

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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

**Direct Line: 0208 545 3357  
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**Date: 18 March 2020**

Dear Councillor

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

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

- **Proposed Low Traffic Neighbourhood (LTN) Informal Consultation – Merton Park Area**

and will be implemented at **noon on Tuesday 23 March 2021** unless a call-in request is received.

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

Yours sincerely

**Amy Dumitrescu  
Democracy Services**

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

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.

Title of report: **Proposed Low Traffic Neighbourhood (LTN)  
Informal consultation – Merton Park Area**

Reason for exemption (if any) – N/A

**Decision maker**

Councillor Martin Whelton, **Cabinet Member for Housing, Regeneration, & the Climate  
Emergency**

**Date of Decision**

17 March 2021

**Date report made available to decision maker**

10 March 2021

**Decision**

Having considered the officer's recommendations and the representations, I agree not to proceed with the proposed measures

**Reason for decision**

Given the opposition from the residents to the proposals in the immediate area, the council will not be proceeding with the proposal

**Alternative options considered and why rejected**

To proceed with to the statutory consultation or implement the proposed measures under an experimental Order but this would be contrary to the feedback received from the residents who responded to the informal consultation.

**Documents relied on in addition to officer report**

N/A

**Declarations of Interest**

N/A

**Signature**



Cllr Martin Whelton

17 March 2021

**Publication of this decision and call in provision**

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

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

**Committee:** Cabinet Member Report  
**Date:** 10 March 2021  
**Agenda item:** N/A  
**Wards:** Merton Park  
**Subject:** Proposed Low Traffic Neighbourhood (LTN) Informal consultation –Merton Park Area  
**Lead officer:** Chris Lee, Director of Environment & Regeneration.  
**Lead member:** Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

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

Contact Officer: James Geeson, email: [james.geeson@merton.gov.uk](mailto:james.geeson@merton.gov.uk)

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### **Recommendations:**

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

A) Notes the results of the informal consultation carried out between 18<sup>th</sup> January and 5<sup>th</sup> February 2021 on the proposals, as shown in the Newsletter in Appendix 1, to introduce a LTN aimed at removing rat running and to encourage safer walking and cycling within the Merton Park area.

The proposed measures include:

- No-Entry into Sheridan Road from Mostyn Road & One-Way into Sheridan Road westbound (between Church Lane & Mostyn Road).
- No-Right Turn from Church Lane into Kingston Road.
- No-Right Turn from Kingston Road into Church Lane.
- No-Left Turn from Aylward Rd into Leaffield Rd.

B) Agrees to abandon the proposed measures in light of the local community's response to the informal consultation.

C) 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 presents the results of the informal consultation carried on the Council's proposals to introduce a LTN with proposed traffic measures, aimed at removing rat running and to encourage safe walking and cycling within the Merton Park Area.

1.2 It seeks approval to abandon the proposed measures.

## **2. DETAILS**

- 2.1 In response to a green recovery, DfT / TfL provided funding (subject to a bid process) to boroughs to consider, consult and implement LTNs on identified routes. These routes were identified by some residents and / or were previously known to be popular rat runs particularly during the peak periods.
- 2.2 A low traffic neighbourhood (LTN) is considered within a residential area, bordered by main roads (places where buses, lorries, non-local traffic should be), where "through" motor vehicle traffic could be discouraged or removed. Strategic road closures (bollards or planters) or banned movements prevent through traffic whilst maintaining access.
- 2.3 As part of the LTN programme, the Council was successful in its bid to DfT in securing funding to design, consult and implement a series of banned movements, designed to decrease if not remove rat running whilst maintaining access at all times.

## **3. INFORMAL CONSULTATION**

- 3.1 The informal consultation on the proposals to introduce some LTNs within the Merton Park area was carried out between the 18<sup>th</sup> January and 5<sup>th</sup> February 2021. The consultation area, as shown on the plan in Appendix 2, was agreed with the Ward Councillors.
- 3.2 A total of 715 properties were consulted via a newsletter posted to all those included within the consultation area. The newsletter detailed the reason for the consultation; the proposed measures, and location plans. A copy of the newsletter with the plan is attached in Appendix 1.
- 3.3 The newsletter included a webpage link on the Council's website that contains further information about the proposals with an online questionnaire (e-form) based on the following questions:
  - To what extent do you agree or disagree that rat-running, (drivers using the road to cut through the area), is a problem on your road?
  - Do you support the following measures to restrict vehicular movement on your local roads?:
    1. (No-Entry into Sheridan Road from Mostyn Road and one-way into Sheridan Road westbound, between Church Lane and Mostyn Road)
    2. (No-Right Turn from Church Lane into Kingston Road)
    3. (No-Right Turn from Kingston Road into Church Lane)
    4. (No left turn from Aylward Rd into Leafield Rd)
- 3.4 The consultation resulted in a total of 826 completed questionnaires. This includes properties outside the consultation area. To ensure correct analysis of these results, all blanks; duplicates; multiple returns from single properties have been removed, resulting in 699 returns.
- 3.5 Of the 699 respondents from both within and outside the consultation area, 57.5% do not agree that there is a problem with rat-running, compared to 39.5% who do agree, with 3% who are unsure.

- 3.6 The number of properties within the consultation area is 715, and 282 residents completed the on line questionnaire representing a response rate of 39.4%. This response rate is considered higher than average for this type of informal consultation.
- 3.7 Of those within the consultation area who responded, 61.7% do not agree that there is a problem with rat-running in their road, compared to 36.2% who do agree there is a problem, with 2.1% who are unsure.
- 3.8 The response to 'Do you support the following measures to restrict vehicular movement on your local roads' are as follows:

Table 1:

	No-Entry into Sheridan Rd from Mostyn Road & one-way into Sheridan Rd westbound, between Church Lane & Mostyn Rd	No-Right Turn from Church Lane into Kingston Road	No-Right Turn from Kingston Road into Church Lane	No left turn from Aylward Rd into Leafield Rd
Agree	36 (12.8%)	79 (28%)	43 (15.2%)	33 (11.7%)
Disagree	213 (75.5%)	169 (59.9%)	207 (73.4%)	202 (71.6%)
Unsure	33 (11.7%)	34 (12.1%)	32 (11.3%)	47 (16.7%)

A detailed breakdown of these results on a road-by-road basis is attached in Appendix 3.

- 3.9 In summary, the results show that the majority of those who responded, do not feel that there is rat-running problem in the area with an overwhelming majority who do not support the proposed measures.
- 3.10 The common theme of the comments received on the proposals are generalised below, starting with the most repeated theme. The comments received from the general area are detailed in Appendix 4. Comments from residents beyond this area have been excluded for the purpose of this analysis, but have been acknowledged.
1. The proposed measures will displace traffic into the surrounding roads particularly Kingston Road, Dorset Road and Mostyn Road, increasing traffic congestion, creating longer journeys with a negative impact on air quality.
  2. The no-left or right turn bans will cause safety implications with drivers doing U-turns to access those roads from the opposite direction.
  3. The increase in traffic in Dorset Road and Mostyn Road in particular, will reduce road safety outside the schools in these roads.
  4. The measures will be an inconvenience for residents.
  5. The measures only benefit a select few of residents in the immediate area to these restrictions.

6. The initiative is a waste of money.
7. Rat-running problems are only mainly at specific times of the day, so the restrictions should only apply at these times.
8. Residents should be exempt to pass through these restrictions.
9. Deliveries to residents will be affected.
10. The required signage for these measures, will increase street clutter, in particular to the detriment of the conservation areas.

- 3.11 The local Ward Councillors have been fully engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report. The Ward Councillors have made the following comments:

*Thank you for the opportunity to comment on the outcome of the LTN consultation for Merton Park before the report is submitted to the Cabinet member. While some residents in the catchment area perceive rat running to be a problem, each of the four proposals to reduce it is rejected by a significant majority. At the outset of the consultation, the Ward Councillors pledged to uphold the wishes of the residents as expressed in the results. Therefore, we ask the Cabinet member not to proceed with the LTN proposals for Merton Park.*

#### **4. OFFICER'S RECOMMENDATION**

- 4.1 Based on the feedback received during the informal consultation and the lack of support for any of the proposed measures, it is recommended that the proposed measures are not progressed.

#### **5. ALTERNATIVE OPTIONS**

- 5.1 To proceed with the next stage which is a statutory consultation. This, however, would be contrary to the overwhelming objections received thus far and it is extremely unlikely that there would be a change in opinion during the statutory consultation.
- 5.2 To implement the proposed measures under an experimental Order to allow residents to experience the proposals before making an informed judgement. This however, would be contrary to the overwhelming objections received thus far and will result in loss of confidence in the Council and its established consultation process.

#### **6. TIMETABLE**

- 6.1 A newsletter detailing the results of the informal consultation and Cabinet Member decision will be distributed to all the consultees soon after a Cabinet Member decision is made.

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

- 7.1 The cost of design and consultation are covered by the LSP funding provided by DfT during T2 phase.

#### **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.
- 8.3 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.

## **9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION 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.
- 9.2 The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without any prejudice toward charitable and religious facilities.
- 9.3 The needs of commuters are 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 IMPLICATIONS**

10.1 N/A

## **11. RISK MANAGEMENT IMPLICATIONS**

- 11.1 The risk of not acting in line with the majority feedback received would lead to a high level of objections, dissatisfaction and loss of confidence in the Council.
- 11.2 The risk of not doing anything would be that rat running would continue; however, although residents acknowledge that rat running is a problem, there is no support for the proposed measures.

## **12. ENVIRONMENTAL IMPLICATIONS**

12.1 N/A

## **13. APPENDICES**

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

- Appendix 1** - Informal Newsletter and plan
- Appendix 2** - Consultation area plan
- Appendix 3** - Results of consultation road-by-road
- Appendix 4** - Comments





# LOW TRAFFIC NEIGHBOURHOOD (LTN)

MERTON PARK AREA – INFORMAL CONSULTATION



Issue: 18th January 2021

## Proposal

As part of Merton's LTN programme, we have been successful in obtaining funding for the introduction of a LTN, aimed at removing rat running and to encourage safe walking and cycling within your local area.

