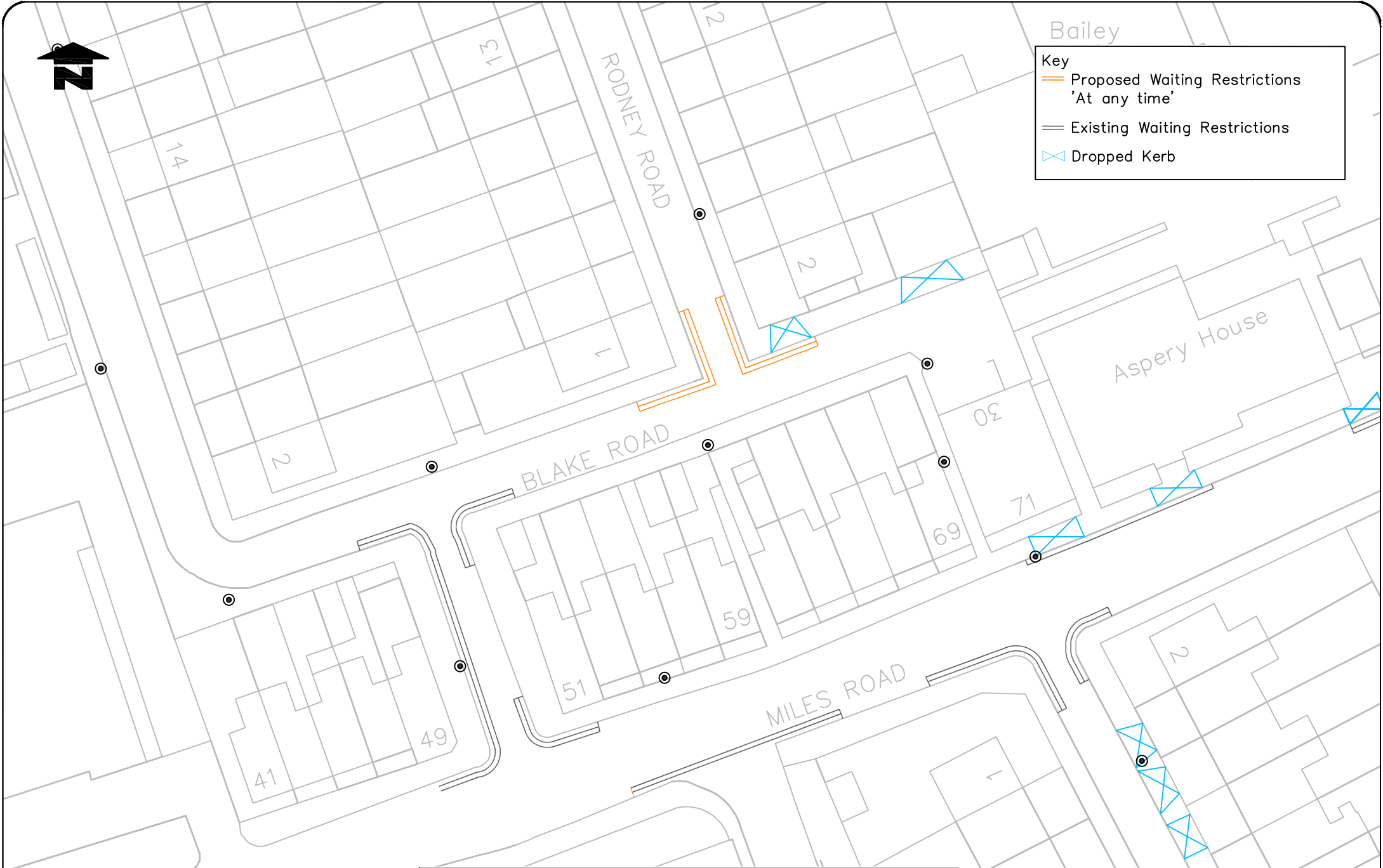




Bailey

Key

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



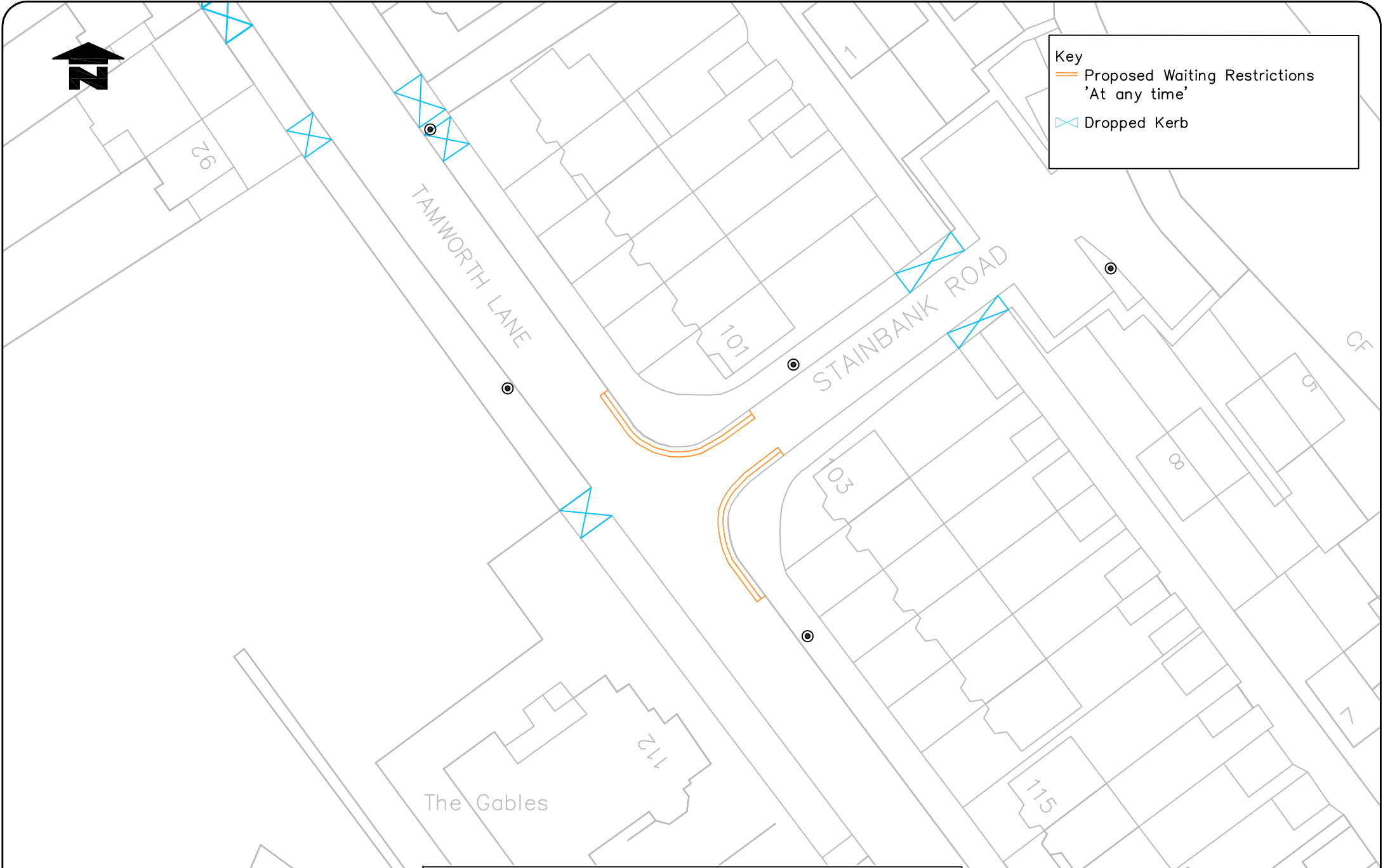
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**PROPOSED WAITING RESTRICTIONS
RODNEY ROAD & BLAKE ROAD, CR4**





