

## **Delegated Report**

**Cabinet Member:** Environmental Sustainability & Regeneration

**Date:** 3<sup>rd</sup> December 2013

**Agenda item:**

**Ward:** Dundonald, Raynes Park and Graveney.

**Subject:** Oxford Avenue, Kingston Road, Firstway and London Road Tooting Station proposals to improve parking facilities – Statutory Consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Andrew Judge, Environmental Sustainability & Regeneration

**Forward Plan reference number:** N/A

**Contact Officer:** Paul Atie, Tel: 020 8545 3214 email: paul.atie@merton.gov.uk

### **Recommendations:**

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It is recommended that the Cabinet Member for Environmental Sustainability and Regeneration:

- A) Notes the result of the statutory consultations carried out in September 2013, on measures to improve parking for the businesses on Kingston Road, Wimbledon Chase Oxford Avenue, Firstway and London Road, Tooting Station.
- B) Notes and considers representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-214-01 and Z78-214-01-01 in Appendix 1.
- C) Considers the objections against the proposed measures and overrule the objections for reasons given in section 3 and in appendix 2 of this report.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures detailed below and as shown in Drawing No. Z78-214-01, Z78-214-01-01 and Z28-281-01 in Appendix 1:-
  - 1. Agrees to convert permit holder only bays in Kingston Road outside properties Nos. 393 - 405 to Pay and Display shared use bays, to operate with a maximum stay of 2 hours and no return within 1 hour. These bays will be available to Permit holders as well as visitors / customers to local businesses.
  - 2. Agrees to convert some permit holder only bays in Oxford Avenue outside the flank wall of properties Nos. 407 and 407a Kingston Road to Pay and Display shared use bays, Monday to Friday; between 8.30am and 6.30pm with a maximum stay of 2 hours and no return within 1 hour.
  - 3. Agrees to introduce Pay and Display only bays between properties nos 5 and 17 London Road, to operate Monday to Friday, between 7.00am and 7.00pm with a maximum stay of 1 hour and no return within 1 hour with 20 minutes free, at a charge of £0.90 per hour
  - 4. Agrees to convert section of existing single yellow line restriction to double yellow lines to facilitate the introduction of free parking bays in Firstway. These parking bays will operate Monday to Friday, between 8.30am and 6.30pm with 1 hour maximum stay and no return within 2 hours.

- 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 results of the statutory consultations carried out with the residents and businesses of Oxford Avenue, Kingston Road, Firstway and London Road Tooting. Based on the outcome, it is recommended that the relevant Traffic Management Orders (TMOs) is made and the proposed measures implemented as shown on plans Z78-214-01, Z78-214-01-01 and Z28-281-01 in Appendix 1.

## **2. DETAILS**

- 2.1. The key objectives of parking management include:
- Tackling congestion by reducing the level and impact of traffic in town centres and residential areas.
  - Making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures.
  - Managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
  - Improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- 2.2. Within any parking management proposal, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.
- 2.3. In February 2013 officers and the Cabinet Member for Environmental Sustainability and Regeneration attended a meeting with some businesses from Kingston Road and in the same month Officers attended a meeting with businesses to discuss parking difficulties affecting footfall within the stretch of Kingston Road, Raynes Park between Wimbledon Chase Station and Grand Drive. Based on the discussions, the following proposals have been designed to address concerns raised.

## **3. PROPOSED MEASURES**

- 3.1. The proposals are detailed below and shown on plans Z78-214-01, Z78-214-01-01 and Z28-281-01 attached as Appendix 1.
- 3.2. The proposals include:
- 3.2.1 converting some permit holders only bays in Kingston Road outside properties Nos. 393 - 405 and in Oxford Avenue flank wall of properties Nos. 393 - 405 to Pay and Display shared use bays, to operate with a maximum stay of 2 hours and no return within 1 hour. In July 2012 the Council carried out a survey of the parking pattern and usage of the bays in Kingston Road and Oxford Avenue. It was found that on average there is 90% spare parking capacity in Kingston Road and 60% in Oxford Avenue during the hours of operation of the zone. Over the years businesses in this section of Kingston Road have been asking for more shared use bays for visitors. The conversion of permit holder only bays with spare capacity to shared use bays will allow residents and visitors to utilise the bays.

- 3.3. In July 2013, Graveney Local ward Councillors and the Cabinet Member asked officers to investigate the introduction of Pay and Display only bays in London Road, Mitcham near Tooting Station outside the shopping parade between properties nos 5 and 17 London Road. The aim is to provide parking facilities to assist local business. Currently, loading is banned during the peak periods, Monday to Saturday between 7 & 10am and 4 & 7pm and the waiting restrictions operate Monday to Saturday between 7am and 7pm. However, loading is allowed between 10am and 4pm. During this period with delivery vehicles parked to load and unload, there is no parking space available for customers. As there is a Loading bay in Links Road close to its junction with London Road it is considered reasonable for delivery vehicles to utilise these bays whilst the road space outside the shops is made available for passing trade by means of pay and display parking bays. It is also proposed for the Pay and Display bays to operate Monday to Saturday between 7am and 7pm. Given the width of the carriageway, parking during the peak period will not impede on flow of traffic.
- 3.4. To meet the parking needs of the business on Kingston Road, near Wimbledon Chase train station, it is proposed to introduce a free parking space in Firstway on the south side close to its junction with Grand Drive. The existing single yellow line on the northern side will be converted to double yellow lines from the eastern flank wall of property No. 51 Firstway to its junction with Grand Drive. The double yellow lines will keep the junction clear of obstructive parking at all times.

#### **4. CONSULTATION UNDERTAKEN**

- 4.1. The statutory consultations on the proposals to introduce a number of measures to improve parking in Oxford Avenue, Kingston Road, Firstway and London Road, Tooting was carried out in September 2013. 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 on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties within the consultation area.
- 4.2. The statutory consultation resulted in a total of 20 representations being received, 14 of which are against the proposed changes to the parking arrangement in Oxford Avenue and Kingston Road and 1 comment. 5 representations were received from Firstway, 1 in favour of the proposed measures and 4 against. No representation was received from London Road. All representations received together with officer's comments are summarised below and detailed in Appendix 2. A representation was also received from the Metropolitan Police with no comments or observations.

##### Oxford Avenue/Kingston Road

- 4.3. The aim of the measures is to maximise usage of existing bays by providing parking opportunities for visitors and to increase footfall to businesses. From the representations received during the statutory consultation it is clear that residents of Oxford Avenue are unhappy about making changes to any of the parking bays in Oxford Avenue and Kingston Road. Residents want available spaces for residents use only. They fear that visitors to the businesses will take up all the available parking spaces. The Council is keen to improve the vibrancy and well being of the shopping parades within the Borough and parking provision for visitors is a vital tool in attracting visitors. The shopping parade in this vicinity depend on passing trade and it is highly likely that if customers cannot stop close to these businesses, they will simply go elsewhere leading to possible decline of the local business community . Due to the representations received, officers carried out further surveys during September 2013. Surveys reconfirmed officer's previous findings that there is spare capacity both in Kingston Road and Oxford Avenue. Kingston Road permit holder bays have on

average 95% spare capacity while the permit holder bays proposed for conversion in Oxford Avenue have 60% spare capacity. It is, therefore, recommended to overrule the objections and proceed with the proposal as consulted.