The proposals include the following measures:

- No-Entry into Sheridan Road from Mostyn Road & One-Way into Sheridan Road westbound (between Church Lane & Mostyn Road).
- No-Right Turn from Church Lane into Kingston Road.
- No-Right Turn from Kingston Road into Church Lane.
- No-Left Turn from Aylward Rd into Leafield Rd.

An Automatic Number Plate Recognition (ANPR) camera will enforce the proposed measures. Access for the emergency services, authorised service vehicles and cycles will not be affected. Please see plan overleaf.

## LET US KNOW YOUR VIEWS

### Consultation

To determine the level of support, we are undertaking an informal consultation between 18<sup>th</sup> January 2021 and 5<sup>th</sup> February 2021. The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link by no later than **5<sup>th</sup> February 2021**.

<https://www.merton.gov.uk/streets-parking-transport/traffic-management/low-traffic-neighbourhoods>

If however you are unable to complete the questionnaire on line and require a paper copy, please contact Traffic & Highways on 020 8545 3700, providing your full mailing address and quoting *LTN-Merton Park*.

**\*Please note - only one vote per address\***

We regret that due to the number of responses received during an informal consultation, it will not be possible to reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

## WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations will be shared with all Ward Councillors and presented to the Cabinet Member for Regeneration, Housing and Climate Change for a decision. Once a decision is made you will be informed accordingly.

Based on this consultation feedback, the Council may consider the following:

- To abandon the scheme.
- To Proceed to a 21 day statutory consultation prior to possible implementation.
- To Implement the proposal under an Experimental Traffic Management Order.
  - *This allows the Council to implement the restrictions during the statutory consultation period.*
  - *It allows the Council to assess and monitor the restriction and its impact.*
  - *It will enable residents and other road users to experience the restrictions thereby allowing them to make informed comments during the first 6 months of the statutory consultation after implementation. At the end of the Experimental Traffic Management Order, depending on the feedback received, the Council may choose to abandon the scheme, modify it or to make it permanent.*

For all updates and additional information, please refer to the website.

<https://www.merton.gov.uk/streets-parking-transport/covid-19-transport-projects>

### MERTON PARK COUNCILLORS (contact details of Ward Councillors are provided for information purposes only)

Cllr Peter Southgate [peter.southgate@merton.gov.uk](mailto:peter.southgate@merton.gov.uk)

Cllr Edward Foley [edward.foley@merton.gov.uk](mailto:edward.foley@merton.gov.uk)

Cllr Dickie Wilkinson [dickie.wilkinson@merton.gov.uk](mailto:dickie.wilkinson@merton.gov.uk)

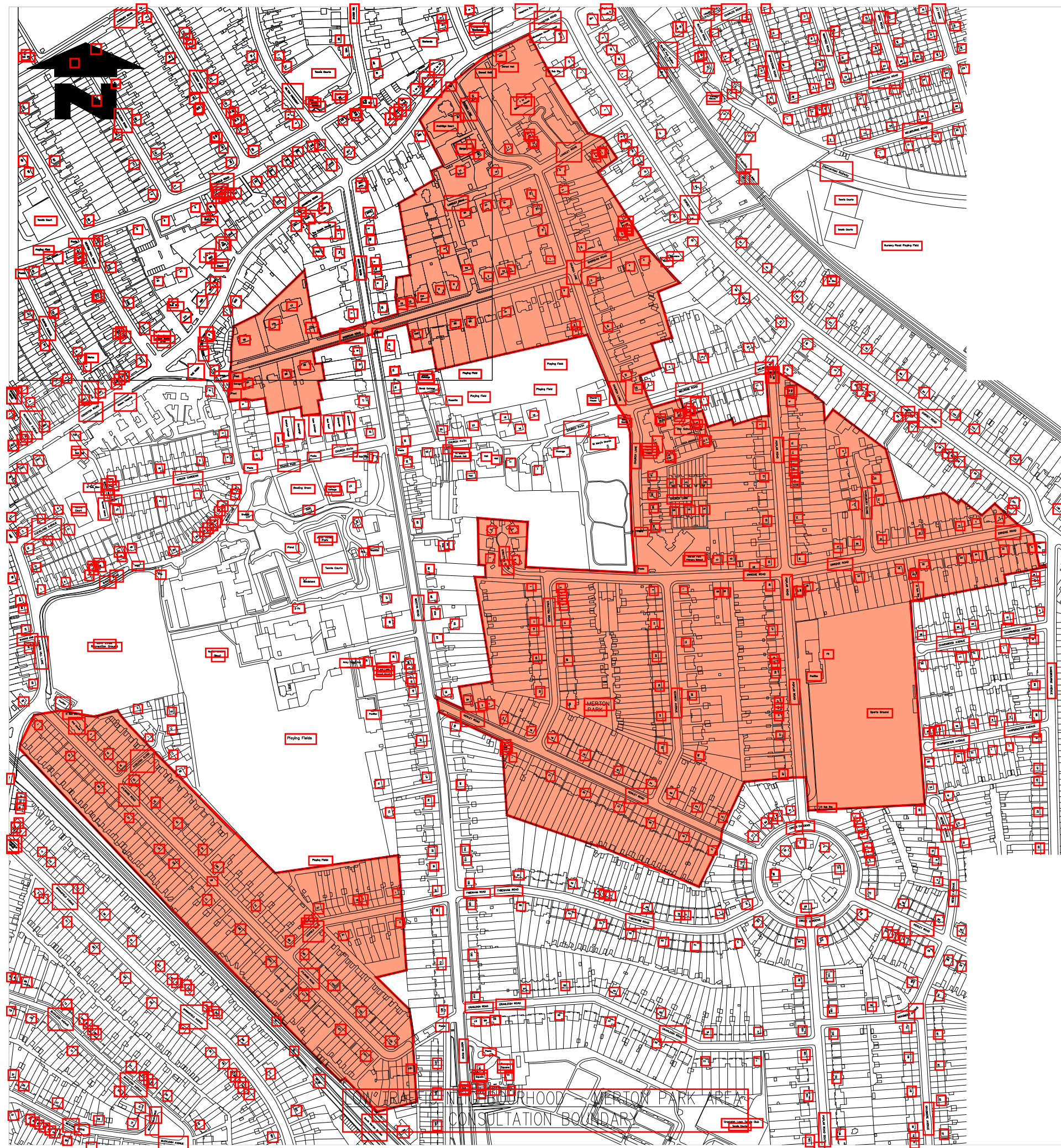
Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health. [rebecca.lanning@merton.gov.uk](mailto:rebecca.lanning@merton.gov.uk)

Cllr Martin Whelton Cabinet Member for Regeneration, Housing & Climate Change. [martin.whelton@merton.gov.uk](mailto:martin.whelton@merton.gov.uk)













## LTN - MERTON PARK AREA - CONSULTATION RESULTS - WITHIN NEWSLETTER POSTAL AREA

<b>Q4 - To what extent do you agree or disagree that rat-running, drivers using the road to cut through the area, is a problem on your road?</b>	<b>Q5.1 - Do you support the following measures to restrict vehicular movement on your local roads? (No-Entry into Sheridan Road from Mostyn Road and one-way into Sheridan Road westbound, between Church Lane and Mostyn Road)</b>	<b>Q5.2 - Do you support the following measures to restrict vehicular movement on your local roads? (No-Right Turn from Church Lane into Kingston Road)</b>	<b>Q5.3 - Do you support the following measures to restrict vehicular movement on your local roads? (No-Right Turn from Kingston Road into Church Lane)</b>	<b>Q5.4 - Do you support the following measures to restrict vehicular movement on your local roads? (No left turn from Aylward Rd into Leaffield Rd)</b>
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	No. Prop	Total Resp	Resp Rate	Q4			Q5.1			Q5.2			Q5.3			Q5.4																		
				Agree	Disagree	Unsure	Yes	No	Unsure	Yes	No	Unsure	Yes	No	Unsure	Yes	No	Unsure																
Aylward Road	143	62	43.4%	35	56.5%	26	41.9%	1	1.6%	9	14.5%	33	53.2%	20	32.3%	14	22.6%	27	43.5%	21	33.9%	13	21.0%	28	45.2%	21	33.9%	12	19.4%	44	71.0%	6	9.7%	Aylward Road
Church Lane	144	42	29.2%	12	28.6%	30	71.4%	0	0.0%	1	2.4%	38	90.5%	3	7.1%	11	26.2%	31	73.8%	0	0.0%	4	9.5%	37	88.1%	1	2.4%	2	4.8%	25	59.5%	15	35.7%	Church Lane
Erridge Road	57	25	43.9%	4	16.0%	21	84.0%	0	0.0%	3	12.0%	22	88.0%	0	0.0%	11	44.0%	12	48.0%	2	8.0%	2	8.0%	23	92.0%	0	0.0%	3	12.0%	21	84.0%	1	4.0%	Erridge Road
Hazelbury Close	14	6	42.9%	1	16.7%	5	83.3%	0	0.0%	1	16.7%	5	83.3%	0	0.0%	1	16.7%	4	66.7%	1	16.7%	0	0.0%	6	100.0%	0	0.0%	1	16.7%	5	83.3%	0	0.0%	Hazelbury Close
Kenley Road	74	35	47.3%	14	40.0%	19	54.3%	2	5.7%	2	5.7%	31	88.6%	2	5.7%	6	17.1%	28	80.0%	1	2.9%	4	11.4%	28	80.0%	3	8.6%	1	2.9%	32	91.4%	2	5.7%	Kenley Road
Keswick Road	46	10	21.7%	4	40.0%	6	60.0%	0	0.0%	1	10.0%	9	90.0%	0	0.0%	2	20.0%	6	60.0%	2	20.0%	2	20.0%	5	50.0%	3	30.0%	1	10.0%	6	60.0%	3	30.0%	Keswick Road
Langley Road	74	12	16.2%	1	8.3%	11	91.7%	0	0.0%	1	8.3%	11	91.7%	0	0.0%	0	0.0%	12	100.0%	0	0.0%	0	0.0%	12	100.0%	0	0.0%	1	8.3%	6	50.0%	5	41.7%	Langley Road
Leaffield Road	20	8	40.0%	6	75.0%	2	25.0%	0	0.0%	4	50.0%	1	12.5%	3	37.5%	4	50.0%	1	12.5%	3	37.5%	5	62.5%	2	25.0%	1	12.5%	5	62.5%	2	25.0%	1	12.5%	Leaffield Road
Poplar Road	71	38	53.5%	11	28.9%	26	68.4%	1	2.6%	3	7.9%	31	81.6%	4	10.5%	19	50.0%	18	47.4%	1	2.6%	4	10.5%	32	84.2%	2	5.3%	1	2.6%	31	81.6%	6	15.8%	Poplar Road
Sheridan Road	31	25	80.6%	12	48.0%	13	52.0%	0	0.0%	9	36.0%	16	64.0%	0	0.0%	9	36.0%	14	56.0%	2	8.0%	8	32.0%	17	68.0%	0	0.0%	6	24.0%	12	48.0%	7	28.0%	Sheridan Road
Stratton Close	6	4	66.7%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4	100.0%	0	0.0%	Stratton Close
Stratton Road	35	15	42.9%	2	13.3%	11	73.3%	2	13.3%	2	13.3%	12	80.0%	1	6.7%	2	13.3%	12	80.0%	1	6.7%	1	6.7%	13	86.7%	1	6.7%	0	0.0%	14	93.3%	1	6.7%	Stratton Road
<b>TOTALS</b>	<b>715</b>	<b>282</b>	<b>39.4%</b>	<b>102</b>	<b>36.2%</b>	<b>174</b>	<b>61.7%</b>	<b>6</b>	<b>2.1%</b>	<b>36</b>	<b>12.8%</b>	<b>213</b>	<b>75.5%</b>	<b>33</b>	<b>11.7%</b>	<b>79</b>	<b>28.0%</b>	<b>169</b>	<b>59.9%</b>	<b>34</b>	<b>12.1%</b>	<b>43</b>	<b>15.2%</b>	<b>207</b>	<b>73.4%</b>	<b>32</b>	<b>11.3%</b>	<b>33</b>	<b>11.7%</b>	<b>202</b>	<b>71.6%</b>	<b>47</b>	<b>16.7%</b>	