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



PROPOSED WAITING RESTRICTIONS
TAMWORTH LANE & STAINBANK ROAD, CR4

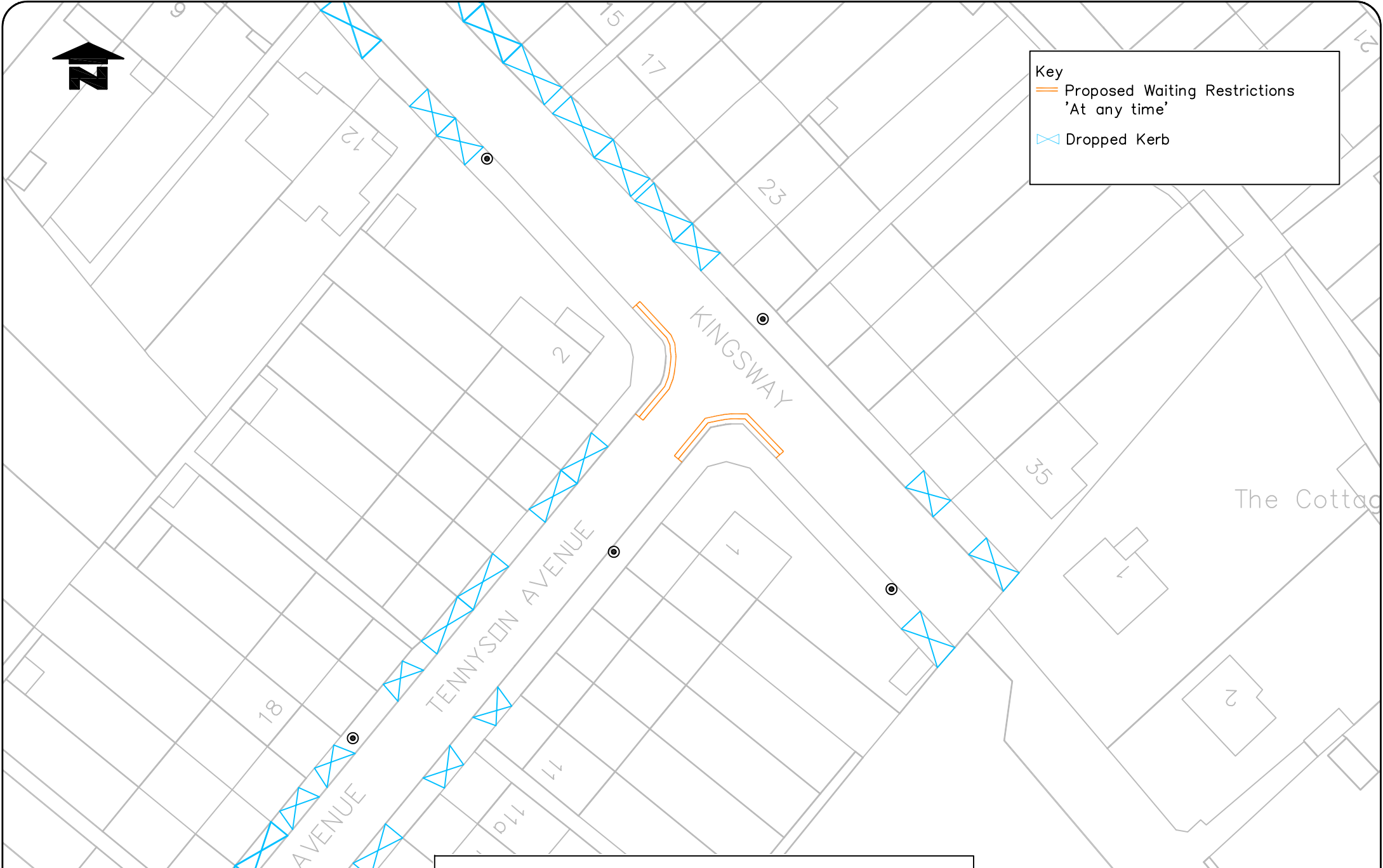
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PROPOSED WAITING RESTRICTIONS
TENNYSON AVENUE & KINGSWAY, KT3

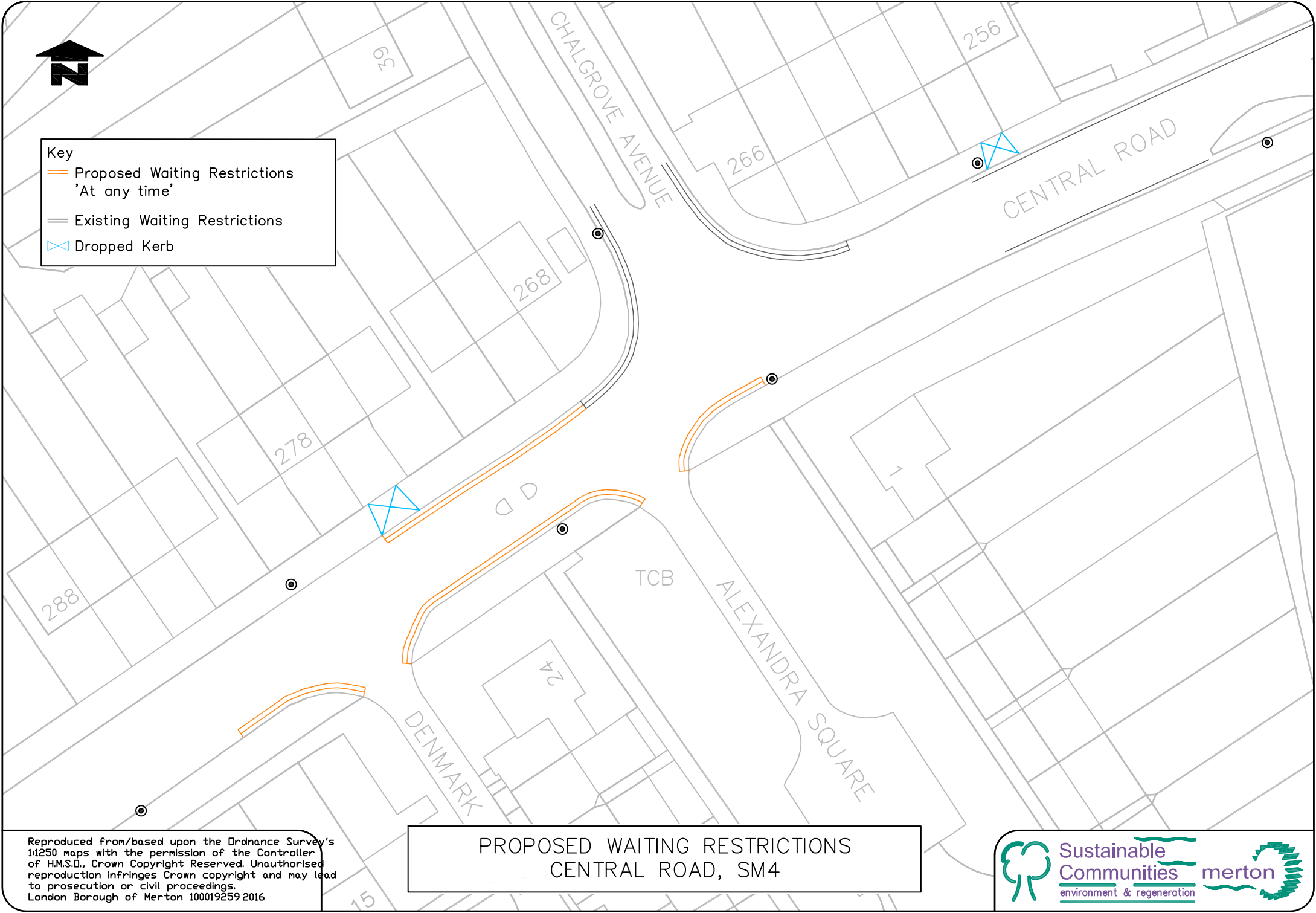
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- Existing Waiting Restrictions
- ⊠ Dropped Kerb