#### Firstway

- 4.4. The proposed free parking spaces in Firstway are for the use of visitors to residents and businesses. Although this parking facility was requested for by a business it will help local residents' visitors. The parking facility will operate Monday to Friday between 8.30am and 6.30pm with a maximum stay of one hour free parking. The single yellow line on the north side will be changed to double yellow lines from the eastern flank wall of property No. 51 Firstway and its junction with Grand Drive. Also it would be necessary to convert 10 metres of existing single yellow line at the junction of Grand Drive and Firstway to double yellow lines. This will allow for parking on one side of the road whilst keeping the junction clear of obstructive parking at all times.

#### London Road, Tooting

Proposed pay and display only bays will operate Monday to Saturday, 7am and 7pm with a maximum stay of 1 hour and no return within 1 hour with 20 minutes free. The tariff will be £0.90.

- 4.5. All local ward Councillors were fully engaged during the consultation process.
- 4.6. It is recommended that approval is given to make the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures as shown on plans Z78-214-01, Z78-214-01-01 and Z28-281-01 and attached in Appendix 1.

### **5. TIMETABLE**

- 5.1. If a decision is made to proceed with the implementation of the proposed measures, Traffic Management Orders could be made within six weeks of the publication of 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 leaflet will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after. Those who objected to the consultation will be advised of the decision separately.

### **6. ALTERNATIVE OPTIONS**

- 6.1. Do nothing. This would not address the current parking demands of the businesses in respect of their views expressed during meetings and the statutory consultation.
- 6.2. Not to convert some of the permit bays to Pay and Display shared use bays in Oxford Avenue and Kingston Road. This will not meet the needs of the Businesses and will do nothing to maximise the use of available parking facility.

### **7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1. The cost of implementing the recommended measures is estimated at £15k. This includes the publication of the made Traffic Management Orders, road markings, Pay and display machines; amendments to existing road markings, and signs. It does not include staff cost.
- 7.2. The Environment and Regeneration capital budget for shopping parades for 2013/14 contain a provision of £90k for parking management schemes. The cost of these proposals can be met from this budget.

### **8. LEGAL AND STATUTORY IMPLICATIONS**

- 8.1. The Traffic Management Orders would be made under Section 6 and Section 45 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 Council in reaching a decision.

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 9.1. The implementation of the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 9.2. By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 9.3. 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 design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4. Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

## **10. CRIME AND DISORDER IMPLICATION**

- 10.1. N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1. The risk in not addressing the issues raised by the local businesses would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from the very few who have objected but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **12. ENVIRONMENTAL IMPLICATIONS**

- 12.1. Before reaching a decision to make the necessary Traffic Management Order to implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2. The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 12.3. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as 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. These powers must be exercised so far as practicable having regard to the following matters:-
  - (a) the desirability of securing and maintaining reasonable access to premises.

- (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) the national air quality strategy.
- (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) any other matters appearing to the Council to be relevant.