About you - 2 Address	Your views 4 Agree scheme	Your views 5.1- Support for LTN - No-Entry into Sheridan Road from Mostyn Road and one-way into Sheridan Road westbound , between Church Lane and Mostyn Road	Your views 5.2 Support for LTN - No-Right Turn from Church Lane into Kingston Road	Your views 5.3 Support for LTN - No-Right Turn from Kingston Road into Church Lane	Your views 5.4 Support for LTN - No left turn from Aylward Rd into Leafield Rd	Your views - 6 Comments or representations	CONSULT AREA
Aylward Road	Strongly agree	Yes	Yes	Yes	Yes	If Aylward Road to Leafield Rd has a no left turn does that allow people to do a right turn?	INSIDE
Aylward Road	Disagree	No	No	No	No	I strongly disagree about the proposal for no-left turn from Aylward Road into Leafield Road. The main reason is that our rear accessway to our house at 110 Aylward Road, which services Nos. 90-128 Aylward Road, comes out into Leafield Road. Having a no left turn where proposed would inhibit driving to the fronts of our houses in Aylward Road from the garages and the rear entrances to our houses and vice versa. This would affect not only the residents but their contractors and visitors. Secondly there is a danger that the proposed no left turn would actually increase traffic in our cul de sac end of Aylward Road, as some cars could drive down Aylward Road from Cannon Hill Lane, see they couldn't turn left into Leafield Road, so would continue down Aylward Road, turn in the turning circle at the end and go back along Aylward Road turning right into Leafield Road. Finally it could increase the likelihood of residents of Leafield Road encroaching into our rear accessway and trying to establish rights of way over it, as has happened several times in the past, as the proposed restriction would make it more difficult to keep an eye on what is happening there.	INSIDE
Aylward Road	Disagree	No	No	No	No	I very strongly disagree with No-Left turn from Aylward Rd. Into Leafield Rd. I live just into the cul de sac , this will mean my driveway will be used for everyone to do a three point turn and turn right into Leafield Rd. It will make our lives a misery and stop no one. And we will all be driving round in circles to get from A to B making twice as much emissions, people will still use our road and more people will be using it because we have to keep finding alternative routes with the school roads now no entry at certain times it is making more rat runs all over the place. I am old and need my car.WHEN AND YOU GOING TO LEAVE US ALONE.	INSIDE

Aylward Road	Strongly disagree	No	No	No	No	This seems a massive waste of tax payers money at a time when we are all suffering! Merton Park does not suffer from excessive traffic. This will only make it harder for residents to get around. Who asked for this? Or did some jobsworth at the council try to implement this scheme to justify their jobs and maintain further layers of local bureaucracy!	INSIDE
Aylward Road	Agree	Yes	Yes	Yes	Yes	Do you have any concerns that by banning left turn from Aylward Rd into Leaffield Rd, drivers will simply drive past the junction and into the cul-de-sac section of Aylward Rd, turn around and take a right turn into Leaffield Rd to continue their journey?	INSIDE
Aylward Road	Disagree	No	No	Yes	No	As residence of Aylward Road in the cul-de-sac end we need to be able to enter the rear access way behind our house. Therefore we have concerns about banning the left turn from Aylward to Leaffield Road. Assuming we can still turn right into Leaffield to enter the access way we are extremely worried about the safety implications of cars coming from Leaffield into Aylward not expecting any cars coming towards them.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	Any restrictions in Merton Park will increase traffic on Kingston Road (already clogged) and around Merton Park. We are punishing our neighbours by restricting traffic in our area. Most people will not stop taking their car even if their journey gets more convoluted. In respect of Aylward Road, if no left turn is allowed into Leaffield Road, cars can drive to the end of Aylward Road and enter it as a right turn unless it becomes one way. If Leaffield Road becomes one way, it will turn Aylward Road into a de facto one way road. Most traffic in Aylward Road flows from Leaffield Road to Cannon Hill anyway so suggested restrictions around Leaffield Road would not help. There are better ways of deterring people from using their cars and the timing of this proposal during a highly infectious pandemic is ill-timed.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	NOT ONE MENTION OF THE REAL REASON LBM IS PLANNING TO DO THIS. YOU TELL US ALL THE BENEFITS YOU THINK WE WILL HAVE & OMIT THE FACT THAT ANPR CAMERAS WILL INCREASE THE AMOUNT OF REVENUE YOU ALREADY STEAL FROM THE MOTORIST (DIESEL LEVY WHICH HAS NOT MADE ONE JOT OF DIFFERENCE TO EMISSIONS- YET YOU STILL CONTINUE TO TAX US WITH THAT. CONSULTATION?? WHAT CONSULTATION. LOCAL GOVERNMENT IS OBLIGED TO GO THROUGH THIS EXERCISE BUT ALWAYS ENDS UP DOING WHAT IT WANTED TO DO IN THE FIRST PLACE. YOU WON'T TAKE A BLIND BIT OF NOTICE OF MY COMMENTS THOUGH, WILL YOU ?	INSIDE
Aylward Road	Agree	No	No	No	No	I just think it would cause massive confusion and frustration, being the Cul de Sac of Aylward would have vehicles doing 3 point turns so as to be able to enter Leaffield. The last 12 months have been stressful enough. More speed control would however be a good idea.	INSIDE
Aylward Road	Don't know	No	Unsure	Unsure	No	The impact of the proposals are very concerning. If LH turn is blocked from Aylward to Leaffield, cars will simply drive down the cul-de-sac end, do a U-turn and then turn right down Leaffield. Result is the same volume of traffic on Aylward, but doing dangerous u-turns (This is a current problem now where cars miss the turning and drive at speed to continue their journey). Putting in a no entry instead of a LH turn, will cut off Aylward from the rest of Merton Park and prevent us and others from efficiently driving to our garage (alley entrance on Leaffield). We would need to drive down Springfield /Martin Way/Mostyn/Leaffield to get to our garages. We would also then use Springfield when driving to other destinations e.g Sutton. This intervention doesn't prevent any 'rat run' in the opposite direction (cars from Leaffield turning right onto Aylward) and could have the undesirable effect of increasing this traffic. This intervention will push traffic onto Springfield. If people use Merton Park as a cut through, this is likely because Kingston Road, Martin Way and Morden don't allow for smooth traffic flow. Solving these issues might prevent people taking short cuts down the existing residential roads, however, if the main road issues aren't resolved, people are likely to find other residential roads to cut through, rather than staying on the main roads, diverting the problem rather than solving it. No evidence has been provided that supports this proposal deterring traffic from diverting from congested main roads to residential streets as rat runs. Sheridan proposals appear to greatly favour its large residential home owners, potentially pushing more traffic down Mostyn (near to Rutlish School), Poplar Road and down Kenley/Tybenham etc. These roads will be more dangerous adversely impacting areas where more children walk to local primary schools and to/from parks and sports facilities.	INSIDE