PROPOSED WAITING RESTRICTIONS
CENTRAL ROAD, SM4

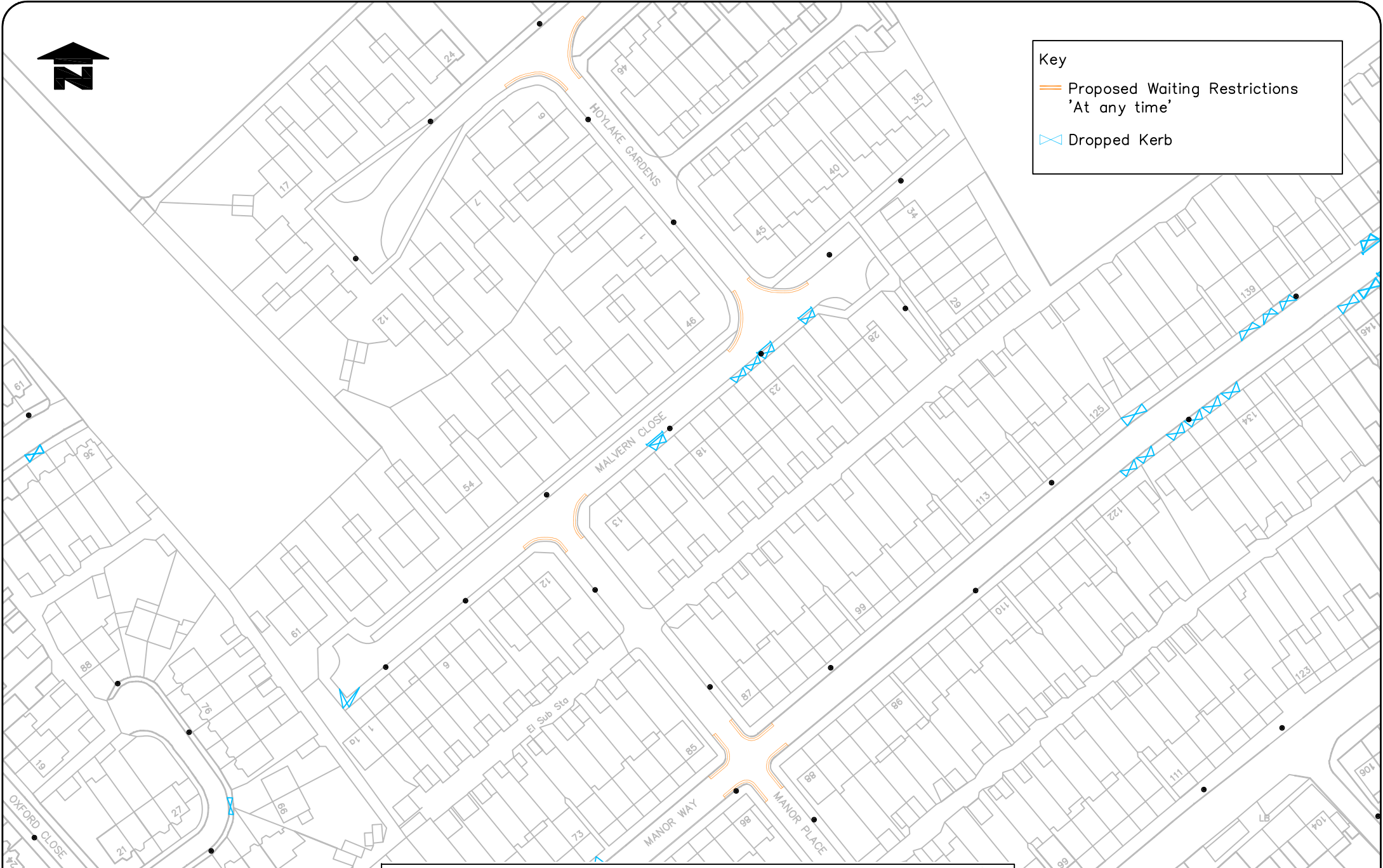
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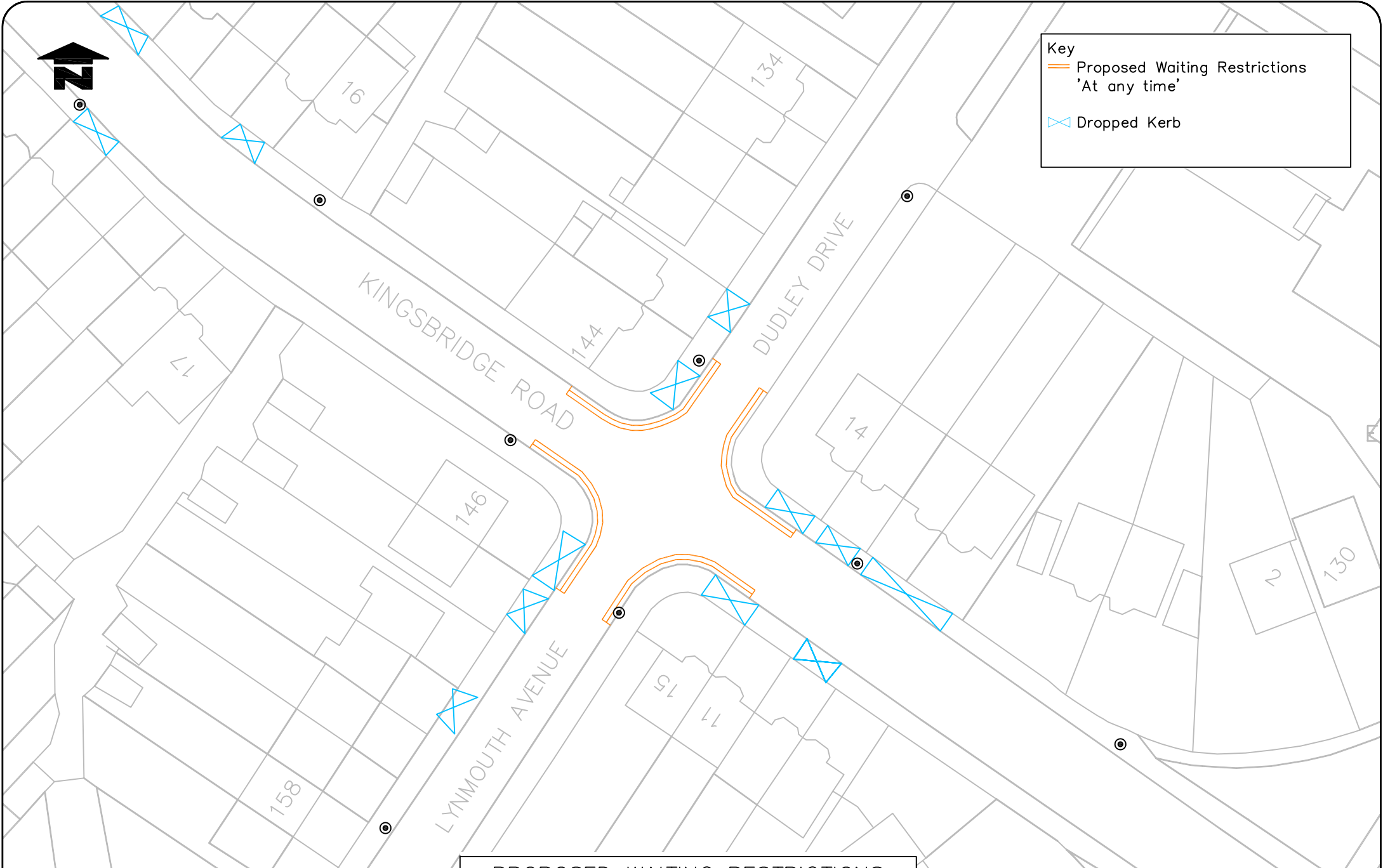
PROPOSED WAITING RESTRICTIONS
HOYLAK GARDENS, MALVERN CLOSE, MANOR WAY
& MANOR PLACE, SM4





Key

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



PROPOSED WAITING RESTRICTIONS
KINGSBRIDGE ROAD, DUDLEY DRIVE
& LYNMOUTH AVENUE, SM4

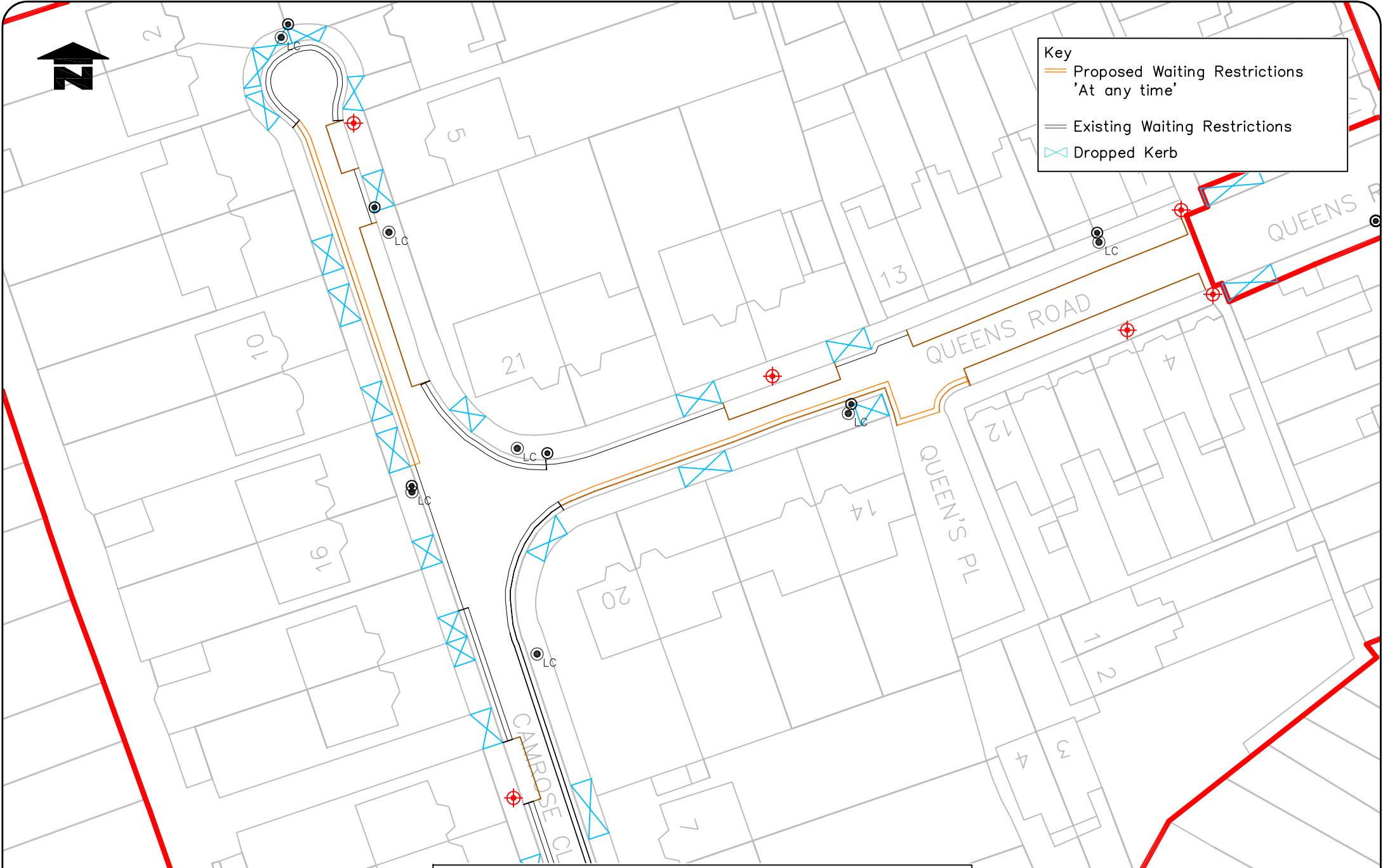
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- Existing Waiting Restrictions
- ⊠ Dropped Kerb