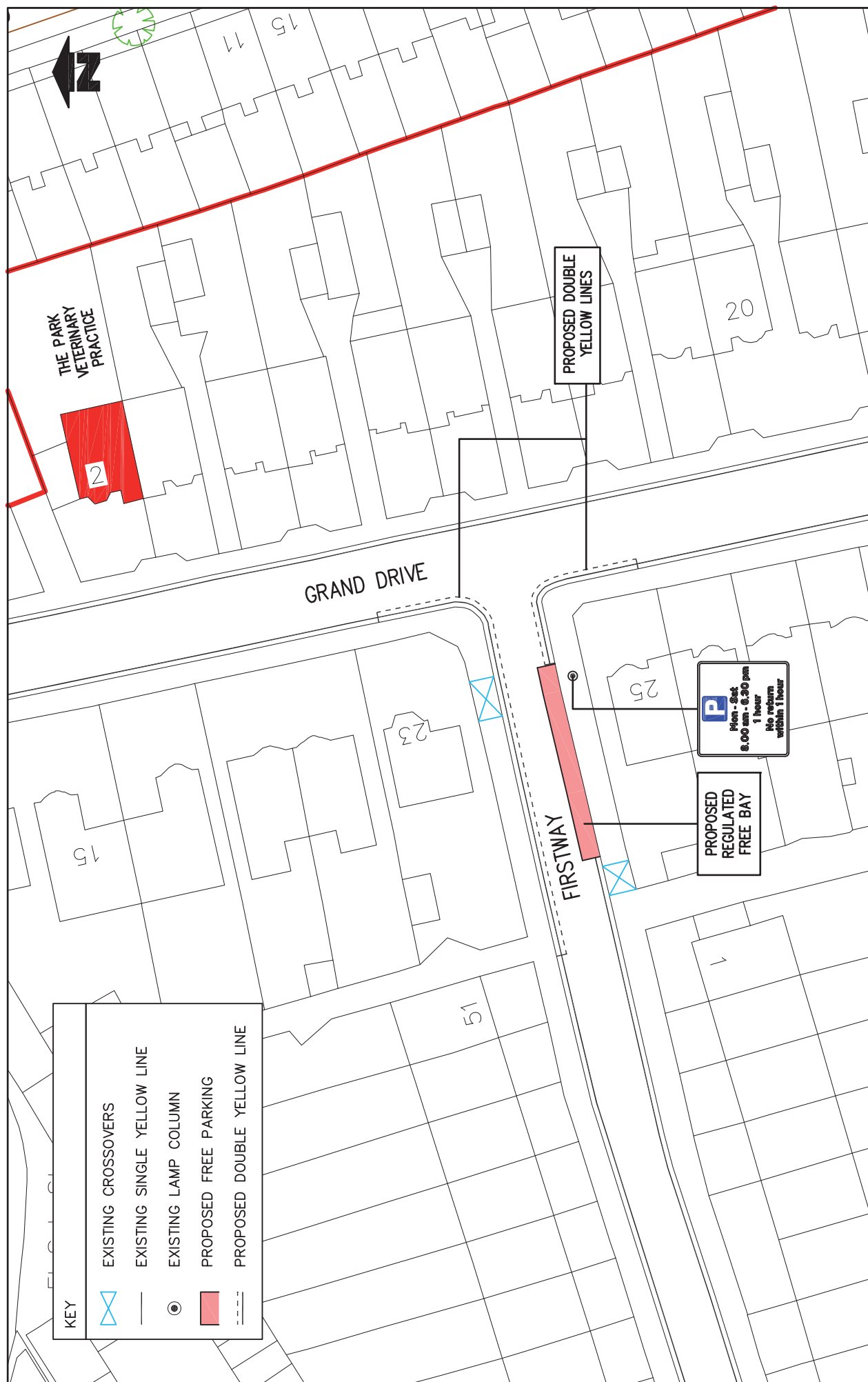
### **13. APPENDICES**

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

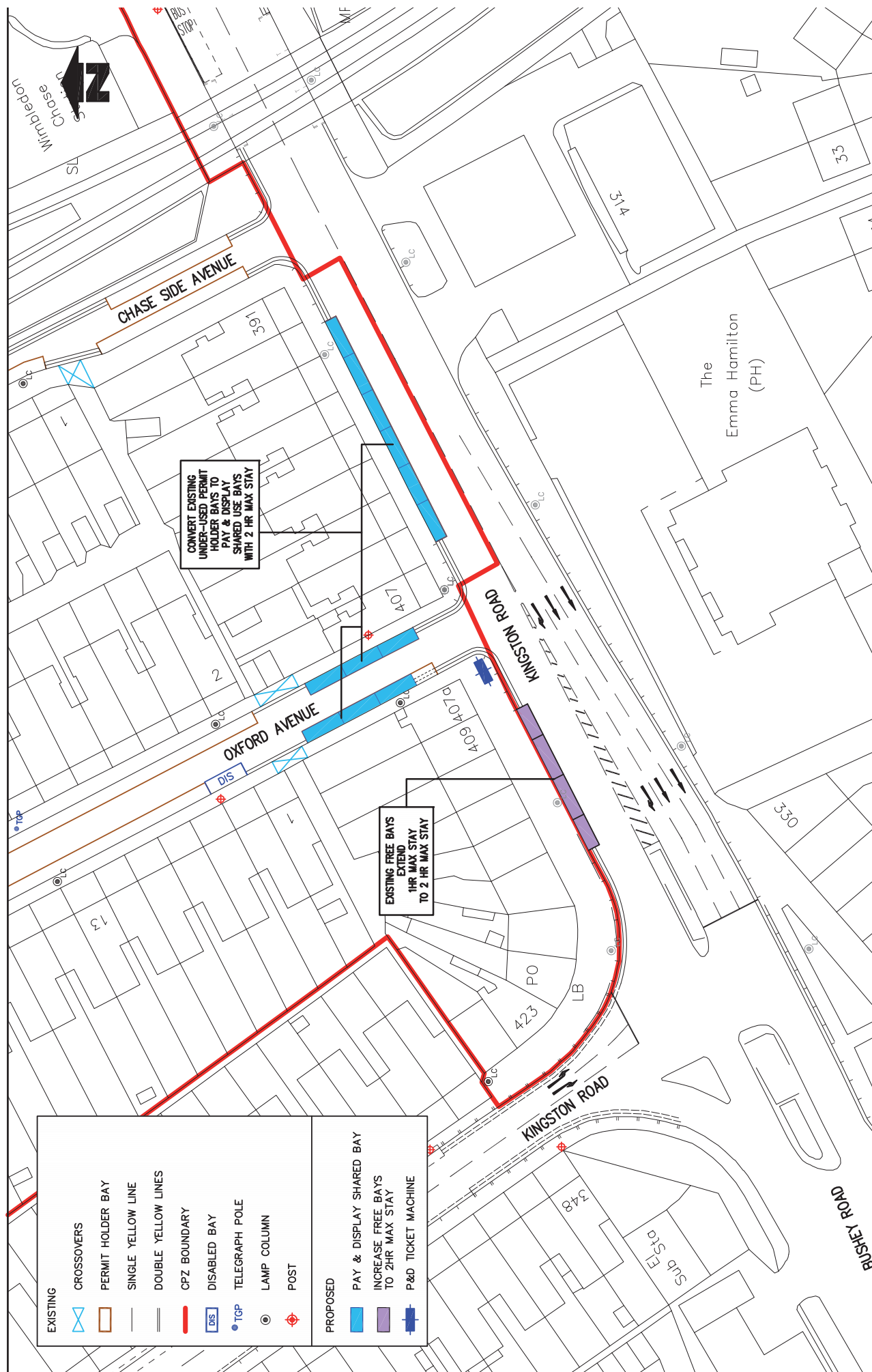
Appendix 1 – plans Z78-214-01, Z78-214-01-02 and Z28-281-01

Appendix 2 – Representations and officers' comments

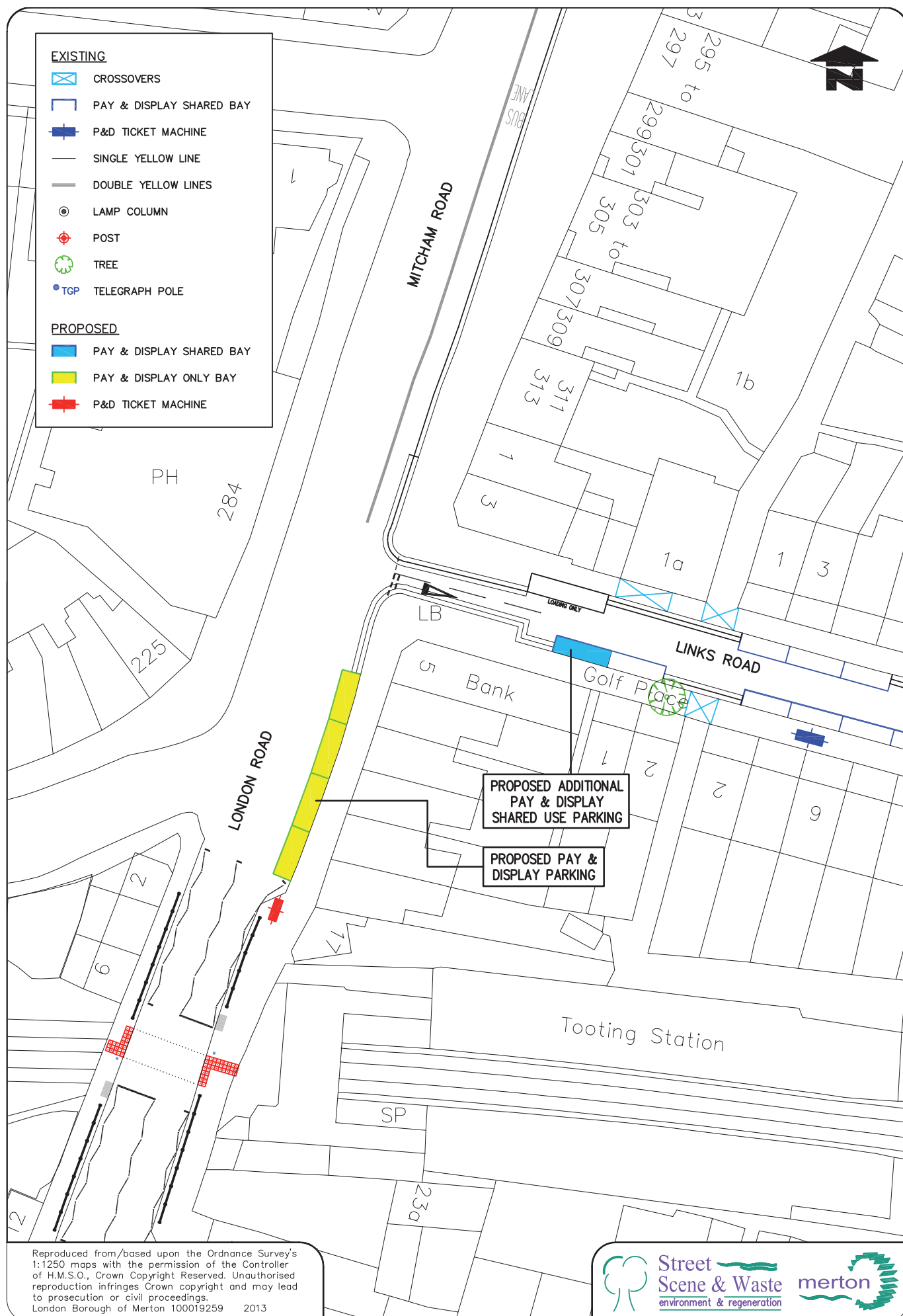
Appendix 3 – Statutory consultation material