Aylward Road	Strongly disagree	No	No	No	No	I live in the cul de sac of Aylward Road and can see that motorists will come down into this part of the road and turn around and make a right turn into Leafield Road making this part of Aylward Road particularly dangerous for pedestrians as they reverse into driveways. As a result Leafield Road will still have vehicles going down towards Mostyn Road.	INSIDE
Aylward Road	Agree	No	Yes	Yes	No	Reducing rat-run traffic in the Merton Park area has needed to happen for 20 years however this proposed scheme will have a massively detrimental effect for us residents at the cul de sac end of Aylward Road. It is guaranteed to make cars drive past Leafield Road then simply perform a quick U turn or 3 point manoeuvre (most likely using the residents driveways!) in order to then return down to the junction at Leafield and make a right turn. Unless something can be done to stop any non resident, visiting or delivery vehicles accessing the cul de sac end of Aylward past the Leafield junction then this proposed scheme simply cannot be introduced as it will make a very quiet family orientated section of street noisy and dangerous. At present many children actually feel safe enough to play in this part of the road due to the minimal traffic but with the knock on effect from implementing this scheme that will be forever lost. A far more sensible approach to stopping the rat-run commuter vehicles would be to either make a no left turn from Cannon Hill into Aylward Road or simply make Aylward a one way street from Leafield down to Cannon Hill as it is already far too narrow for 2 way traffic, especially given that it remains the only road in Merton Park without residents parking and seems to have become a free car park for neighbouring streets! Alternatively access restrictions into the Merton Park area could be timed so for example between 7am and 10am there can be no left turn into Mostyn from Kingston Road, No left turn from Cannon Hill into Aylward and no left turn from Martin Way into Mostyn. This whole scheme just simply smacks of the self interest of a few independent councillors looking after their own interest in Sheridan Road without giving a second thought to the knock on effect their scheme will have for those of us down Aylward Road, Leafield Road, Tybenham Road, Cranleigh Road or Kenley Road which will all suffer as a result if this proposal goes	INSIDE
Aylward Road	Strongly agree	Yes	Yes	Yes	Yes	I have major concerns about the current rat run. When road is busy and the road becomes blocked, angry drivers are polluting with engines running with little thought of local community. Would not wish the road to become one way and problems of crossing the road for pedestrians and unsure how you will enforce the NO Left Turn . How successful was Botsford Road change? I assume, if agreed, there will be a trial period.	INSIDE
Aylward Road	Agree	Yes	Yes	Yes	No	By having a no entry into Leafield, all that would mean is that cars will perform u-turns in the cul-de-sac end of Aylward Road, causing more disruption and danger to children. Why not make it no-entry during peak times.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	The no left turn from Aylward Road into Leafield Road is wrong and a terrible idea. Neighbours on Aylward road use Leafield road to get to Morden and else where. Furthermore, you are forcing everyone to use one exit to get out of Aylward Road and thus causing more traffic.	INSIDE
Aylward Road	Agree	Unsure	No	Unsure	No	I don't think it helps, it doesn't address the busiest directions. Mostyn road will become a traffic jam. and it is likely to cause more inconvenience to local residents. The busiest route for Aylward is Mostyn - Leafield - Alyward in the mornings. I believe money should be spent on traffic calming for Canon hill lane by Aylward as cars speed round blind bends and accidents happen and high risk to all.	INSIDE

Aylward Road	Agree	No	Yes	No	No	The no-left-turn from Aylward Road into Leaffield Road will simply mean that drivers continue into the Aylward Road cul-de-sac, turn around, and then legally turn right into Leaffield Road. Did you mean to make Leaffield Road a no-entry from Aylward Road? The no-left-turn from Aylward Road into Leaffield Road only potentially impacts on southbound traffic. Traffic speeds are likely to increase for northbound traffic if southbound traffic is reduced. The majority of through rat-run traffic in Aylward Road is attempting to bypass Martin Way, between Bushey Road and Morden - the southbound route used is Botsford Road, Whately Avenue, Cannon Hill Lane, Aylward Road, Leaffield Road and then onwards. If a scheme were to block off Cannon Hill Lane between Whately Avenue and Aylward Road, this rat-run route would be thwarted. The proposals for the Mostyn Road/Sheridan Road, and Kingston Road/Church Lane junctions will adversely affect the Kingston Road/Dorset Road junction, just west of the level crossing. Traffic legitimately wanting to access the middle of the garden suburb (around the church) will have to turn right there, which will impact on the eastbound Kingston Road traffic flow. Are the initial scheme proposals intended to be applied 24 hours a day, 7 days a week? Could the objectives be met by having specific validity time times, say 7am to 10am, and 4pm to 7pm?	INSIDE
Aylward Road	Disagree	No	No	No	No	No left turn from Aylward road will make drivers use the culdesac as turning area so they can make a right turn	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	I think these proposals will do much more harm than good, they would cause huge stress for Merton Park. Try sitting in the traffic on Kingston Road as it is, it's enough stress to cause a heart attack. I strongly disagree with these proposals, as does everyone I have spoken to about this.	INSIDE
Aylward Road	Strongly disagree	Unsure	Unsure	Unsure	No	We consider the Aylward Road proposal would see more traffic in the cul de sac end of the road turning round to use the right turn into Leaffield Road. Please consider double yellow lines around turning circle at the end of Aylward Road. Please consider using double yellow lines down main body of Aylward to create passing places and break up the lines of parked cars which has increased since Mostyn CPZ was implemented.	INSIDE
Aylward Road	Strongly disagree	No	Unsure	No	No	I have lived in Aylward Road for 45 years and there is no problem with the current system. A no left turn on Aylward to Leaffield would extend journey times, petrol usage and hence cause more pollution. We use that route towards Morden and closing this off would just shift more traffic to surrounding roads and cause more congestion - this would lead to slower traffic and hence more pollution. It is my belief that a lot of these new traffic calming measures have not been investigated upon the effect of pollution, which would increase. Pollution will increase health problems and should not be ignored. It is my conclusion that this proposed measure will be detrimental to all, including cyclists and pedestrians due to increased pollution and congestion to other surrounding roads, whose residents will face more traffic and the resulting impacts. I am strongly against this LTN measure.	INSIDE
Aylward Road	Strongly agree	Yes	Yes	Yes	Yes	Comments are made about drivers who will go to the end of Alyward and turn around to do a right turn into Leaffield this would not be safe so needs to be considered. Also, that is where most people cycle to access Mostyn Road.	INSIDE
Aylward Road	Disagree	Unsure	Unsure	Unsure	Unsure	I live on Aylward road and support no left turn into Leaffield Road only under certain conditions. - This should be exempt for residents on Aylward Road - This should only apply during certain times for example during rush hour between 7-9.30 and 3.30-5	INSIDE
Aylward Road	Agree	Yes	Yes	Yes	No	Should be no right turn into Aylward road.	INSIDE
Aylward Road	Disagree	No	No	No	No	A waste of money. It will just block surrounding roads.	INSIDE
Aylward Road	Disagree	No	No	No	No	Both my husband and I strongly disagree with your proposals regarding the low traffic neighbourhood plans for Merton Park area/informal consultation. We especially oppose to the no left turn from Aylward Road into Leaffield Road as this would cause Aylward Road residents considerable inconvenience. We do understand that traffic can be a little heavier in rush hour times but during the day there is no problem with traffic.	INSIDE

Aylward Road	Strongly agree	Unsure	Unsure	Unsure	Unsure	I see the most problematic direction of rat running traffic on Aylward Road as coming from Leaffield Rd to CHL, particularly in the mornings - this scheme does not appear to address that, only potentially allowing more traffic to flow in that same direction. This may however help reduce evening traffic (less of a problem). If this does go ahead then I think it is imperative that Aylward Road residents are exempt from this restriction as my most frequent direction of travel is toward Leaffield Road when I leave my house. I recall a previous communication from the council in 2020 that was proposing shutting off northbound access to CHL - surely this would be a more productive way of reducing traffic, and also allow more space for pedestrians and cyclists. Thanks.	INSIDE
Aylward Road	Strongly agree	Yes	Yes	Yes	Yes	To reduce rat runs in the morning rush-hour, a 'no left turn' from Mostyn Road into Leaffield Road should be added . This is the route by which the majority of rat run motorists come from Morden to join the Kingston Road near Wimbledon Chase.	INSIDE
Aylward Road	Strongly disagree	No	Unsure	Unsure	No	No Left Turn Aylward Road into Leaffield Road. I live in Aylward Road. I have a Blue Badge so probably use my car more than others. Going to Morden will become via Cannon Hill Lane and Springfield Avenue as my usual route via Circle Gardens and the quirt roads to Morden will be precluded. Springfield Avenue is already busy but narrow. An alternative will be a 3-point turn in the cul-de-sac section of Aylward Road so I can turn Right into Leaffield Road.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	Unsure	In order to make Aylward Road a lower traffic area please consider a no right turn from Cannon Hill Lane into Aylward Road and no left turn from Mostyn Road into Leaffield for periods covering morning and evening peak times with exemptions for Aylward and Leaffield residents. A no left turn from Aylward into Leaffield will not decrease traffic - the traffic will just turn in the cul de sac end and then turn right	INSIDE
Aylward Road	Disagree	Unsure	No	No	No	I object strongly to the blocking the exit from Aylward Road via Leaffield Rd with a no left turn. The problem with these measures generally is that they reduce travel options and simply move the problem elsewhere. For example, there are common tailbacks in Cannon Hill Lane. As this would be my only exit I would be trapped in my road. Further, the drawing is labelled Covid 19 Temp Safety Measures. This appears incorrect and misleading.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	No	No left turn for non residents of Alyward road or leaffield rd,, People who live in these roads should be able to turn left, Also as there is not a ban to turn right you will have people driving to the end of therd and then turn right	INSIDE
Aylward Road	Agree	Unsure	Unsure	Unsure	No	Comments are made only on the considered traffic measures on Leaffield Road and Aylward Road. Leaffield Road / Aylward Road are indeed a rat-run, but this is only in the morning when traffic enters Leaffield Road from Mostyn Road and from Leaffield Road turns right onto Aylward Road to then join Kingston Road / Bushey Road. Preventing a left turn onto Leaffield Road from Aylward Road will not have any influence on this morning rat-run.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	No	As a resident here for over 8 years we rely on access to Leaffield Road to access Poplar Primary School and the Morden area by car. The alternative routes are not viable during peak times and would make travel times significantly longer.	INSIDE
Aylward Road	Agree	Unsure	Unsure	Unsure	No	I live in Aylward Road. It seems that in non-Covid times there is quite a bit more traffic on the road in morning and evening rush hours in both directions, but that it's ok for the rest of the time. Preventing a left turn into Leaffield addresses the traffic issue in only one direction and also greatly inconveniences residents heading towards Morden. A timed traffic control might be better, rather like the school safety zones, or perhaps exemptions for residents.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	No	No through traffic or left turn into Leaffield road exempt residents (Aylward Road) only.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	If you put a no left turn into leaffield road from aylward road, people will go past then u turn and will be making a right hand turn into Leaffield road. Also you will make Springfield Road the rat run into Martin Way. So you are just putting it on to Springfield Road trafic is not going away you are just re channeling the problem. Not just Aylward Road but also Sheridan Road, Mostyn Road ,church lane and Kingston Road.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	What is cause of the Rat Run through roads be propped? For example is are there closures in and around these rounds that would cause people to take these routes? Traffic on the main roads are causing this issue? Has due diligence been taken to determine factors for the proposal and if so what are these?	INSIDE