PROPOSED WAITING RESTRICTIONS
QUEENS ROAD & CAMROSE CLOSE, SM4

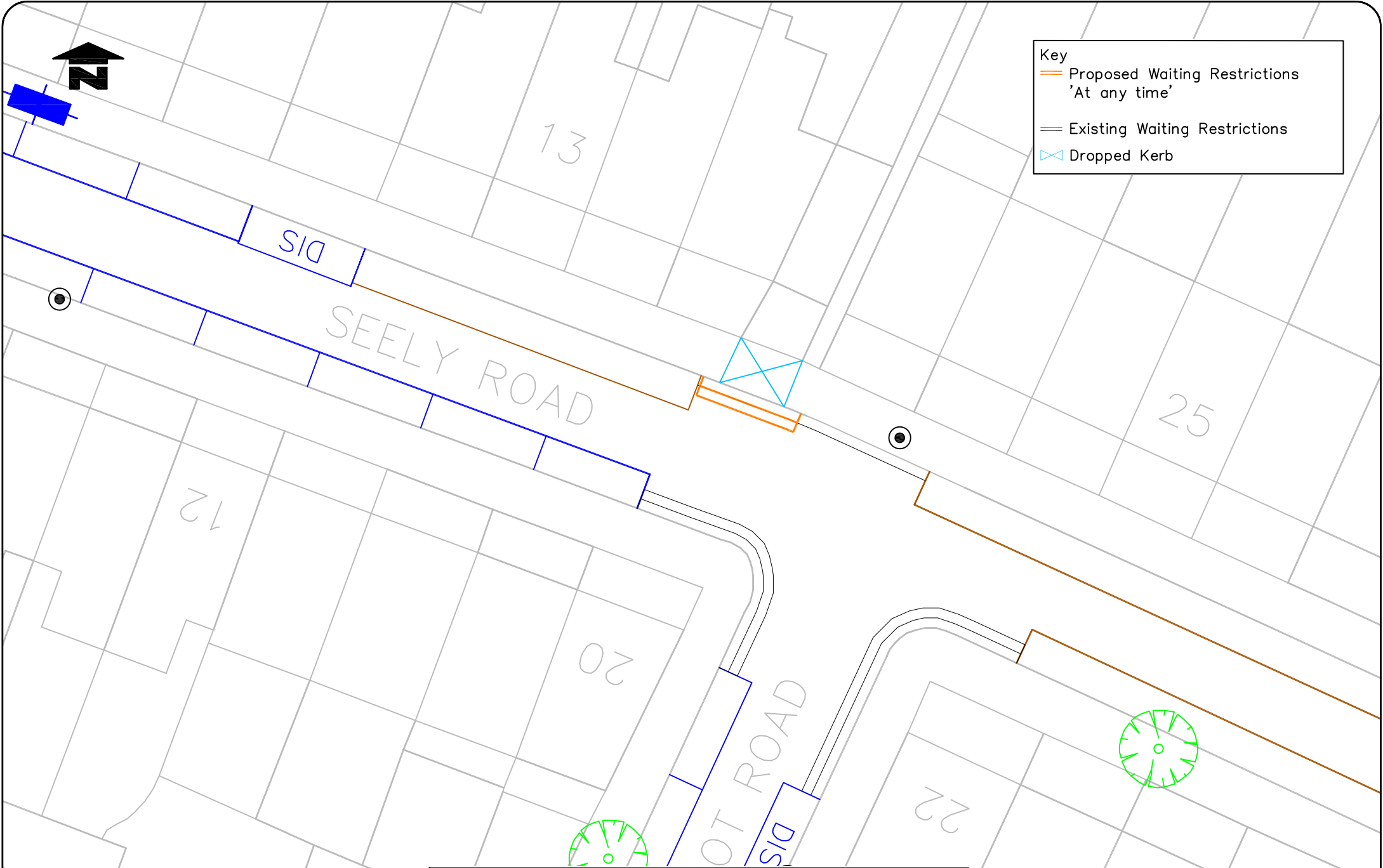
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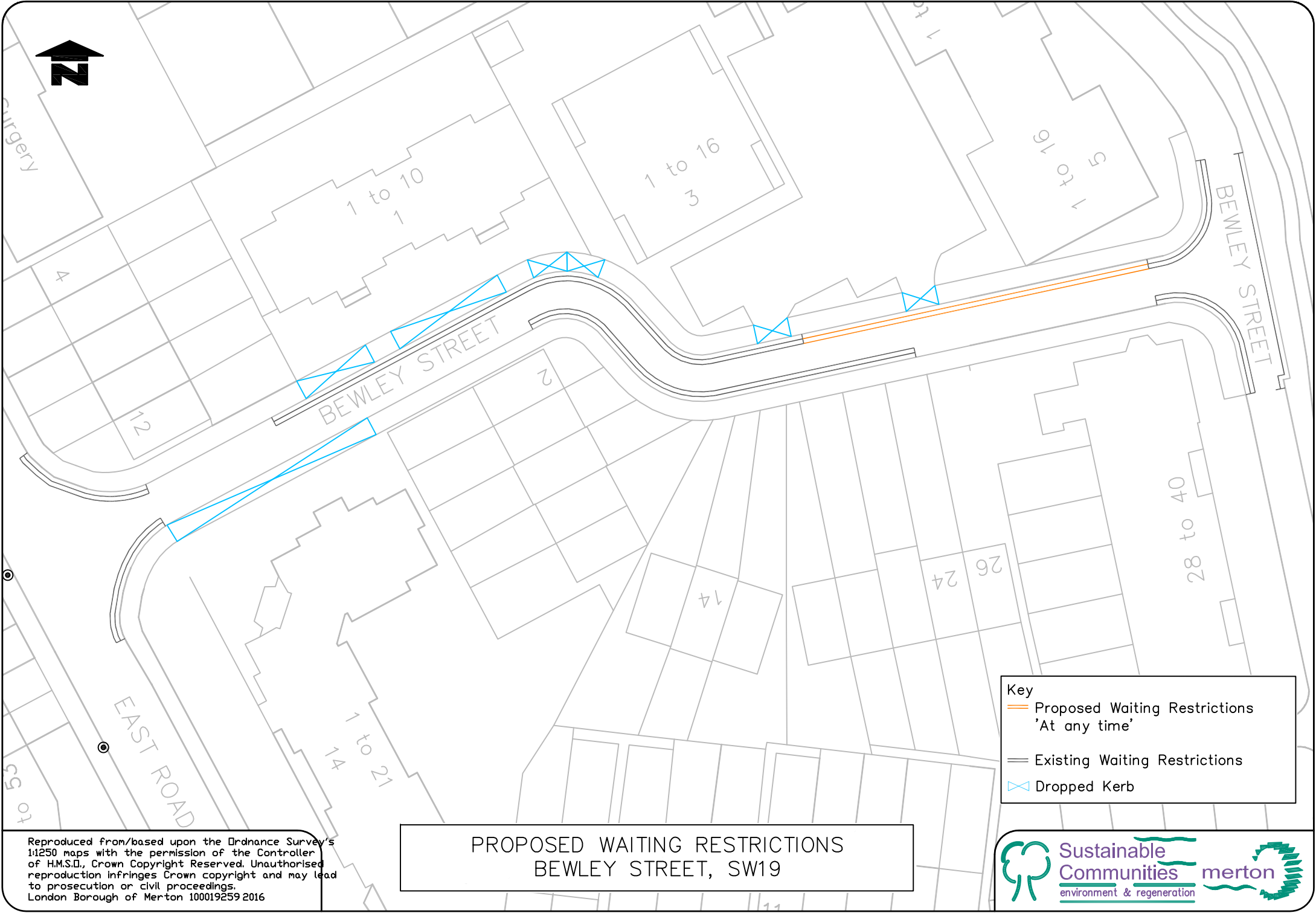
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PROPOSED WAITING RESTRICTIONS
SEELY ROAD, SW17




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PROPOSED WAITING RESTRICTIONS
BEWLEY STREET, SW19

Key

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

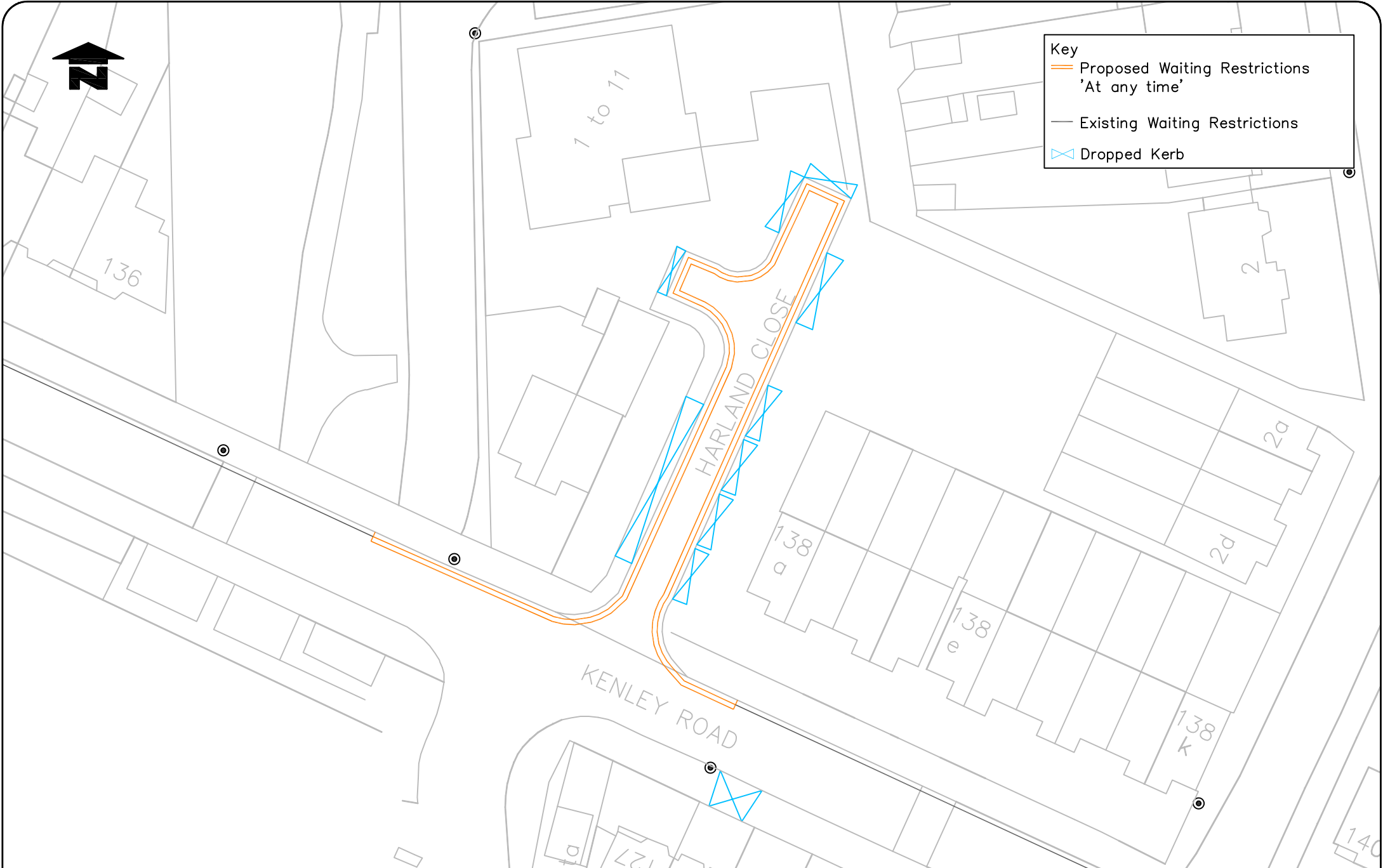
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Key