Notes Do not scale from this drawing																					Drawing No. <b>Z78-24-01-01</b>
	<b>Street Scene &amp; Waste environment &amp; regeneration</b>										<b>Merton Civic Centre London Road Morden, Surrey</b>										Revision -
	Revisions										PROJECT <b>Miscellaneous Parking Amendments</b>										Classification T.M.O.
	Drawn Sg. Date CHK. Sg. Date										TITLE <b>Proposed Parking Provision Firstway</b>										Scale 1:500 <a href="http://www.merton.gov.uk">www.merton.gov.uk</a>
	Checked Sg. Date										Examined by Sg. Date										Date 13 Date
Approved By Sg. Date										Approved By Sg. Date										Date	

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Representations against and Officers Comments	Appendix 2
Representation against	
<p>12310468 Oxford Avenue</p> <p>I would like to oppose the planned changes to the parking restrictions on Oxford Avenue and Kingston Road. The current parking situation is already overcrowded and difficult to find a parking space on either Oxford Avenue or Kingston Road and many times have to drive further from my house than the adjacent Chase Side to find a parking spot. The proposed changes can only make this situation worse and more overcrowded in the remaining spots. The change to add residents parking permits was an additional cost for our household and has not alleviated the congested parking. Please reconsider, this change is a bad idea.</p>	
<p>12310727 Oxford Avenue</p> <p>Having received your leaflet describing the proposed changes to existing parking permit controls in Oxford Avenue, I am hereby informing you of my total disagreement with such proposals. My family has moved to number // Oxford Avenue in October 2011 and have been extremely happy with our decision and choice of area and property.</p> <p>This is a quiet residential area where most houses are occupied by families with young children that attend Wimbledon Chase - the local nursery and primary school. Even though we are close to an extremely busy road, we are fortunate to benefit from being in a one-way road where most of the parking places are used by local families. Families like ours have a single working parent with the other taking care of the children and all activities/tasks they participate/require. In my own experience, I can safely say that my wife makes use of the car on a daily basis and several times a day needs to find a parking space in our road. The proposed changes to parking controls in our beloved road would undoubtedly bring severe disruption to family life. One would only have to take into consideration:</p> <ol style="list-style-type: none"> <li>1. The additional disruption on local residents life with less available space for resident parking</li> <li>2. The conflict with previous parking permit consultation, as this proposal significantly changes what the previous consultation described</li> <li>3. The additional risk of road accidents with local businesses using a road that is frequently used by young children and their parents</li> <li>4. The impact on residents that have already paid for yearly residents parking permits</li> </ol> <p>There is also a more political and strategically issue around the council's traffic control strategy. One would have to question such strategy when measures such as this one that notably deviate business traffic to residential areas are followed. It also seems quite unfair to introduce such changes a short time after a consultation to introduce parking permit controls has taken place. One could argue that a new consultation should be held to ask local residents if they still agree to a parking permit given the proposed changes. I would also state, that having paid for a yearly residents parking permit, I now feel I'm being let down as, if these proposals were accepted, have less access to parking space. I sincerely hope this proposal does not get approved and current parking permit controls remain as they are and were agreed to in the consultation held not so long ago. I would be very disappointed with a council that so obviously favours businesses over families in such a crucial matter to our family life as London residents.</p>	
<p>12310727 Oxford Avenue</p> <p>I saw the proposed changes to the parking arrangements on Oxford Avenue and felt I needed to make a representation against them. As a resident of Oxford Avenue I find it extremely difficult to find parking on the road and regularly have to park on other streets in the area due to a lack of space. I find it absurd that anyone could have classified the spaces as under-used. Converting these bays to shared Pay and Display bays would only add more pressure onto a situation that is at breaking point already. I suggest that the car park at the Co-Op could be used by patrons of local businesses rather than neglecting the needs of local residents.</p>	
<p>12310949 Oxford Avenue</p> <p>We would like to voice our objection to the proposed changes to convert existing parking bays in Oxford Avenue from permit only to Pay and Display. We are residents and parking permit holders in Oxford Avenue and continuously struggle to find parking in our own road (we own one car). We feel that removing six parking bays will only make the matter worse. If anything we feel that the current limit on parking hours should be increased from 08:00 to 21:00 for example. We have noticed a number of cars constantly parking in this road without permits overnight as this clearly provides access to those using Wimbledon Chase station. As permit holders we cannot find parking after 17:00 most days. We look forward to your response.</p>	
<p>12310951 Oxford Avenue</p> <p>I am e-mailing you with regards to the proposed parking amendments to oxford avenue / kingston road, I have lived on Oxford Avenue since 2007 and the last six years have been blighted by awful parking, to the extent where you would dread going out in the evening in the car as you knew you'd have a 20 minute search for a space in far-away streets on coming home. I campaigned for Oxford Avenue to be part of the proposed extension of the controlled parking zone, but only as I was concerned that the parking would get even worse once neighbouring streets brought in controlled parking (the threat of the double hit of no longer being able to park in neighbouring</p>	

streets when we couldn't park in ours - and also having fewer places on our street as we would have got all the visiting cars bunched into our road). However, I always feared this would mean having to pay to not be able to park on my street. Since the controlled parking was introduced, parking has improved slightly, though not significantly and it's still an issue - there are still plenty of occasions when there are no spaces to park on our road, which is unacceptable given we're now paying for the privilege of being able to park on our street. Therefore I am **STRONGLY AGAINST** the proposed change no.1, to convert some existing "under-used" permit holder bays on Kingston Road and Oxford Avenue to Pay and Display. This would make an already unacceptable parking issue even worse and I believe controlled parking should be used to enable residents to park sufficiently close to their house, rather than to raise money for the council without providing any benefit to the permit holder. I'd appreciate confirmation of this e-mail.

#### 12310703 Firstway

The drawing Z78-214-01-01 depicts a sign indicating parking is for Mon-Sat, which I do not support, as it is unnecessarily restrictive. The text of the proposal states parking is from Mon-Fri which I support. Egress by car from Firstway, when turning right for access to Bushey Rd or Grand Drive is very difficult especially in the rush hour. Motorists often ignore and block part or all of the 'Keep Clear' section of the Kingston road opposite Firstway. The only opportunity during the rush hour to join the traffic queue is when the lights change for pedestrians at the Bushey Rd Junction and this is a very short interval. When considering the yellow lines and bay markings on the road necessary for this proposal could some thought also be given to aiding safer egress from Firstway with additional road markings. E.g. An additional 'Keep Clear' marking on the Firstway side of Kingston Rd, or a 'box junction' or some other means?