Aylward Road	Strongly agree	No	Yes	Unsure	Unsure	I make regular visits to St. Mary's Church, Merton in Church Path as Vice Chair of the PCC and Chair of the Building and Works Committee and frequently need to transport items by vehicle to and from church. The current proposals whilst welcome to reduce the rat run will have a significant affect on the route I would have to take to attend the church. My suggestion is to agree to the proposals provided that local residents can apply for dispensation and have their vehicles (registered to local addresses) registered on the ANPR system.	INSIDE
Aylward Road	Agree	No	No	No	No	opposed to restrictions being proposed as this will disadvantage local residents with longer trips detrimental to the environment. exemptions must be considered for residents of each road	INSIDE
Aylward Road	Strongly agree	Yes	Yes	Yes	Yes	The through-traffic on Aylward roads is very high, with cars travelling at very high speeds, which is dangerous. I would actually block access to Aylward road from Leaffield road as most traffic comes from this direction.	INSIDE
Aylward Road	Strongly agree	No	No	No	No	While the proposals are likely to reduce through traffic in a small number of roads (e.g. Mostyn Road), they are certain to make life harder for residents of neighbouring streets, including ours (Aylward Road). Also, it will make our journey from Aylward Road towards Morden much harder in the mornings due to the prohibition on left turns from Aylward Road to Leaffield Road. My wife works in the Morden Health Centre, and her journey to work in the morning is likely to be more than double in time (she has to head north into Cannon Hill Lane, before doubling back down Martin Way, adding at least 15 minutes in the morning rush hour). We are strongly against this proposal, which works against the interests of Aylward Road residents.	INSIDE
Aylward Road	Agree	No	No	No	No	As a resident on Aylward Road, the proposed scheme could isolate us from the rest of our local community by not allowing us to turn left into Leaffield Road. This will restrict our access to our local school, church and community and sports groups by car, something that is incredibly helpful when ferrying around our young family and all of their equipment. We are doubtful that the proposals for Aylward Road would be successful, as the cul-de-sac end of Aylward Road would in effect become a large turning circle as a right-turn onto Leaffield Road would be permissible under the proposals. We think restrictions from Kingston Road onto other roads, such as Church Lane, will lead to greater traffic on Aylward Road as people will use the cul-de-sac as a turning circle to avoid turning left.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	Yes	The suggested changes will not improve the situation. It will make the traffic worse. It would impact Leaffield and Aylward residents the most, as we will have to continually drive extra distance to exit our roads and our local area, adding to pollution and traffic. Rat runners will disregard the sign stating "no Through Rd into Leaffield" located on Cannon Hill Lane. They will drive along Aylward, see the enforcement camera, and either turn around and travel along Aylward again onto CHL (adding to the traffic) or turn around in the cul de sac on Aylward and do a legal right turn. That would be horrendous in the cul de sac. The logical improvement is either a) make it the suggested no left turn onto Leaffield a timed restriction during rush hour b) Carry out the changes as suggested, but exempt Aylward and Leaffield residents who can register their car plates on an ANPR system. I also recommend making Botsford into a cul de sac to prevent the rat runners from Kingston Rd (no left turn as well as a no right turn into Whatley). This is the easiest and most effective solution. Very happy to discuss this further	INSIDE

Aylward Road	Strongly disagree	No	No	No	No	I am a resident of Aylward Road who has lived here for over 30 years and I use these routes all the time to visit elderly parents/ family, to go to work, for shopping and meeting other residents within Merton Park. The alternative will incur extra travel time, more pollution and inconvenience. These road closures risk splitting the Merton Park community up and frankly will result in a loss of freedom for residents of Merton Park. The proposed no left turn from Aylward Road into Leaffield will particularly be obstructive to Aylward Road residents as the alternative route will be longer due to congestion, create more pollution and will take considerably longer especially at busy times. The end of Aylward Road will see increased use of the cul-de-sac as a turning area in order to turn right into Leaffield Road. The cul-de-sac part of Aylward Road is not suitable for large vehicles to do this. Residents at that end of the road will have to put up with dangerous vehicle manoeuvres and in doing so put pedestrians and residents parked cars in danger of being hit/damaged. Also those residents who have garages behind their properties and need to access the alleyway which leads into Leaffield Road will also be greatly inconvenienced. The proposed no left turn will also create a possible knock-on effect with vehicles going faster at peak periods in one-direction down Aylward Road to Cannon Hill Lane.	INSIDE
Aylward Road	Agree	Unsure	Unsure	Yes	Unsure	The reason for being unsure about the no left turn into Leaffield Road from Aylward Road is that this would create another problem for Aylward Road. Cars would go down to the end of Aylward turn round and then turn right into Leaffield thus creating a jam in the Aylward cul de sac. To really stop the rat run you have to make Leaffield no entry only accessible to residents in that road.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	As a resident, I use these roads frequently to go to work and to take my young family to nursery and grandparents for childcare. It's a lifeline in these difficult times, and provides flexibility which otherwise would be very problematic and frustrating based on these draft proposals. Blocking these roads, particularly turning left from Aylward to Leaffield Road will prevent us doing this. We would have to go the opposite direction to get to our place of destination, which is nonsensical. This would be via a already very busy Kingston Road which would require us making a right-turn onto the road which is very difficult even at the best of times. I implore you that the focus should be looking at genuine infrastructure plans, exploring new roads and access to help the flow of traffic, for example Kingston Road, not limiting and/or removing access to residents in neighboring roads where we live. Based on the current proposal I strongly refuse these proposals and I will be contacting the Councillors in due course.	INSIDE
Aylward Road	Strongly agree	No	Yes	Yes	No	If no left turn into Leaffield Road, people will turn right after turning in the cul de sac end of Aylward Road. It would cut off Aylward Road from the rest of Merton Park to which we feel very much a part of. If you stop a right turn out of Aylward into Cannon Hill Lane that would be a better option to stop the rat run.	INSIDE
Aylward Road	Agree	Unsure	Unsure	Unsure	No	Rat-run problems are only between approximately 7.30am and 9.30am on weekdays, less in the evenings. Restrictions during these hours would be welcome but are not necessary outside of these times. Alternatively, could Aylward Road residents be exempted from the restrictions - perhaps by registering car number plates. Permit parking could also be considered to prevent non-residents from using Aylward Road as free parking during working hours.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	Yes	The speed and volume of traffic on Aylward Road is unacceptable for a residential street. I would support any measures introduced to reduce the flow to/from Leaffield Road in Aylward Road. The volume of traffic traveling from Leaffield and turning right into Aylward Road is unacceptable. On pre-lockdown mornings the traffic could be queueing for more than half the length of the road waiting to turn into Cannon Hill Lane - so I would support restrictions on turning into Aylward Road from Leaffield - effectively making Leaffield Road a cul-de-sac. I have assumed that you won't be able to turn right into Leaffield Road from Aylward Road, otherwise I would be very concerned that traffic would still go down Aylward Road, perform a three-point turn and then come back up the road and turn right into Leaffield. I anticipate that there will be some opposition from local residents and I wondered if there could be two possible options around this: 1. Exempt Aylward Road and Leaffield Road residents from the restriction by registering their legally-owned number plates with the Council so they can be removed by the ANPR system 2. Impose the restrictions from 7-10am and 4-7pm	INSIDE