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- Existing Waiting Restrictions
- ⊠ Dropped Kerb



**PROPOSED WAITING RESTRICTIONS
HARLAND CLOSE & KENLEY ROAD, SW19**

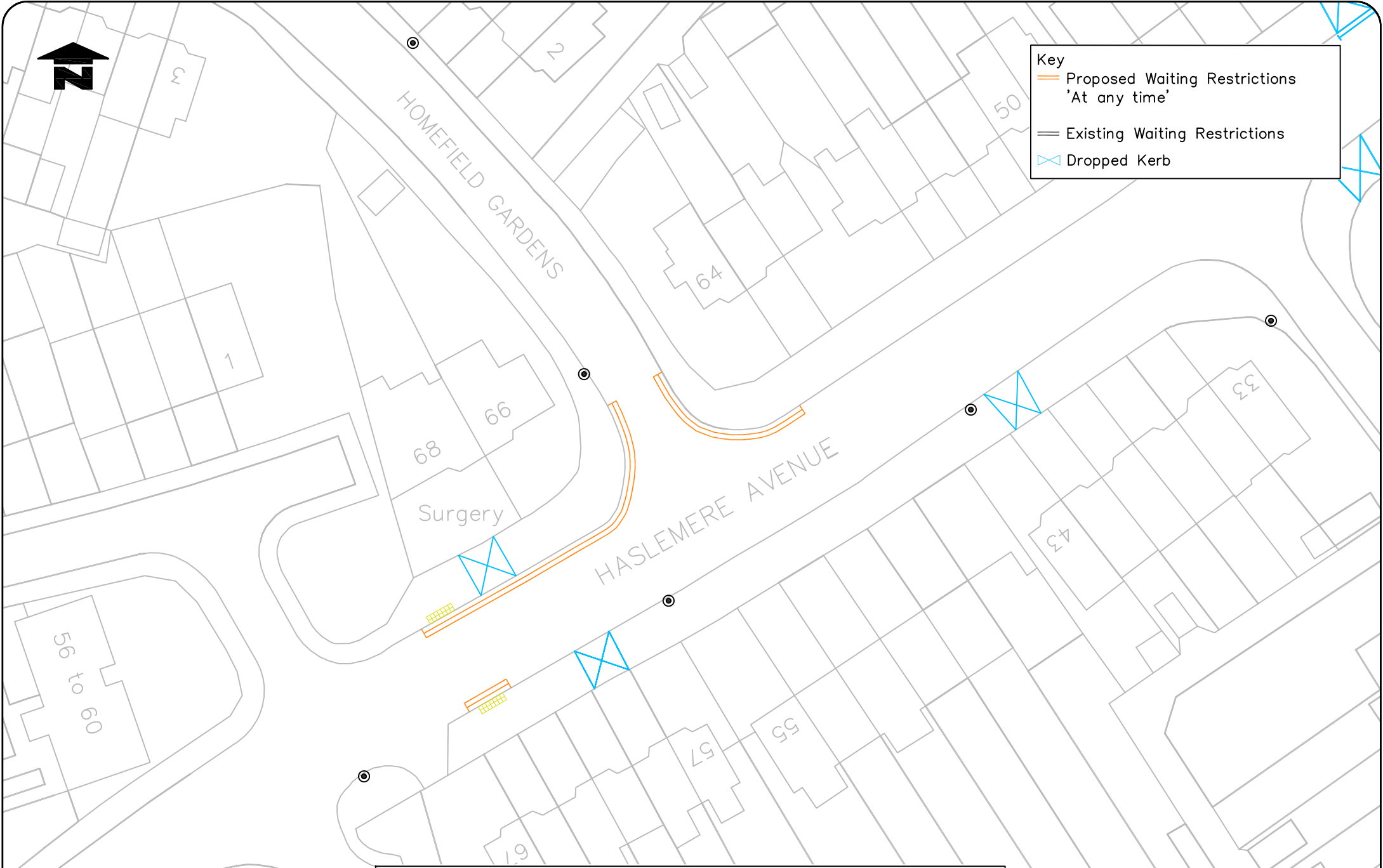
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Key

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



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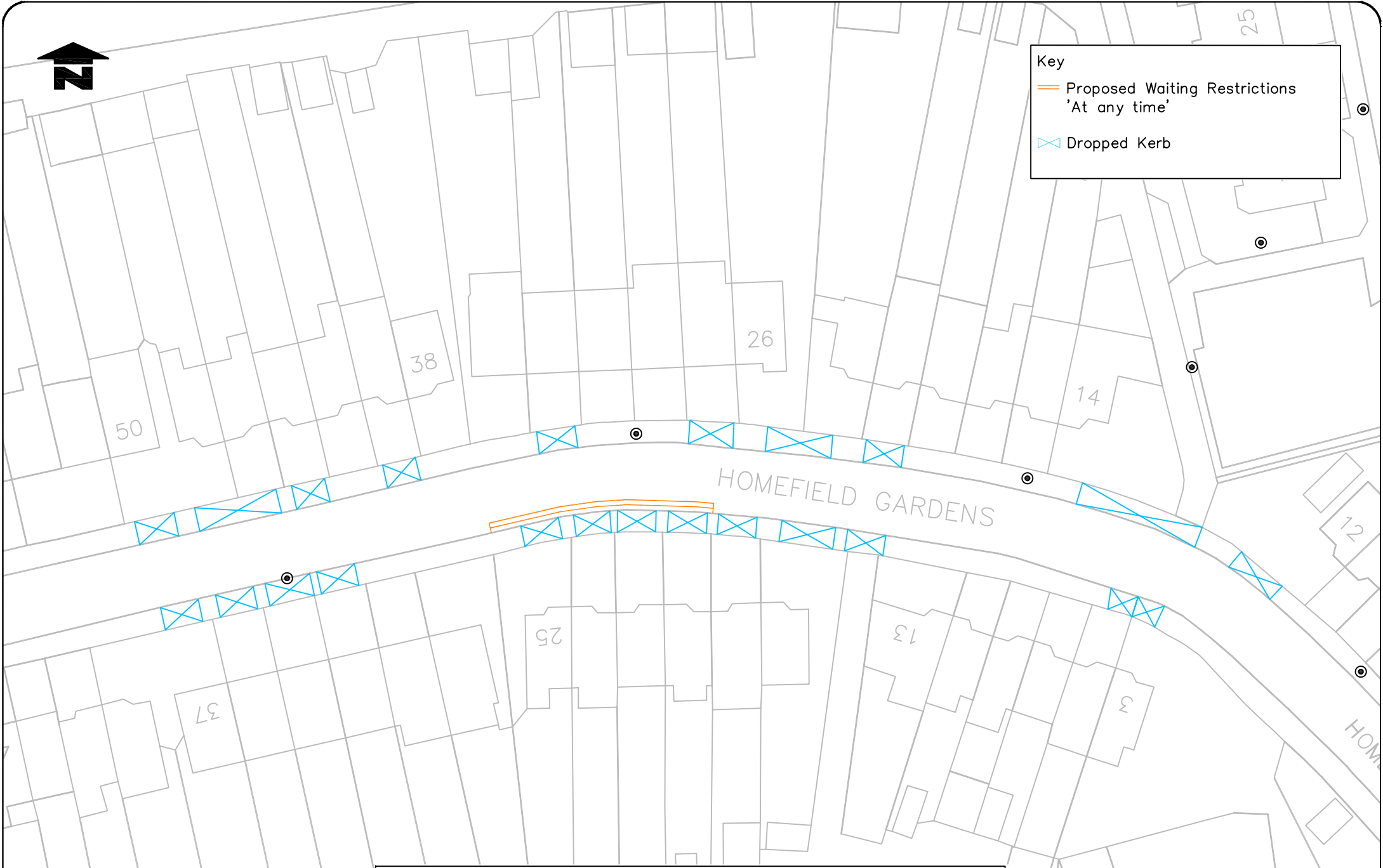
**PROPOSED WAITING RESTRICTIONS
HASLEMERE AVENUE & HOMEFIELD GARDENS, SW19**