#### 12311175 – Firstway

We are residents of Firstway and would like to appeal against the proposed parking amendments to Firstway, Raynes Park. The current parking restrictions on Firstway is a huge issue for residents and their visitors, with no parking available from Monday to Saturday in the road or in the vicinity. Then on a Saturday evening and all day Sunday (after restrictions are lifted) the road gets blocked by weekend commuters leaving their cars on yellow lines. Please see attached picture. This has resulted in the road being significantly narrowed and no access gained to large cars and more importantly emergency vehicles. The new parking proposal has not considered the residents at all in this. If any parking is to happen it should be to the benefit of the residents and their visitors who live on Firstway who pay a huge amount of council tax. We therefore strongly appeal this proposal and would ask to come up with alternative plans that includes and allows residents and their visitors to park for a reasonable amount of time. We would appreciate a response/solution ASAP.

#### 12311838 Firstway

Merton Council doesn't help the residents parking problems out so why do you help the businesses? Why disturb the residents in Firstway – we are already fighting a proposed development behind some of the houses in Firstway and also the Rainbow Estate issues too. Why is Firstway at the top of Merton Councils list for housing and parking issues that do nothing to improve the local environment of the people living in Firstway? It's not our problem that the vets do not have enough parking – perhaps they should move! There are other roads near the vets to look at – not just Firstway. We have already said NO to a CPZ and I can see that being the next step. Does Merton Council think we are not intelligent enough to realise what you are trying to do? Or does the fact that the proposed development behind Firstway houses have nothing to do with this parking change? (Allegedly making better access to vehicles that will not be able to park when they arrive at their destination!) Coincidence that these two issues are before the council at the same time? I have my doubts. Any measures taken will make our parking situation worse. Raynes Park needs a proper car park at the Grand Drive side of the tracks. When will Merton Council do something about this urgent need that they quite obviously realise is necessary. It is not fair to put so much pressure on all the residents who are only trying to live a normal and undisturbed life. Make a parking provision where the new self storage is being built. Better still build houses there as well – there's room for both. NO to the new parking proposals. NO to any CPZ (coming next). NO to the proposed development in Firstway. Perhaps if Merton Council considered one of their long term residents issue with a twice refused crossover your proposals may be greeted with more respect and sympathy! Merton Councils priorities are obviously for the businesses – who's owners do not live in the area – rather than the residents.

#### 12312054 Firstway

Regarding your proposed changes to parking in Firstway, which in some ways are good, but No Plans ES/SGE/Firstway were sent to view at Raynes Park Library. The Staff had no recollection of said document ever being seen; they went through all the documents submitted for public viewing and found none for Firstway. Also the postal ( TNT 116-A037-Y160) and street notification of just under two weeks, to give comments, does not seem enough time. 1- I agree to the double yellow lines on both sides of the entrance to Firstway from Grand Drive. This has been a problem with parked cars 24/7, but again are these going to be only at certain times or 24/7? 2 - The actual placement of these bays? (one ,two or three) on your plans are dangerous to cars trying to turn from Grand Drive Left and Right into Firstway, having to stop for Parked Cars could cause an accident or stop traffic in Grand Drive. The better position would be on the opposite side of the road or not at all. 3 - If you are putting these bays for the Vets, who have traded for 40 years from this site with the same parking restrictions, then you should allow 1 hour No Return for ALL the parking bays by the shops in Raynes Park! 4 - To send out a document on

Planning in Merton NOT DRAWN to scale to view what's planned and to have on one side Parking Mon –Sat, 8am - 6.30pm and on the other side of the document Mon- Fri, 8am -6.30pm only shows to tax payers how our money is being wasted in this contradiction!

12310703 Firstway

The drawing Z78-214-01-01 depicts a sign indicating parking is for Mon-Sat, which I do not support, as it is unnecessarily restrictive. The text of the proposal states parking is from Mon-Fri which I support. Egress by car from Firstway, when turning right for access to Bushey Rd or Grand Drive, is very difficult especially in the rush hour. Motorists often ignore and block part or all of the 'Keep Clear' section of the Kingston road opposite Firstway. The only opportunity during the rush hour to join the traffic queue is when the lights change for pedestrians at the Bushey Rd Junction and this is a very short interval. When considering the yellow lines and bay markings on the road necessary for this proposal could some thought also be given to aiding safer egress from Firstway with additional road markings. E.g. An additional 'Keep Clear' marking on the Firstway side of Kingston Rd, or a 'box junction' or some other means?

12310727 Oxford Ave.

Having received your leaflet describing the proposed changes to existing parking permit controls in Oxford Avenue, I am hereby informing you of my total disagreement with such proposals. My family has moved to number 41 Oxford Avenue in October 2011 and have been extremely happy with our decision and choice of area and property. This is a quiet residential area where most houses are occupied by families with young children that attend Wimbledon Chase - the local nursery and primary school. Even though we are close to an extremely busy road, we are fortunate to benefit from being in a one-way road where most of the parking places are used by local families. Families like ours have a single working parent with the other taking care of the children and all activities/tasks they participate/require. In my own experience, I can safely say that my wife makes use of the car on a daily basis and several times a day needs to find a parking space in our road. The proposed changes to parking controls in our beloved road, would undoubtedly bring severe disruption to family life. One would only have to take into consideration:

1. The additional disruption on local residents life with less available space for resident parking
2. The conflict with previous parking permit consultation, as this proposal significantly changes what the previous consultation described
3. The additional risk of road accidents with local businesses using a road that is frequently used by young children and their parents
4. The impact on residents that have already paid for yearly residents parking permits

There is also a more political and strategical issue around the council's traffic control strategy. One would have to question such strategy when measures such as this one that notably deviate business traffic to residential areas are followed. It also seems quite unfair to introduce such changes a short time after a consultation to introduce parking permit controls has taken place. One could argue that a new consultation should be held to ask local residents if they still agree to a parking permit given the proposed changes. I would also state, that having paid for a yearly residents parking permit, I now feel I'm being let down as, if these proposals were accepted, have less access to parking space. I sincerely hope this proposal does not get approved and current parking permit controls remain as they are and were agreed to in the consultation held not so long ago. I would be very disappointed with a council that so obviously favours businesses over families in such a crucial matter to our family life as London residents.

12310468 - Oxford Avenue

I would like to oppose the planned changes to the parking restrictions on Oxford Avenue and Kingston Road. The current parking situation is already overcrowded and difficult to find a parking space on either Oxford Avenue or Kingston Road and many times have to drive further from my house than the adjacent Chase Side to find a parking spot. The proposed changes can only make this situation worse and more overcrowded in the remaining spots. The change to add residents parking permits was an additional cost for our household and has not alleviated the congested parking. Please reconsider, this change is a bad idea.

12310472 Oxford Avenue

I am writing to object to the proposed changes to introduce Pay and Display shared use bays on Oxford Avenue. I live at 10A Oxford Avenue and I am very surprised to read that the permit holder bays at the end of Oxford Avenue are under used as there is not enough parking for the residents themselves. Having paid for a resident's permit, I very often still struggle to find a space to park on the street and sometimes have to park on Kingston Road or Denis Park Crescent, which presents a particular challenge as we have an 8 month old baby and a 24 month old toddler. I understand the difficulties raised by some local business and would like to support local business but I would urge the council to find a more appropriate and sustainable solution to the parking challenges in the area. For example, it would seem more appropriate to secure additional parking for the area as a whole as part of the development of the Emma Hamilton pub.