Aylward Road	Agree	Unsure	Unsure	Unsure	No	It's a problem but if you block the left turn, it will become even bigger problem for residents of Aylward Road. I on a normal day has to take that turn. If I go via the cannon hill lane. It will add almost a mile abd several mins depending upon the traffic in peak time to my journey. I strongly disagree with this move, unless you allow the residents of aylward road to take left turns and restrict the general public from the same.	INSIDE
Aylward Road	Strongly agree	Unsure	Unsure	Unsure	Unsure	I think that there should be a time period for these suggested restrictions, so they apply only at the peak rush hours, when the rat run traffic is at it's worst. Plus a trial period with them in place to check if some drivers are just using the cul de sac at the bottom of Aylward Rd to turn around in and then take the turning right onto Leaffield Rd, to avoid doing the not permitted left turn.	INSIDE
Aylward Road	Agree	Unsure	Unsure	Unsure	Yes	I don't understand why these changes are being promoted as Covid-19 Temp Safety Measures. Can the Council please explain whether these changes will be altered once lockdown is lifted? Or is this a way to enforce driving behaviour under the guise of a pandemic?	INSIDE
Aylward Road	Strongly agree	Yes	Unsure	Unsure	Yes	Hi, I have been a resident for over 30 years glad to see some constructive proposals.I live on Aylward road ,some mornings especially in winter all you can smell when you step out of the door is diesel fumes,I am in the motor trade I can tell when some older diesel vehicles passing through have had their catalytic converters and diesel particulate filters removed to save money.Most of the cars passing through are speeding passing within inches if you are trying to strap grandchildren in the car,sometimes if they have to slow down you face abuse and fowl language.I have noticed that Botsford road now has no right turn,in my experience most cars turn left to get to Morden and beyond.Also no right turn from Whatley avenue into Martin way would also be helpful.This would reduce traffic from Morden trying to avoid Martin Way to get to the A3.The no left turn from Aylward to Leaffield would discourage traffic one way how about the other way.	INSIDE
Aylward Road	Agree	Unsure	Unsure	Unsure	No	Dear Sir or Madam, Thank you for the opportunity to comment and specifically I am writing in relation to the proposed no left turn from Aylward Road to Leaffield Road. I am unable to comment knowledgeably on the other proposals. Overall I supportive of measures which successfully reduce and calm traffic and the prevalence of rat running in the area if of course they are the right measures. I am concerned that an unintended consequence of the proposed no left turn from Aylward Road to Leaffield Road is that drivers will simply continue past the junction, perform a three point turn and then approach the junction from the cul de sac end and make what will be, under the current proposals, a permissible right turn in turn into Leaffield. This is already a common issue for many residents in the cul de sac end of Aylward Road and several times a day drivers who have missed the turning into Leaffield will perform a three point turn causing unnecessary noise, pollution, inconvenience and congestion. In summary an unintended and unacceptable consequence of the proposal as drafted will be to increase the risk of this occurring, unfairly and unreasonably impacting on local residents in the cul de sac end of Aylward Road. I would be very happy to discuss my concerns with you more fully. Thank you for your consideration. Yours sincerely. Nick White	INSIDE
Aylward Road	Disagree	No	No	No	No	The flow needs to continue as it is other wise there will be more of a back up in the other roads. Not being able to turn left into Leaffield Rd from Aylward Rd will cause a greater problem for us all in Aylward Rd. The money that would be used on this proposal would be better spent on mending our roads perhaps?	INSIDE
Aylward Road	Disagree	No	No	No	No	I can see little merit in these proposals. Favouring cycles turning right is likely to produce accidents and legal wrangles. When does an electric powered cycle become a motorcycle? Do your lawyers know? No left turn into Leaffield will just produce a mass of turning cars. Is Merton so flush with cash that a mimal return project is being promoted? In short this looks like a solution in search of a problem.	INSIDE
Aylward Road	Agree	No	Yes	No	Yes	If you want to improve flow of traffic on Sheridan Road you can do that by removing few parking bays positioned close to Mostyn Road. Those bays hardly ever used and are narrowing the street to one lane.	INSIDE
Aylward Road	Strongly disagree	No	No	No	No	This proposal will create more traffic in the surrounding areas and also along busy roads such as Kingston Road and Morden which are already high in traffic volumes as it is.	INSIDE
Charminster Avenue	Strongly disagree	Unsure	Yes	Yes	No	I live in a cul de sac so does not directly affect me but it does affect my movement around Merton at peak times. However I do not believe in creating more congestion in a limited number of roads which is what the result would be.	OUTSIDE



Charminster Avenue	Strongly disagree	No	Yes	No	Unsure	I am sure that this will increase congestion if these measures are implemented increasing pollution levels on through roads.	OUTSIDE
Charminster Avenue	Disagree	No	Yes	No	No	Is this really a problem? Some of the changes would make it more difficult for me to get home when Kingston Road is congested.	OUTSIDE
Charminster Avenue	Strongly agree	No	No	Yes	Unsure	The biggest problem for Merton Park is cars speeding down Sandbourne and Dorest Road. Dorest Rd is so dangerous! I've been nearly hit by a car twice whilst riding my bike and walking across to the tram tracks. There should be a speed camera or no access on certain times except for residents only. The other huge problem is traffic turning right from Dorest to Kingston. So many accidents and so many cars piling up! Please look at this, this is a serious issue for Merton Park and cars flying through. It's terrible and unsafe.	OUTSIDE
Charminster Avenue	Strongly disagree	No	No	No	No	It's only going to create more traffic on other roads and to make driving impossible in the area.	OUTSIDE
Charminster Avenue	Strongly disagree	No	Unsure	No	No	This just pushes traffic into other roads- some of which have many school and nursery pedestrians . This plan solves nothing and may increase traffic at the overburdened Kingston Rd/ tram/ DorsetRd crossing .	OUTSIDE
Charminster Avenue	Strongly agree	Yes	Yes	Yes	Yes	Enforcement of 20mph zones across Merton Park Ward, would be helpful. A move to a 15mph zone across Merton Park Ward would make the whole area much safer, reduce pollution and encourage cycling, and walking with safer roads and less rat-run traffic, without an LTN.	OUTSIDE
Charminster Avenue	Strongly disagree	Unsure	No	Unsure	Unsure	No right turn into Kingston Rd from church lane will cause issues on Dorset Rd. Turning right out of Dorset is a nightmare because of the stationary traffic on Kingston waiting for the lights, cars coming out of Kingswood Rd, the proximity to the tram crossing/traffic lights and the yellow hatch to stop you pulling out when there is a gap in oncoming traffic. The traffic will back up Dorset significantly. This then makes it difficult to come up Dorset road because of the cars parked either side and not enough room for 2 cars to pass in most places. This might cause issues on Kingston road stopping people turning into Dorset and the traffic backing up to the tram track. I live in Merton park and find turning right out of Dorset stressful - please don't stop the right turn out of church lane. A better use if time would be to enforce the 20mph limit - a lot of drivers speed through the area.	OUTSIDE
Charminster Avenue	Strongly agree	Yes	Yes	Yes	Yes	PLEASE enforce speed limits. So many vehicles exceeding 20mph limit - it's ridiculous & so dangerous with so many children walking / cycling around.	OUTSIDE
Charminster Avenue	Strongly disagree	Unsure	Yes	Yes	No	I live in a cul de sac so does not directly affect me but it does affect my movement around Merton at peak times. However I do not believe in creating more congestion in a limited number of roads which is what the result would be.	OUTSIDE
Charnwood Avenue	Strongly disagree	No	No	No	No	This proposal is unnecessary and will just cause gridlock - which is already a problem in this area.	OUTSIDE
Charnwood Avenue	Strongly disagree	No	No	No	No	The main roads are already congested due to other area restriction, by introducing LTN in Merton Park will only increase pollution due to increase in traffic using Dorset Rd for example instead of Church Lane. Mostyn Road would become extremely busy with cars using it instead to get to their home. Martin Way is always congested and would become more so. As for the Kingston Road, it would be horrendous and the pollution would be much higher.	OUTSIDE
Charnwood Avenue	Agree	No	No	No	No	Under this proposal I believe traffic will be added to already busy roads. Dorset road in particular.	OUTSIDE
Charnwood Avenue	Strongly agree	No	No	No	Unsure	I don't believe this is the best way to solve what is the very real problem of 'rat running' in some Merton Park roads. It will limit the options of those who live locally and have to drive, forcing them into the traffic jams created by non-local drivers. Other options should be considered including a roundabout or traffic lights etc at the end of Dorset Road or ways to control non-local cars into the area. Sandbourne Avenue is also a dangerous rat run with fast moving vehicles compromising the safety of local residents. Traffic calming has not helped. Can this be considered please?	OUTSIDE

Church Lane	Disagree	No	No	No	Unsure	We have been living at 1 Church Lane for 30 years and are pleased to report that the volume of traffic using Church Lane is much reduced. Queues are infrequent now more people are going by bicycle etc. The proposal you have to prevent right turns from Church Lane into Kingston Road and right turn from Kingston Road will heavily impact access to our house and we strongly object. To go to west to Wimbledon Chase and back we would have to go to Morden first and then all through Merton Park. As for other travellers, there would be bigger queues on Mostyn and Dorset for people trying to head . Already there the queues are much longer than in Church Lane	INSIDE
Church Lane	Disagree	No	No	No	Unsure	This scheme seems to have been developed with no consultation at all with the residents of the area. None of the residents in our block of Church Lane are aware of it.	INSIDE
Church Lane	Disagree	No	No	No	No	The neighbourhood is already fairly quiet and untrafficky. These restrictions will cause more traffic in certain streets and much unwarranted disruption. I am strongly not in favour of these unnessessary proposals.	INSIDE
Church Lane	Strongly agree	Yes	Yes	Yes	Yes	I welcome the council initiative to reduce traffic levels and encourage more cycling and walking. I would prefer the restrictions to be limited to the rush hours when the rat running is more of a problem (7 am to 8 30 and 4 pm to 6 pm)	INSIDE
Church Lane	Agree	No	No	No	Unsure	Sheridan road can be busy in rush hours, and some people drive too fast, but it's not that bad. Church lane is fine, except for some big lorries. So I'm not sure it's really enough of a problem to do these things. Also any changes usually bring more signs and more cameras, which just clutter the street view in this conservation area.	INSIDE
Church Lane	Strongly disagree	No	Yes	No	No	We are 30+ years residents of Church Lane. We take great delight in the fact that Church Lane is already a very low traffic road. Cycle and pedestrian friendly. We are regular pedestrians and cyclists in the area and never experience problems within Merton Park. These proposals would make access to our home from the west very difficult. The Kingston Road is already always very heavily congested eastbound. We would either have to queue to turn into Dorset Road or more likely we would rat run through local residential streets. We support the proposed no right turn from Church Lane into Kingston Road: although this may lead to increased traffic using this stretch of Church Lane to head west, it will reduce the numbers of vehicles idling for extended periods, particularly in the morning rush hour. The proposal for no left turn from Aylward Road into Leafield Road will not work because drivers will carry on into the cul-de-sac end, turn around, and then turn into Leafield, increasing the traffic at the far end of Aylward. As residents our observation is that most of the traffic in this neighbourhood during the day comprises delivery vans and tradesmen. The restrictions will not reduce their need to travel in the area, and they will simply use rat runs instead. We think these proposals will make the traffic situation in this part of Merton Park markedly worse than at present.	INSIDE
Church Lane	Strongly disagree	No	Yes	No	No	How do you expect a resident of Church Lane (23yrs) to access our home from the A3 direction by making these restrictions? Not being able to access C L from Sheridan via Mostyn Rd & making a no right turn into C L from Kingston Rd would result in a longer journey and increased car emissions - everything this proposal appears to be against. This would push traffic onto Dorset Rd, which is already busy at peak times. Further, news of this scheme and the consultation starting tomorrow came via an online community group, and not officially from our local counsellors. This is disappointing, as it feels as though residents of Church Lane, who would be affected by the proposal, have not been sufficiently included in the plan.	INSIDE
Church Lane	Strongly agree	No	Yes	Yes	No	Well done for tackling the rat-running problem. How can we mitigate that without preventing access for Merton Park residents to their properties? If all the proposals were put in place, we would be unable to have vehicle access to our house (corner of Church Lane and Kingston Road) when travelling westwards along the Kingston Road, which of course we frequently do. If the only right turn for access to Merton Park is effectively Dorset Road, that will cause catastrophic bottleneck motor traffic delays at the busy King.R/Dors.R junction as well as increase the danger of accidents at the tram crossing. Hence we have said No to the Sheridan Road and Aylward/Leafield Road proposals. Otherwise we are just left with doing a U turn in the Kingston Road somewhere approaching South Wimbledon in order to access our house! We hope you find an acceptable solution - thank you.	INSIDE