Key

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



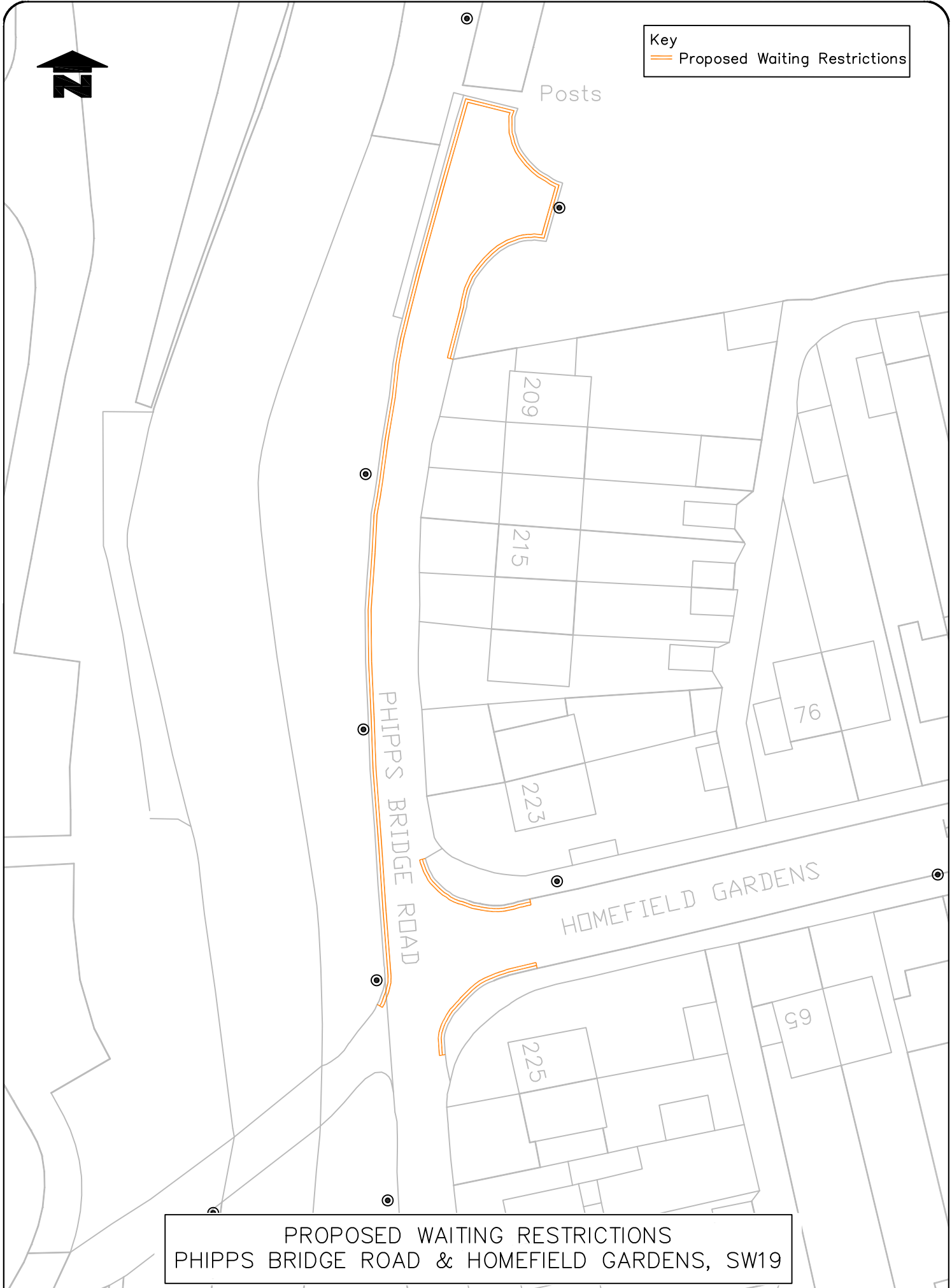
PROPOSED WAITING RESTRICTIONS
HOMEFIELD GARDENS, SW19

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Key
— Proposed Waiting Restrictions






PROPOSED WAITING RESTRICTIONS
PHIPPS BRIDGE ROAD & HOMEFIELD GARDENS, SW19

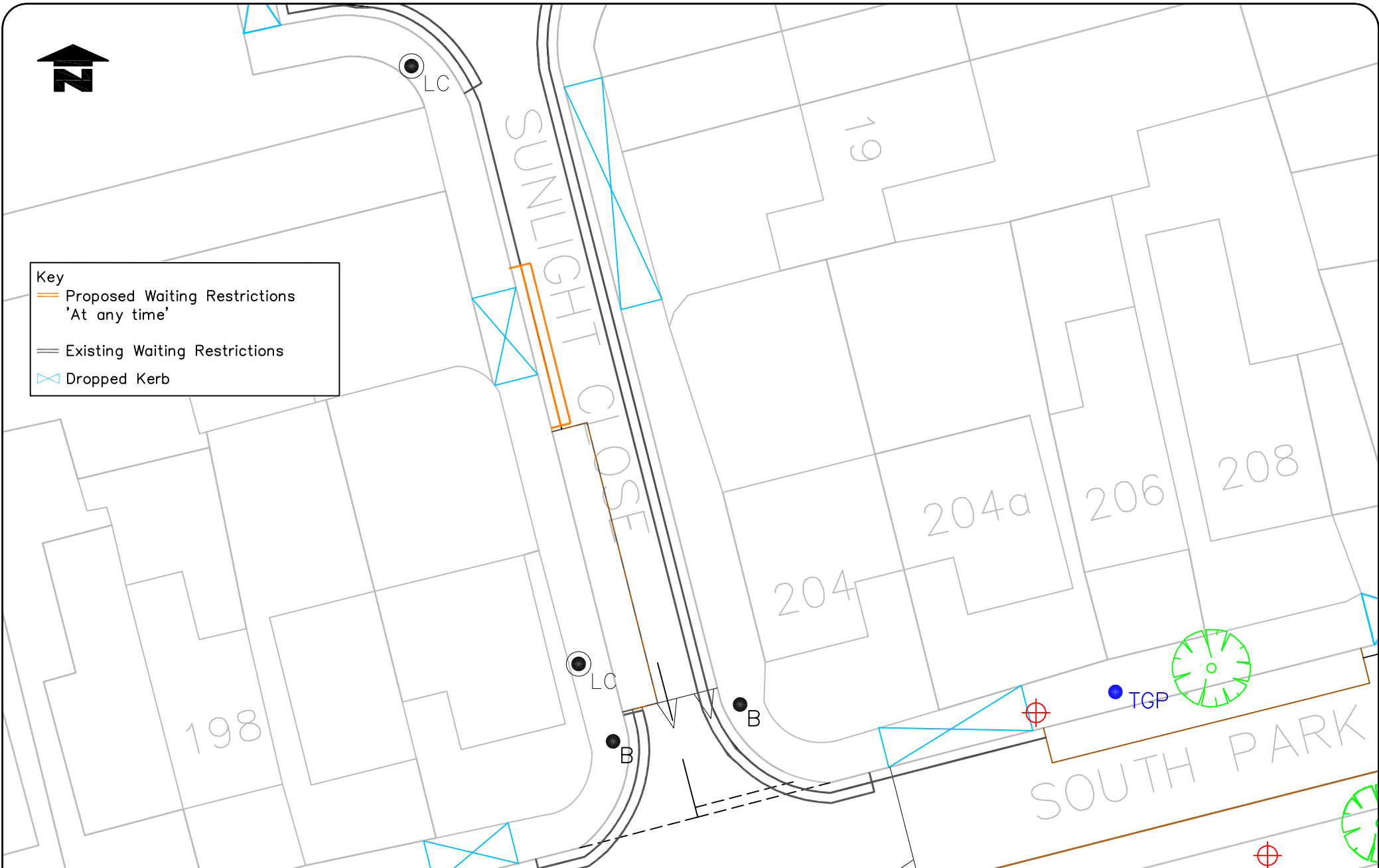
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Key