12310769 Oxford Avenue

I saw the proposed changes to the parking arrangements on Oxford Avenue and felt I needed to make a representation against them. As a resident of Oxford Avenue I find it extremely difficult to find parking on the road and regularly have to park on other streets in the area due to a lack of space. I find it absurd that anyone could have classified the spaces as under-used. Converting these bays to shared Pay and Display bays would only add more pressure onto a situation that is at breaking point already. I suggest that the car park at the Co-Op could be used by patrons of local businesses rather than neglecting the needs of local residents.

12310949 - Oxford Avenue

We would like to voice our objection to the proposed changes to convert existing parking bays in Oxford Avenue from permit only to Pay and Display. We are residents and parking permit holders in Oxford Avenue and continuously struggle to find parking in our own road (we own one car). We feel that removing six parking bays will only make the matter worse. If anything we feel that the current limit on parking hours should be increased from 08:00 to 21:00 for example. We have noticed a number of cars constantly parking in this road without permits overnight as this clearly provides access to those using Wimbledon Chase station. As permit holders we cannot find parking after 17:00 most days. We look forward to your response.

12310951- Oxford Avenue

I am e-mailing you with regards to the proposed parking amendments to oxford avenue / kingston road, reference ES/SGE/OXFORD. I have lived on Oxford Avenue since 2007 and the last six years have been blighted by awful parking, to the extent where you would dread going out in the evening in the car as you knew you'd have a 20 minute search for a space in far-away streets on coming home. I campaigned for Oxford Avenue to be part of the proposed extension of the controlled parking zone, but only as I was concerned that the parking would get even worse once neighbouring streets brought in controlled parking (the threat of the double hit of no longer being able to park in neighbouring streets when we couldn't park in ours - and also having fewer places on our street as we would have got all the visiting cars bunched into our road). However, I always feared this would mean having to pay to not be able to park on my street. Since the controlled parking was introduced, parking has improved slightly, though not significantly and it's still an issue - there are still plenty of occasions when there are no spaces to park on our road, which is unacceptable given we're now paying for the privilege of being able to park on our street. Therefore I am STRONGLY AGAINST the proposed change no.1, to convert some existing "under-used" permit holder bays on Kingston Road and Oxford Avenue to Pay and Display. This would make an already unacceptable parking issue even worse and I believe controlled parking should be used to enable residents to park sufficiently close to their house, rather than to raise money for the council without providing any benefit to the permit holder. I'd appreciate confirmation of this e-mail.

12312048 Oxford Avenue

As a resident of Belvedere Grove, I write to object most strongly to the new parking proposals, in particular the proposal regarding Clement Road. Clement Road is the only cul-de-sac in VON zone which is available to us for parking, and it is already used by residents in Zone VC, (although we cannot park in Zone VC) By allowing free use of the meters it will become even more difficult for residents to find a parking space, and one begins to wonder whether it is worth the expense of buying a parking permit.

12311597 Oxford Avenue

I am writing in reply to the proposed parking amendments on Oxford Avenue and Kingston Road. I am a resident of Oxford Avenue and have problems finding parking spaces. I find it hard to believe that the spaces highlighted on Oxford Road are indeed 'under-used'. The whole street is completely full on a regular basis and I am forced to park elsewhere. I do not believe changing the parking (on an entirely residential and congested street for customers of local businesses to be in the interests of residents of the street. There is adequate parking at the Co-operative which can be used.

12310461 Oxford Avenue

In addition to the proposed changes, the disabled bay needs to be removed as the person who qualified no longer lives there and has not for well over 6 months. Also, the space which is painted with a yellow line between the DIS and the alleyway can be returned to permit only along with the DIS space as it is a waste of space used only by a van at night which blocks the turning space therefore negating its purpose anytime after 1830!

I hope you can make these changes as they are the correct thing to do in this instance.

#### **Officers Comments:**

We have checked the disabled parking facilities in this road are still in use except the one out side property number 3 Oxford Avenue is due to be removed..

The aim of the measures is to maximise usage of existing bays by providing parking opportunities for visitors and to increase footfall to business. From the representations received during the statutory consultation it is clear that residents of Oxford Avenue are unhappy about making changes to any of the parking bays in Oxford Avenue and Kingston Road. Residents want available spaces for residents use only. They fear that visitors to the businesses will take up all the available parking spaces. The Council is keen to improve the vibrancy and well being of the shopping parades within the Borough and parking provision for visitors is a vital tool in attracting visitors. The shopping parade in this vicinity depend on passing trade and residents should understand that if motorists cannot stop close to these businesses, they will simply go elsewhere leading to possible decline of the local business community . Due to the representations received, officers carried out further surveys during September 2013. Surveys reconfirmed officer's previous findings that there is spare capacity both in Kingston Road and Oxford Avenue. Kingston Road permit holder bays have on average 95% spare capacity while the permit holder bays proposed for conversion in Oxford Avenue have 60% spare capacity. It is, therefore, recommended to overrule the objections and proceed with the proposal as consulted.

The proposal is to convert only the two parking spaces close to the junction of Kingston Road to shared use parking bays. It is considered that converting these bays will not impact on residents' daily life or there would be danger to

family life.

The proposed free parking spaces in Firstway are for the use of visitors to residents and businesses. Although this parking facility was requested for by a business it will help local residents' visitors. The parking facility will operate Monday to Friday between 8.30am and 6.30pm with a maximum stay of one hour free parking. The single yellow line on the north side will be changed to double yellow lines from the eastern flank wall of property No. 51 Firstway and its junction with Grand Drive. Also it would be necessary to convert 10 metres of existing single yellow line at the junction of Grande Drive and Firstway to double yellow lines. This will allow for parking on one side of the road whilst keeping the junction clear of obstructive parking at all times.

# Proposed Parking Amendments Firstway, Raynes Park



Councillor Andrew Judge

Cabinet Member for  
Environmental Sustainability  
and Regeneration

T: 020 8545 3425

E: [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk)



ISSUE DATE : 19 SEPTEMBER 2013

Dear Resident / Business,

The purpose of this leaflet is to advise you that following representations made to the Council by some local businesses regarding parking difficulties for their patrons, the Council is proposing to introduce new parking controls in Firstway. These particular proposals are to assist the veterinary practice on Kingston Road with their parking needs.

## PROPOSED CHANGES

The proposed changes are detailed below and shown on the enclosed drawing (Z78-214-01-01).

1. To introduce free short term parking, to operate Monday to Friday between 8.00am and 6.30pm with a maximum stay of 1 hour and no return within 1 hour.
2. To introduce double yellow lines at the junction of Firstway with Grand Drive and opposite the proposed parking bays.

## WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **11 October 2013** quoting reference **ES/SGE/Firstway**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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. The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important to us.

Copies of the proposed Traffic Management Order (TMO) and other documents given more detailed particulars of the proposals may be viewed 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 and Raynes Park Library. If you require further information, you may contact Paul Atie directly on 020 8545 3214 or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk). This information is also available on Merton Council's website [www.merton.gov.uk/firstway](http://www.merton.gov.uk/firstway).