Church Lane	Agree	No	No	No	No	All of these measures make access to Church Lane more difficult and will not stop traffic build up of Mostyn Road and Dorset Road as they turn into Kingston Road. The solution would be to understand where the rat runs start e.g. Martin Way and build measures from there.	INSIDE
Church Lane	Agree	No	No	No	No	The rat running will be shifted to other roads in Merton Park. The current proposals will make residents' access to and from home more difficult.	INSIDE
Church Lane	Strongly disagree	No	No	No	No	These suggestions would make my journey home from the Kingston much more difficult. It is one thing to reduce rat-running. It is qtanother to make residents' lives more difficult.	INSIDE
Church Lane	Strongly disagree	No	No	No	Unsure	I don't see traffic in Church Lane as a problem at present. There is a temporary build up of traffic in the morning, but I am not sure these proposals will fix this. As it is very difficult to turn right from Kingston Road in to Dorset Road, the only way we could get back to Church Lane from the A3 would be to turn tight in to Mostyn Road, then left in to Kenley Road, then left in to Poplar, then left in to Melrose and finally right in to Church Lane. This is a journey that we will need to undertake regularly and, quite apart from the extra fuel and pollution caused my this extra mileage, the consequence will be to turn Kenley Road into a rat run instead. My other concern is the effect this will have on the Kingston Road/Dorset Road junction. It is bad enough as it is, but it seems to me that this proposal will make it far busier, with a huge amount of traffic backing up both roads.	INSIDE
Church Lane	Strongly disagree	No	Yes	No	No	The measures in full will significantly increase traffic in Kenly Rd, Circle Gds, Poplar Rd and Melrose Rd. Residents in Church Lane coming from the West, will need to follow the above to get home. Residents in Sheridan Rd coming from the west will also have a longer journey instead of a few hundred metres. These measures make no sense!	INSIDE
Church Lane	Disagree	No	No	No	No	These proposed measures I believe are counter productive and would be at an extreme inconvenience to residents in the area. Yes people do use the local roads to avoid the poor traffic flows at the junction of Dorset Road and Kingston Road. However from my observations over 35 years living here considerably less cars use Church Lane to turn right than turn left. Those trying to turn right out of Church Lane are often unable to do so because of traffic flows on Kingston Road, the reason for the back up of traffic on Church Lane. The increased traffic flows east-west are for a fairly limited period from say 7.30-9.15. Restricting right turns may ease the journey for those travelling east-west however through that easier journey you will probably be promoting more traffic to use these residential roads to cut out the Dorset Road/Kingston Road junction. Out of these hours traffic seeking to turn right from Church Lane to Kingston Road is relatively light. A limited hours restriction between say 07.00-09.30 will achieve what appears to be your primary objective whilst not overly inconveniencing local residents out of these hours. With regards the proposals for the Mostyn Road/Sheridan Road junction and no right turn into Church Lane you are effectively proposing to substantially bar the entry to our properties locally if approached from the west along Kingston Road. Addressing the problematic Dorset Road/Kingston Road junction should be the first priority. Until better traffic flow out of Dorset Road into Kingston Road is achieved both ways then commuter traffic will always seek to avoid it because of the painfully long wait there. I consider your proposals ill conceived and a blunt instrument, whilst I support reducing rat runs, these proposals are not the full answer for this area. Please don't plough on regardless, like the council did with controlled parking in these roads, after 90% of local residents voted against it!	INSIDE

Church Lane	Strongly disagree	No	No	No	Unsure	Dear Sir/Madam, I strongly oppose the proposal put forward to introduce no right turns in the Merton Park area. As a resident of Church Lane and a resident of Merton Park for 3 years, I have not noticed 'rat-running' to be a problem. I have been walking and cycling in the Merton Park everyday since March 2020 and not once I have I felt the area to be unsafe or high in traffic. I would already consider Merton Park to be a low traffic area as most of the traffic is for residents or schools. These proposals will increase the traffic on Dorset Road and Kingston Road and impinge access to my house. If these proposals were to go ahead it would become extremely difficult for me to enter and exit my property from Kingston Road. I would not be able to enter via Mostyn Road or Church Lane. I would have to drive further along Kingston Road to turn down Dorset Road and then right down Melrose Road. This would force me to go much further out of my way and take a lot longer due to the large amount of traffic that is always present on Kingston Road. Due to the traffic, I estimate it would take me 15 minutes longer to get home - that's 65 extra hours of driving a year for all of the residents on Church Lane, Melrose Road, Langley Road and Mostyn Road. Not only do these proposals negatively affect the roads previously mentioned in terms of access, they will inevitably increase the amount of traffic on Kingston Road and Dorset Road, causing more traffic jams, increasing pollution in the area and people's time travelling. I strongly oppose these plans and will be happy to share my views in any other forms of consultation. Kind regards, Kristina Hill	INSIDE
Church Lane	Disagree	No	No	No	No	Reluctant to support these proposals as they are restrictive to local residence accessing homes and local amenities. It will also encourage herding and further congestion on Dorset and Kingston Road.	INSIDE
Church Lane	Strongly disagree	No	No	No	Unsure	I cannot express my opposition to this scheme in strong enough terms. As a resident of the lower end of Church Lane, this proposal will have a significant and detrimental impact on my ability to access my own home. There is no route out of the bottom end of Church Lane (a cul-de-sac) except north via Kingston Road. On these proposals, anyone returning home (say) from a Raynes Park direction (for example, if they have been to Tesco at New Malden or the Nelson Medical Practice) would be required to continue down Kingston Road, a carpark at the best of times, to Dorset Road rather than turning at Mostyn Road or Church Lane as current. This will substantially increase the volume of traffic on both Kingston and Dorset Roads as well as lengthening journeys unnecessarily for residents. It will not stop a rat run, just relocate it elsewhere. It is all very well to talk about cycling and walking, but I would remind you that most of the residents of Merton Park are elderly.	INSIDE
Church Lane	Strongly disagree	No	No	No	No	I do not understand the purpose of this scheme. Residents need to use the roads to get to their homes or places of work etc. By making these restrictions you will simply be diverting traffic to roads that are already overused, namely Dorset Road. The turnings you are proposing are used because the alternatives are already too busy and difficult to navigate. You will simply hold up traffic even further, and at more inconvenient locations (just before traffic lights) by doing this. Rather it would be worthwhile to think about how we can get cars in and out of Dorset Road (and out of Mostyn road onto Kingston road) more easily (what give way systems could be used or traffic lights?). Really surprised and worried to see this proposal as a resident of Merton Park.	INSIDE
Church Lane	Disagree	No	No	No	No	My parents live in Crystal Palace where the LTN scheme has already been implemented. My parents are in their 70s and need to visit my elderly grandmother twice a week in Sutton and sometimes in an emergency. By closing off the routes they would normally take, they now cannot reach my grandma in a hurry, instead they sit in traffic on the main road along with the busses, vans and lorries. It has caused them much distress and anxiety and further isolation. Please consider everyone's needs before implementing such a scheme in Merton.	INSIDE
Church Lane	Disagree	Unsure	Yes	No	Yes	Love the thought of reducing cars.	INSIDE