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



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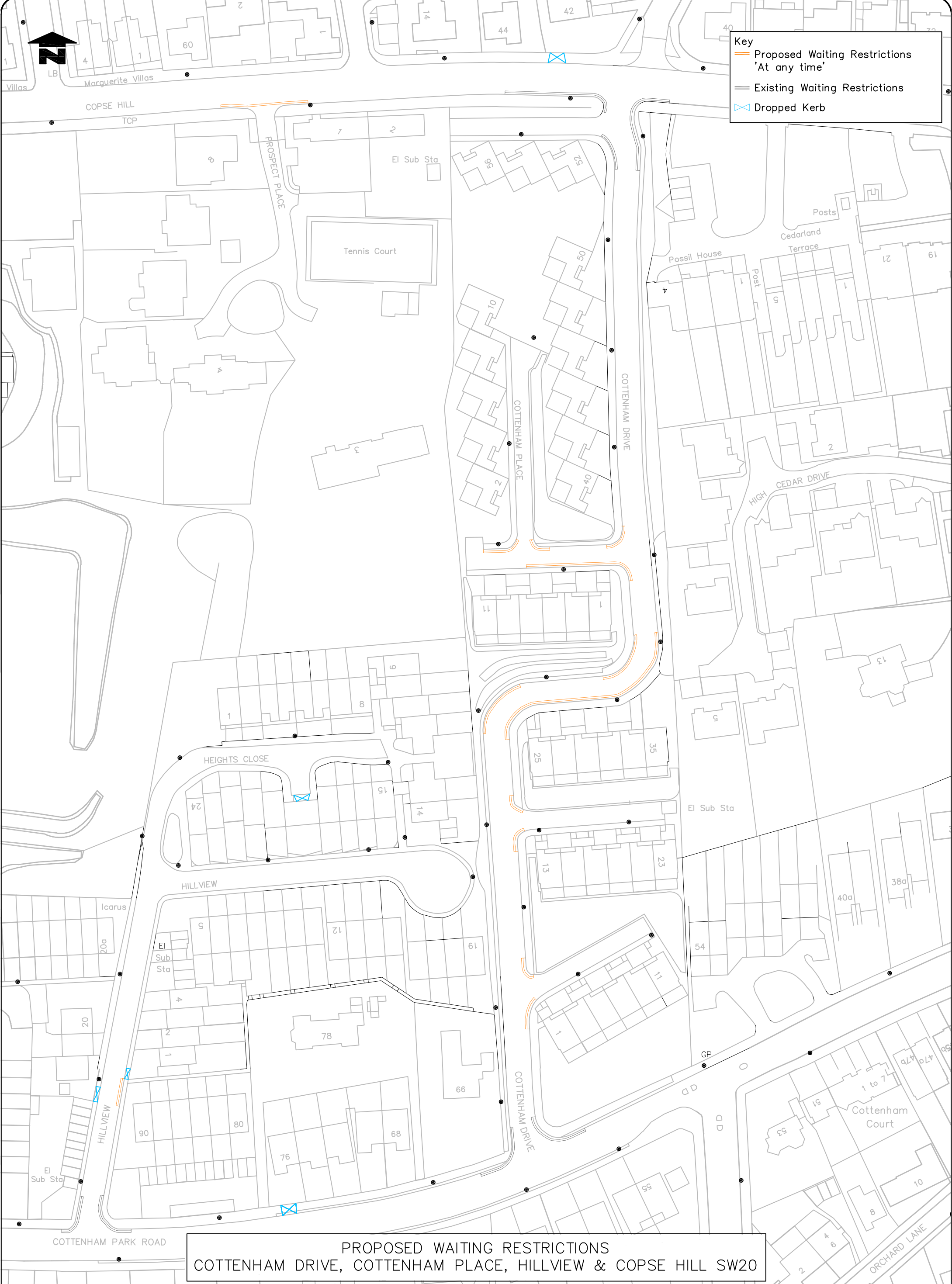
**PROPOSED WAITING RESTRICTIONS
SUNLIGHT CLOSE, SW19**





Key

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



**PROPOSED WAITING RESTRICTIONS
COTTENHAM DRIVE, COTTENHAM PLACE, HILLVIEW & COPSE HILL SW20**

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Appendix B - Representations and Officers' Comments

Commonside East, Brenley Close and Spencer Road, CR4

ES/WR2016B2/003 - support

I am in favour of controlled parking by the station but not at a cost of not having relatives over, which is why I moved out of Southwark. I would like permits to be issued to residents in case we have visitors. Also what would happen with Brenley Close? Many residents have more than one car per household. Would parking be allocated? We need a solution as the council has reaped the fiscal rewards of ease of access to central London and the influx of people moving here, but done nothing to protect the residents. Mitcham Junction also has a park and ride service that was busy until the station opened at Eastfields. Unless town planners experience the effects of change, we risk losing this peaceful area of London we had. I encouraged my mum to move here and she was threatened for where she parked last week.

Officers Comments:

Concern has been raised by some residents and Ward Councillors regarding the service road linking the main stretch of Commonside East to Brenley Close, Spencer Road and Grove Road. With vehicles parked along the narrow stretch of the road, carriageway width is reduced resulting in a conflict between approaching vehicles which is exacerbated by the blind bend. The proposal is to introduce double yellow lines to restrict parking at this narrow section of road to address safety and access issues.

The aim of the proposal is to maintain clear access at the junctions and along narrow sections of the carriageway, especially for larger vehicles and waste collection services as well as provide clear access for emergency services. It is acknowledged that car ownership has increased and in certain areas residents have compete for parking spaces against other road users such as commuters. The only viable option to manage parking in favour of residents is Controlled Parking Zone (CPZ). This would prioritise parking for residents through the use of parking permits and remove all day commuter / long term visitor parking to provide more parking spaces for residents. There is a cost to introduce, maintain and enforce the scheme which is funded through parking permits.

Before the Council can consider a CPZ for any area, the residents must demonstrate support. This can be done via a petition. Once a petition is received, it is added to our programme for a consultation. CPZs are introduced if there is majority support.

ES/WR2016B2/007 – Query

As a car owner and resident of The Woodlands, can you tell me what changes I can expect, and if as a resident I will still be able to park outside my flat?

Officers Comments:

Concern has been raised by some residents and Ward Councillors regarding the service road linking the main stretch of Commonside East to Brenley Close, Spencer Road and Grove Road. With vehicles parked along the narrow stretch of the road, carriageway width is reduced resulting in a conflict between approaching vehicles which is exacerbated by the blind bend. The proposal is to introduce double yellow lines to restrict parking at this narrow section of road to address safety and access issues. No restrictions are proposed for outside this property in The Woodlands.

Cottenham Drive, Cottenham Place, Hillview and Copse Hill, SW20.

ES/WR2016B2/002 - support

I am a home owner in Cottenham Drive, which is on the top private road leading off the lower section of Cottenham Drive. When I drive my car or ride my bicycle out of this road, I run the real risk of connecting with careless drivers coming too quickly around the s-bend. I, therefore, strongly support the submission made by the Copse Hill Estate Ltd on 29 September, which are reflected in the proposed changes. In particular the double yellow lines along the entire length of the East side of the southern end of Cottenham drive from Cottenham Park Road up to the S-bend and around the four corners of the S-bend. These

changes will greatly improve the safety. I would also like to request that 20 mph speed limit signs are placed at each end of Cottenham Drive that is at the entrance from Cottenham Park Road and at the entrance from Copse Hill. This may encourage drivers to moderate their speed.

ES/WR2016B2/004

Regarding the stretch outside 1-11 Cottenham Place, It seemed peculiar to impose 'no waiting' restriction lines directly outside / in front of these properties, since it would affect the residents who live in them from parking outside their own properties. Subsequent carrying of shopping, children etc would then require crossing the road. This would then potentially raise safety issues, which did not exist before.

ES/WR2016B2/010

I am a home owner in Cottenham Place and am writing to you ref the parking proposals. The Chairman of Copse Hill Estates Limited (CHEL) confirmed that you previously dealt with his predecessor. I, together with a few residents have had a meeting to express our concerns over having double yellow lines down our road at Cottenham Place. Painting yellow lines down my road means that I will no longer be able to park in front of my own driveway. I have a young child and the inability to do so greatly inconveniences me and my family. I request that you kindly reconsider this current proposal to put yellow lines outside my home and on my street.

ES/WR2016B2/012

A number of residents and myself have had a meeting with the chairman of Copse Hill Estates Limited and expressed our concerns over having double yellow lines down our road at Cottenham Place. I have young children and I'm a single mum for us is very important and very practical to park in front of the house. I ask please that you reconsider your current proposals to put yellow lines outside my home.

Officers Comments:

See paragraph 4.23 of this report

ES/WR2016B2/013

On behalf of our immediate neighbours, we are responding to your Proposed Controlled Parking Zone (CPZ) RPC1 Cottenham Park Road Area. Issue date 14 May 2015. All the Owners/Residents (apart from one Owner who could not be reached) of the 6 Terraced Houses facing Cottenham Drive are in favour of the CPZ as such but object to the proposal of having Parking Bays installed on the other side of the road opposite our houses. In their support, they have all signed this letter below. Most of us make use of our own drives to park our cars, during the day and at nights, something we understand is what the Council would like us to do, but we would be discouraged to do so if Parking Bays were introduced opposite our houses. The reason being that it would be most difficult for us to enter on to our drive or leave our d1ive due to the limited space available if cars are parked opposite, especially if you have a medium sized car. We would be most grateful if you could reconsider your initial proposal of introducing Parking Bays opposite our houses and replace it with some other restrictions you may find appropriate which would make it possible for us to continue using our private drives as the main parking area for our cars during the day and during night.

Officers comments:

The proposal is for waiting restrictions only and does not include the provision of parking places / CPZ. Some residents have raised safety concerns via their Ward Councillors. Concerns relate to the obstructive parking at the junctions within the Copse Hill Estate. The aim of the proposal is to maintain clear access and sightlines at the junctions which will assist all road users particularly refuse and emergency vehicles.

Ravensbury Grove, Hatfield Close and Hengelo Grove, CR4.

ES/WR2016B2/001

Regarding Hatfeild Close. This is a cause of great concern to the residents that live on these roads, where are the council expecting the residents to park if this action is to proceed? I am not happy with these plans and would like to object against them.

ES/WR2016B2/005

I am writing this letter to strongly protest your recent decision by the traffic and highways department for the suspension of parking in Hengelo Garden and Ravensbury Grove. As a resident of Hengelo Gardens, I have been monitoring to parking very closely over a number of years due to the increased number of cars and parking spaces. This information is as follows.