## RAYNES PARK WARD COUNCILLORS

**Cllr Margaret Brierly** Tel - 020 8545 3396  
Email: [margaret.brierly@merton.gov.uk](mailto:margaret.brierly@merton.gov.uk)

**Cllr Linda Scott**  
Email: [linda.scott@merton.gov.uk](mailto:linda.scott@merton.gov.uk)

**Cllr Rod Scott**  
Email: [rod.scott@merton.gov.uk](mailto:rod.scott@merton.gov.uk)

*(The contact details of ward councillors are provided for information purposes only)*

### Request for document translation

#### PARKING AMENDMENTS - FIRSTWAY

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- ☐ Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenjojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
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- ☐ French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
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- ☐ Urdu اگر آپ اس دستاویز کے کسی حصہ کو سمجھنا یا پڑھنا مشکل ہے تو اس حصے کو نشان لگائیں اور اس کے ساتھ ساتھ ہمیں خط یا فون پر رابطہ کریں۔

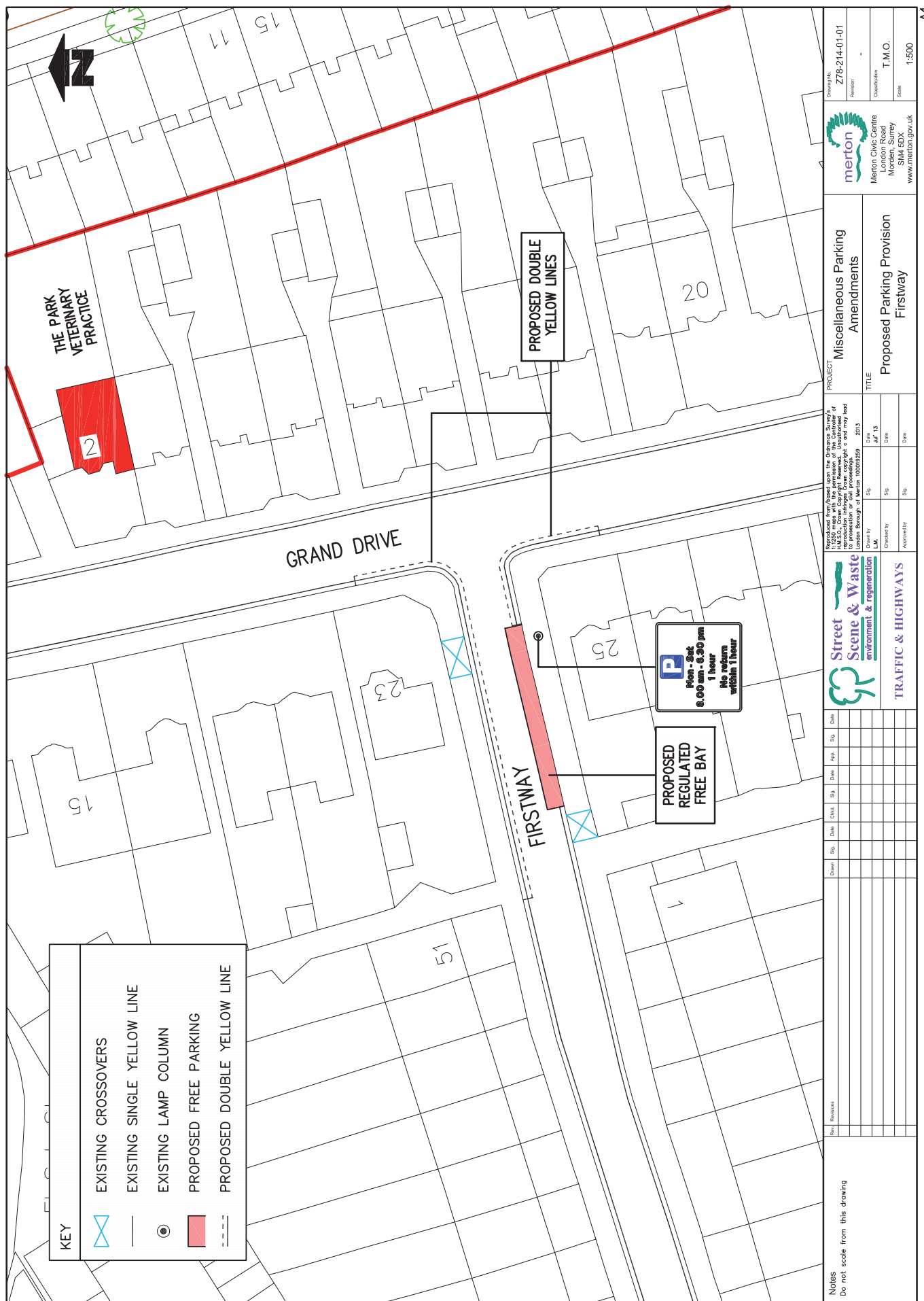
☐ Large print ☐ Braille ☐ Audiotape

#### Your contact:

Name.....  
Address.....  
.....  
Telephone.....

Leonardo Morris, Merton  
Civic Centre, London  
Road, Morden, SM4 5DX







# Proposed Parking Amendments Oxford Avenue / Kingston Road



Councillor Andrew Judge

Cabinet Member for  
Environmental Sustainability  
and Regeneration

T: 020 8545 3425  
E: [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk)



ISSUE DATE : 19 SEPTEMBER 2013

Dear Resident / Business,

The purpose of this leaflet is to advise you that following representations made to the Council by some local businesses regarding parking difficulties for their patrons, the Council is proposing to make some changes to parking controls in Oxford Avenue and Kingston Road. These particular proposals are to assist the businesses in the vicinity with their parking needs.

## PROPOSED CHANGES

The proposed changes are detailed below and shown on the enclosed drawing (Z78-214-01-02).

1. To convert some existing under-used permit holder only bays on Kingston Road and Oxford Avenue to pay and display shared use bays, to operate with a maximum stay of 2 hours and no return within 1 hour. (Permit holders would be allowed unlimited use as they are now)
2. To extend the maximum stay in the free bays on Kingston Road from 1 hour maximum stay to 2 hours maximum stay.

## WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **11 October 2013** quoting reference **ES/SGE/OXFORD**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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.

The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important to us.

Copies of the proposed Traffic Management Order (TMO) may be viewed 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 and Raynes Park Library. If you require further information, you may contact Paul Atie directly on 020 8545 3214 or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk). This information is also available on Merton Council's website [www.merton.gov.uk/ppaoxfordave](http://www.merton.gov.uk/ppaoxfordave).

## DUNDONALD WARD COUNCILLORS

**Cllr David Dean** Tel - 020 8542 2434  
Email: [david.dean@merton.gov.uk](mailto:david.dean@merton.gov.uk)

**Cllr Chris Edge** Tel - 020 8545 3396  
Email: [chris.edge@merton.gov.uk](mailto:chris.edge@merton.gov.uk)

**Cllr Suzanne Grocott** Tel - 0208 545 3396  
Email: [suzanne.grocott@merton.gov.uk](mailto:suzanne.grocott@merton.gov.uk)

*(The contact details of ward councillors are provided for information purposes only)*

### Request for document translation

#### PARKING AMENDMENTS - OXFORD AVE

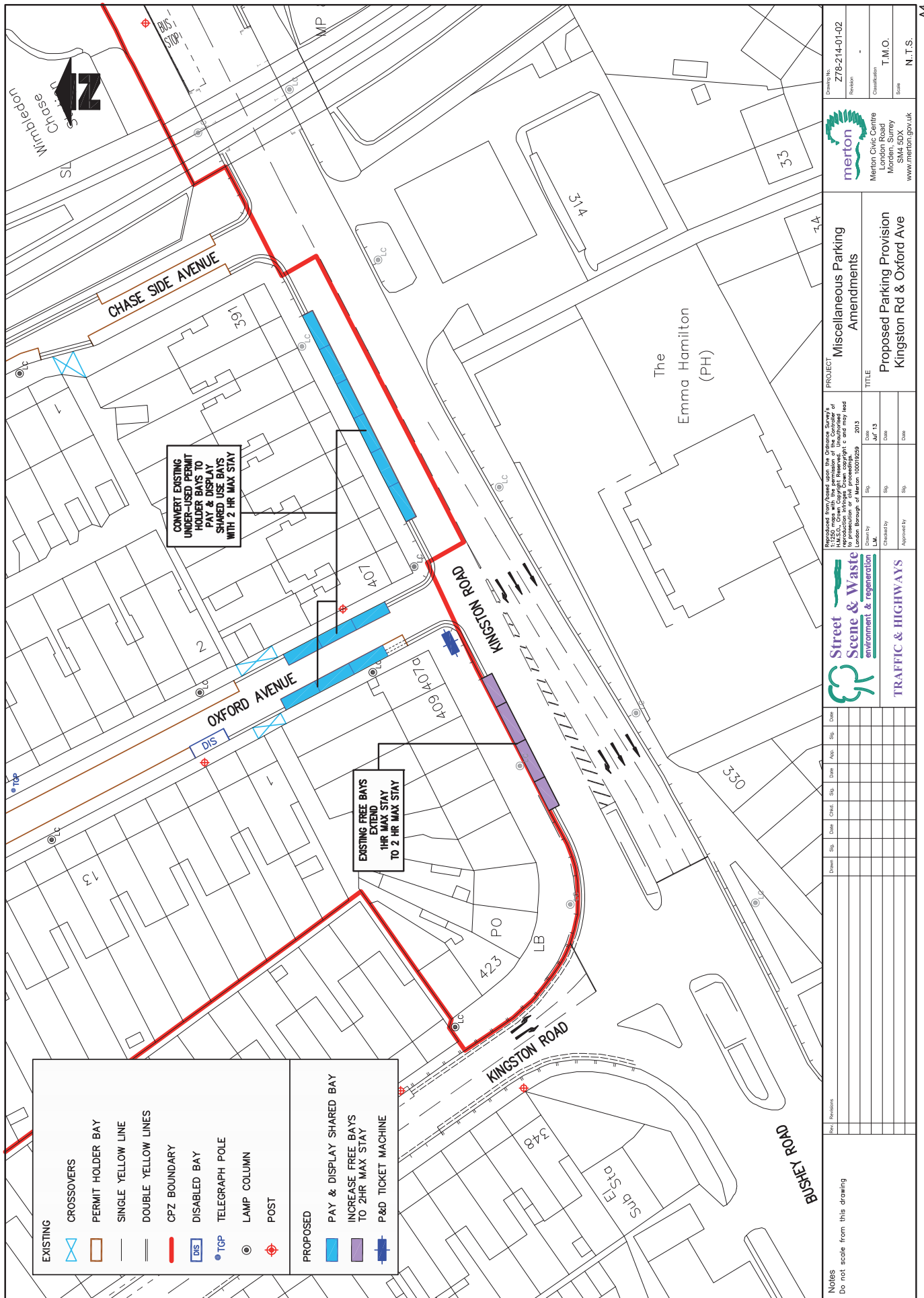
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- ☐ Large print ☐ Braille ☐ Audiotape

#### Your contact:

Name.....  
Address.....  
.....  
Telephone.....

Leonardo Morris, Merton  
Civic Centre, London  
Road, Morden, SM4 5DX



# Proposed Parking Amendments Tooting Station, Graveney



Councillor Andrew Judge

Cabinet Member for  
Environmental Sustainability  
and Regeneration

T: 020 8545 3425

E: [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk)



ISSUE DATE : 19 SEPTEMBER 2013

Dear Resident / Business,

The purpose of this leaflet is to advise you that following representations made to local Ward Councillors by some local businesses regarding parking difficulties for their patrons, the Council is proposing to introduce new parking controls in London Road, near Tooting Station. These particular proposals are to assist the businesses in the vicinity with their parking needs.

## PROPOSED CHANGES

The proposed changes are detailed below and shown on the enclosed drawing (Z28-281-01).

1. To introduce Pay and Display (P&D) only bays on London Road, operating Monday to Saturday between 7am and 7pm, maximum stay 1 hour and no return within 1 hour, with the first 20 minutes free. The tariff shall be £1.10 per hour. The P&D machine will issue 20 minutes free ticket upon pushing the green button. Please note that it is an offence to obtain any additional 20 minutes free ticket.
2. To introduce an additional pay and display shared bay in Links Road, Monday to Friday between 8:30am and 6:30pm, maximum stay 1 hour and no return within 1 hour. The tariff shall be £1.10 per hour.

## WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) by no later than **11 October 2013** quoting reference **ES/SGE/TOOTINGSTATION**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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.

The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important to us.

[www.merton.gov.uk](http://www.merton.gov.uk)

Copies of the proposed Traffic Management Order (TMO) and other documents given more detailed particulars of the proposals may be viewed 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 and Mitcham Library. If you require further information, you may contact Paul Atie directly on 020 8545 3214 or email [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk). This information is also available on Merton Council's website [www.merton.gov.uk/tootingstationppa](http://www.merton.gov.uk/tootingstationppa).

## GRAVENEY WARD COUNCILLORS

**Cllr John Dehaney**

Tel - 020 8545 3424

Email: [john.dehaney@merton.gov.uk](mailto:john.dehaney@merton.gov.uk)

**Cllr Linda Kirby**

Tel: 020 8545 3425

Email: [linda.kirby@merton.gov.uk](mailto:linda.kirby@merton.gov.uk)

**Cllr Gregory Patrick Udeh**

Te: 020 8685 0636

Email: [gregory.udeh@merton.gov.uk](mailto:gregory.udeh@merton.gov.uk)

## Request for document translation

### PARKING AMENDMENTS - TOOTING STATION P&D

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- ☐ Somali Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
- ☐ Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- ☐ Tamil இந்தப் பத்திரத்தின் எந்தப் பகுதியை உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்குத் தேவைப்பட்டால், கனம் அமைச்சர் அவர்களுக்கு அல்லது அவர்களுடைய அலுவலகத்திற்கு கீழ்க்கண்ட முகவரி மூலமாகத் தொடர்பு கொள்ளுங்கள்.
- ☐ Urdu اگر آپ اس دستاویز کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو اس کے پاس میں کو ٹیک کریں اور ہمیں لکھ کر یا فون پر رابطہ کریں۔ ذیل معلوماتیں استعمال کریں۔

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### Your contact:

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