1. About 70 to 80 cars park along Ravensbury Grove; this is made up by, residence, the VW cars dealership cars parking, commuters using the tram system. There have also been a number of cars parked for a number of months which have been left standing. I have checked myself on the GOV.UK vehicle enquiry web site and they are legal but just been left by the owners.

2. Hengelo Gardens has about 15 non marked out parking spaces and 9 parking spaces on the grass. The 15 non marked out spaces are reduced most of the time due to bad parking and business owned vans. At this moment on the allocated grass parking area there have been 3 vehicles which have not moved for over 6 months.

Also the local builder has a skip taking up 1 ½ spaces which has been there for over 2 months. This also has reduced the parking spaces allowance. Due to the lack of spaces, residents are forced to park on the grass. The only parking available is to try and find a space in Morden Road which most of the time none are available.

The easy solution is to use a system like using TERRAM GEOCELL for tree root protection ensures the roots beneath are protected from vehicle loads by confining the sub-base and stabilising the ground. When the permeable TERRAM GEOCELL is filled with a porous, free-flowing aggregate the system allows essential passage of air and water providing essential nutrients to the roots. TERRAM GEOCELL is ideal for “No-Dig” situations. By covering the grass areas with the above it will allow more parking spaces.

You need to reconsider your decision and the effects it will have on the residence if you introduce a parking suspension and any parking permits to such force.

ES/WR2016B2/006

I am writing to you to confirm my absolute OBJECTION to the proposed suspension of parking and double yellow lines in Hengelo Garden, Hatfield Close and Ravensbury Grove. As a resident of Hengelo Gardens for over 28 years, I can confirm that there has NEVER BEEN ENOUGH parking for residents, during the day a lot of people go to work but the spaces are taken by commuters and local businesses. At night the frustration for residents is high as there is a clear lack of parking and if this proposal goes through it will become a hell hole to live in. I do not have any faith in the objection to plans process as every objection I have put through seems to fall on deaf ears and it feels as though the council has already made their decisions in advance and this is just a paper pushing, red tape check list ticking process that holds no validity for what the residents really want. I live at Hengelo Gardens and often I have to park on the grass due to lack of spaces. As per my husband's objection the same information is true from my stand point:

1. About 70 to 80 cars park along Ravensbury Grove, this is made up by a mixture of, residents, the VW cars dealership cars parking, commuters using the tram system. There have also been a number of cars parked for a number of months which have been left standing. I have checked myself on the GOV.UK vehicle enquiry web site and they are legal but just been left by the owners.

2. Hengelo Gardens, Has about 15 non marked out parking spaces and 9 parking spaces on the grass. The 15 non marked out spaces are reduced most of the time due to bad parking and business owned vans. At this moment on the allocated grass parking area there have been 3 vehicles which have not moved for over 6 months.

Also the local builder has a skip taking up 1 ½ spaces which has been there for over 2 months. This also has reduced the parking spaces allowance. Due to the lack of spaces, residents are forced to park on the grass. The only parking available is to try and find a space in Morden Road or Deer Park Gardens which most of the time none are available. The easy solution is to use a system like, see below

Using TERRAM GEOCELL for tree root protection ensures the roots beneath are protected from vehicle

loads by confining the sub-base and stabilising the ground. When the permeable TERRAM GEOCELL is filled with a porous, free-flowing aggregate the system allows essential passage of air and water providing essential nutrients to the roots. TERRAM GEOCELL is ideal for “No-Dig” situations. By covering the grass areas with the above it will allow more parking spaces. As a resident of Hengelo Gardens I do not object to the grass area being made into a parking area for residents.

Please reconsider your decision and acknowledge and address the effects it will have on the residents if you introduce a parking suspension, double yellow lines and any parking permits to such force.

ES/WR2016B2/008

We are against the proposed parking restrictions.

ES/WRREC/009

As a resident of Hengelo Gardens I wish for my formal objection to the implementation of the proposed waiting restrictions as referenced above to duly submitted and acknowledged. My objection and request for non-implementation of this proposal are based on factors including the following:

The proposal will result in a negative impact on the residents as there are already insufficient parking facilities for the amount of residents in Hengelo Gardens, Ravensbury Grove and Hatfield Close.

The proposed double yellow lines would impose an over-bearing and out of character impact with existing development and vicinity. The existing 60-80 parking spaces can be a strain therefore any reduction of existing available parking even for a temporary period is a problem. The likely resultant damage to the vicinity and environment of will be irrecoverable. The likelihood is parking will take place on the green space to be used by residents and their children not for parking purposes and damage or removal of such green space is unacceptable. It does not support current planning policies, even for a temporary period, by destroying existing and established green space – the proposed sites are for an area between Hengelo Gardens / Ravensbury Grove and Ravensbury Park already at parking capacity thus any reduction of such is unfeasible as green space has already been removed and where possible some residents have even removed their personal garden demise for parking due to the insufficient amount available. Raise concerns about me and my neighbours safety and security as the proposed parking restrictions encroaches privacy and potential security on an already strained car parking area. Will increase noise, pressure, pollution, disturbance, community tension and traffic safety and pressure in an already constrained area. There will be an overall negative impact the landscape and wildlife, quality, quantity and existence. Again also contradicting current planning policy guidelines. Importantly as weather conditions worsen with global warming resulting in more frequent flooding already demonstrated throughout the UK, the risk of flooding in the current vicinity is dramatically increased and the impact of further alteration of the current configuration and drainage exposes already identified flooding vulnerability. As previously indicated homes in Hengelo Gardens and Ravensbury Grove are unable to secure full home insurance against flooding and this will be inflamed with further drainage reduction, even temporary.

The above are some salient bullet points as to why the proposal to alter, restrict, suspend or reduce any existing parking availability / facilities (Ref: ES/WR2016B2) to Hengelo Gardens / Ravensbury Grove / Hatfield Close should be refused and not be inserted however if you require further detail or explanation I am happy to discuss further.

Officers comments:

The proposals do not include suspension of parking and no changes to existing kerbside parking or off-road parking. The proposed restrictions are at the junctions only.

Some residents have raised safety concerns via their Ward Councillors. These concerns relate to obstructive parking at the junctions within the Ravensbury Grove Estate. The aim of the proposal is to maintain clear sightlines and access at the junctions for all road users particularly for refuse and emergency vehicles. It is important to note the Department for Transport (DfT), and the Highway Code for example, recommend a clearance of 10 metres at junctions, however giving consideration to the parking demands of the community, the Council is only proposing 7 metre of yellow lines at the junctions.

A vehicle parking at a junction, reduces sightlines and access which has safety implications for motorists

and pedestrians alike. The objectors concern regarding insufficient parking facilities in the Ravensbury Estate has been noted, and it is likely that commuter and long term visitor parking contributes to competition for parking places in the vicinity of the estate.

The only viable option to manage parking in favour of residents is Controlled Parking Zone (CPZ). This would prioritise parking for residents through the use of parking permits and remove all day commuter / long term visitor parking to provide more parking spaces for residents. There is a cost to introduce, maintain and enforce the scheme which is funded through parking permits.

Before the Council can consider a CPZ for any area, the residents must demonstrate support. This can be done via a petition. Once a petition is received, it is added to our programme for a consultation. CPZs are introduced if there is majority support.

Homefield Gardens, SW19.

ES/WR2016B2/011

I'm emailing in reference to the parking issues and proposed double yellow lines on Homefield Gardens. I went to the meeting yesterday and I think its clear many residents agree that a large part of the issue is one household. There are often a number of ice cream vans parked along the street, and there are a big blue van and silver van (which has not moved for a least 4 weeks) permanently parked on the street-these all belong to one house which is clearly running a business from the house/street. It seems that the council is aware of the problem but are not able to take action, however if this is potentially going to result in permit parking (and so all residents being penalised) surely the council need to get the power to take action. I think the yellow lines are a positive first step as I have witnessed vehicles being unable to get down the street due to large vans parked opposite each other, however I don't believe this is a long term solution to parking as the resident in question will just move the large vans down the road!! I also agree that permit parking could be a solution but this will only work if there are limits to the number available per house, otherwise it simply won't work and will force people to pay whilst still not being able to park on the street. I am aware that it is not a right to be able to park on the street outside your home the issue I have is with a business with multiple vehicles (four parked on the street at the present moment) being run off the street.

ES/WR2016B2/013

I recently moved to Homefield Gardens and can relate the issues raised. There are four large vans parked outside my house (two either side of my driveway and two on the other side of the road). As this is where the road bends this makes this part of the road very narrow and difficult to pass. For me personally this makes it very difficult to drive on and off my own driveway. Whilst I appreciate residents have the right to park down this road something needs to be done. This weekend I was unable to use my car due to where these vehicles had parked. Personally I think the easiest solution would be to put double yellow lines outside number 36. This would make the right side of the road clearer and hopefully allow traffic to pass more easily.

Appendix C - Bunting Close and Homefield Gardens photographs

Bunting Close, CR4 (October 2016) - the parking is in fact on public highway and not within the car park



Homefield Gardens, SW19 (August 2016)



Appendix D - Amended proposals Drawing Nos.Z78-649-23A



Key

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

REVISED LENGTH OF WAITING RESTRICTIONS

**PROPOSED WAITING RESTRICTIONS
COTTENHAM DRIVE, COTTENHAM PLACE, HILLVIEW & COPSE HILL SW20**

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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 Democracy Services, 7th floor, Civic
Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Democracy Services on
020 8545 3616