Church Lane	Strongly disagree	No	No	No	No	1. The proposal restrictions are to prevent "rat running", so they should only be applied during "rat running" periods e.g. 8:00 to 9:30 am and 5:00 to 6:30 pm and NOT ALL HOURS 2. "Rat running" is different morning and evening (often referred to as "tidal") so perhaps different restrictions should be researched and applied morning and evening to reflect this. 3. The proposed restriction "No-Right Turn from Kingston Road into Church Lane" will result in more traffic turning right from Kingston Road into Dorset Road. This would have a much worse effect on vehicle safety as well as walking and cycling safety right next door to the nursery school on the corner. 4. The proposed re-route forcing all traffic to turn right from Kingston Road into Dorset Road will paralyse the traffic flow. To cut off the right turn so this is the only route, to turn via an island, box junction, next to a tram crossing is forcing all the traffic to divide at an already over busy junction. This is again next to the nursery school. You will cause accidents, delays, frustration. It is nonsense. 5. Alternative motor vehicle routes that local residents will be obliged to take would result in longer journeys and greater pollution. Have you discussed this with the environmental department? 6. The proposed scheme will paralyse the traffic, cause constant gridlock, makes Sheridan Road inaccessible and rather than solving a minor problem you are in danger of causing a bigger one.	INSIDE
Church Lane	Strongly agree	No	No	Yes	Unsure	There is a 250 metre rat-run in both directions between Dorset Road (B283) and Kingston Road (A238) that cuts through Langley Road and Church Lane, and passes 36 retirement flats at Andridge Court and 33 flats for vulnerable elderly people at Pantiles House. As the elderly are most at risk from pollution, it makes a lot of sense to reduce traffic here. As a cyclist, I have had near misses with rat-running traffic on this section of road several times. I am due to appear in court in March to give evidence against one such driver. Also the Church Lane/A238 junction is the most dangerous in the ward with two incidents resulting in serious injury in 2019. Therefore, I think it should be a priority to reduce traffic on this section of road. HOWEVER, I am not convinced that the proposal to stop right turns out of Church Lane would reduce rat-running, because banning right turns may induce more left-turning rat-runners. Preventing right turns into Church Lane would help to reduce rat-running here. (apologies - I have completed this survey twice - I wanted to add these comments)	INSIDE
Church Lane	Disagree	No	No	No	No	Amount of traffic using the roads does not justify closing off roads, will cause more traffic as limited access. Just a waste of council money or should I say residents money.... as was implementing parking meters at the bottom of Church Lane.	INSIDE
Church Lane	Strongly disagree	No	No	No	No	Seems like a nonsensical money making exercise. No need for these changes making life more difficult for residents and making money from cash strapped motorists. Stop it!	INSIDE
Church Lane	Strongly agree	No	No	No	Unsure	This household agrees that the 'rat running' is a major problem in the central Merton Park area (particularly along Sheridan Road) and needs to be addressed. However, while it does agree that the proposed measures would address this situation, it does NOT agree that the immediate residents in the area should be penalised because of a small minority of non-local inconsiderate drivers. Surely, as this proposed scheme is to utilise a numberplate recognition system, registered residents could be excused from the restrictions (as with the School Street/Safety Zone of Merton Park primary school) and be able to choose which route they use to leave and return to their home and therefore not having to incur extra mileage, and petrol consumption, leading to higher pollution levels.	INSIDE
Church Lane	Disagree	No	No	No	No	These proposals will just shift traffic elsewhere. I strongly oppose them.	INSIDE
Church Lane	Disagree	No	No	No	Unsure	The proposed scheme would put massive pressure on the junction between Dorset Road and Kingston Road which is already a bottleneck.	INSIDE

Church Lane	Strongly disagree	No	No	No	No	I have lived on Church Lane for 6 years and feel strongly that there is no issue with traffic in the Merton Park area and absolutely no need to make any changes to the road layout. I regularly cycle in the area and at no time do I feel unsafe due to excess traffic. In fact the area is a favourite with Learner drivers due to its quiet streets. The proposed changes will create a nightmare of congestion for local residents. I currently have 3 choices of roads for turning right on to Kingston Road - Mostyn, Church Lane and Dorset Road. Similarly I have the choice of 3 right turns from Kingston Road on the same roads listed above. I usually turn right onto Mostyn Road and then left into Sheridan in order to get to my house, when travelling Eastwards on Kingston Road. Often Kingston Road is very backed up, sometimes to Merton Hall Road, and being able to turn right into Mostyn Road and then LEFT into Sheridan Road allows me to leave Kingston Road and therefore remove my contribution to the congestion. My next option is to turn right onto Church Lane, which I do occasionally. Under the proposed changes BOTH of these options would be blocked for me and I would have to stay on Kingston Road all the way up to Dorset Road which is a very awkward junction for a right turn. There is usually a lot of oncoming traffic and therefore a long wait before being able to turn, causing even more backed up traffic on Kingston Road. The one last option, to turn right onto Cannon Hill Lane, then up Aylward Road is also a non-runner due to the proposed No LEFT Turn into Leafield Road. My only other option for getting home would be to have to travel up Mostyn Road and then 'Rat Run' my way through Merton Park so I can get home to Church Lane. This would increase local traffic enormously not just for local residents but for delivery drivers and trades people travelling from Kingston Road. This scheme would be an absolute disaster and is attempting to solve a problem that doesn't exist.	INSIDE
Church Lane	Agree	No	Yes	No	Unsure	We disagree with your proposals as it stands it will create new rat runs on other roads. People will still use their cars. Additionally it will cause further pollution as residents of Church Lane will have to drive further based on the new restrictions to access our homes. We would suggest an exemption similar to school streets is offered to residents of Church Lane / Sheridan Road. We would question the need to turn Sheridan road into a one way system. This move we believe will cause further disruption and increase traffic volumes on adjacent local roads.	INSIDE
Church Lane	Agree	No	Yes	No	No	We are not convinced that the proposals, with the exception of the 'no right turn' out of Church Lane, will reduce the amount of traffic on residential roads or ease congestion and pollution. Indeed they may well worsen them, forcing drivers to use more extensive 'detours' on residential roads and impose significant burdens on Merton Park residents. Those of Sheridan Road and Church Lane will now, when returning from the West, have to either travel via: a) Martin Way/Kingston Road, Mostyn Road, Kenley Road, Poplar Road and Melrose Road; b) Kingston Road, the already congested Dorset Road junction, and into Langley or Sheridan Roads. Thus drivers will travel further, take longer, increase noise and air pollution and place burdens on the residents of these streets. Most 'rat-running' can be eliminated by the sensible proposal of stopping right turns into the already congested Kingston Road from Church Lane, which is primary cause of tailbacks. Indeed it should be noted that the increased level of traffic using Church Lane in peak times appears to have been caused by the implementation of the yellow no entry box at the junction of Kingston Road and Dorset Road: it did not take place before. Further, with Sheridan Road being made one-way the traffic calming measures already implemented will lose their effectiveness; currently they mean that drivers have to stop to allow oncoming vehicles to pass. Traffic management measures themselves do not necessarily change the number of vehicles and journeys, may either be ineffective or push traffic onto other nearby streets, and result in more complex traffic flows. Finally we think that current traffic patterns are abnormal due to the lock-down restrictions and that a 6 month statutory consultation period should not commence until restrictions allow a return to representative traffic patterns.	INSIDE

Church Lane	Strongly agree	Unsure	Yes	No	Unsure	Whilst these proposals will potentially stop traffic travelling through Merton park to get out onto Kingston road, they will massively restrict access for residents travelling back into Merton park. We live on church lane and because of backed up traffic on the Kingston Road we often use Mostyn Road and in quieter times Church Lane to turn in, but your proposal suggests that we can't do this and we will only be able to turn into Merton Park via Dorset Road. This will add considerable extra time onto a journey as the traffic on the Kingston road is always heavy and with the traffic signals of the tram taking priority (as it seems to do), it is slow , you can sit in your car for a very long time. I agree that there should be NO RIGHT TURN from church lane on Kingston Road - this is the biggest problem in our experience	INSIDE
Church Lane	Strongly disagree	No	No	No	No	The scheme seems wholly impractical for the area.	INSIDE
Church Lane	Disagree	No	No	No	Unsure	My wife and I live at 85 Church Lane (next to the former Doctors surgery), with the entrance to our property on the sharp bend of Church Lane just before reaching the Kingston Road junction. Due to the position of our gates we cannot turn into our driveway unless we approach from Kingston Road. By banning the right turn from Kingston Road we will be forced to either (1) drive an additional 0.5 miles to loop around (via Dorset, Sheridan, Langley, Dorset Roads) to make a left turn from Kingston Road onto Church Lane or (2) do a 3 point turn on Church Lane shortly after the sharp bend, which will be dangerous and impede oncoming traffic. Banning the right turn from Church Lane onto Kingston Road will result in us having to drive around onto Mostyn Road to make the right turn onto Kingston Road. Both proposals will just ensure that we have to drive further in our car, and along roads which we would previously not use. I believe that both schemes will just focus additional traffic on Mostyn, Dorset and Sheridan Roads which are already highly congested	INSIDE
Church Lane	Agree	No	No	No	No	This is a hare-brained idea that will do nothing to make the area into an LTN. It simply creates 2 pinch points to exit onto Kingston Road rather than the current 3 (and I say this as a resident of Church Lane!). This will result in increasing pollution on Mostyn and Dorset Road. The real problem is non-adherence to the 20mph speed limit and I would suggest that average speed cameras on Dorset and Mostyn would help with this. The other option to make Merton Park into an LTN would be to adopt a policy similar that Hammersmith & Fulham have adopted for Wandsworth Bridge Road with restrictions (using ANPR) to limit who can access the roads	INSIDE
Church Lane	Disagree	No	Yes	Unsure	No	Most of these proposals do not make sense until something is done about the Hartfield Road, Kingston Road Tram crossing junction. Stopping Right turns out of Church Lane would allow traffic to move more freely and cut pollution. Traffic from Dorset road wanting to proceed Westbound onto Kingston road will go via Langley and Church Lane as it always does. None of these proposals will stop that, so stopping the right turn out of Church lane will at least allow that traffic to move more freely.	INSIDE
Church Lane	Disagree	No	No	No	No	I beleive that these changes will merely move the traffic to other roads and inconvenience residents more than they will improve the conditions which they are purported to address. It would be better to address options to help the traffic flow improve on kingston Road. This would reduce the need to use other routes in these roads.	INSIDE
Church Lane	Disagree	No	No	No	Unsure	For residents of the bottom part of Church Lane, the proposals are unworkable and impractical. Access to Church Lane would only be possible by a long route down Mostyn, into either Kenley or Tybenham Roads, round Circle Gardens and down Poplar. These would increase traffic substantially in these roads. Otherwise, a right turn from Kingston Road into Dorset Road would add to an already dangerous and busy junction, resulting in even more cars, idling engines, etc. This problem has not been well thought out. Has research been done into the drivers using short cuts across Merton Park, in relation to their getting out of their cars and riding bikes?	INSIDE
Church Lane	Strongly disagree	No	No	No	No	I'm astonished at your traffic proposals for Merton Park. In particular your plans for Dorset Rd, Sheridan Rd. and Church Lane et al. It would appear that whilst they may look good on paper, the results would be catastrophic! You would be creating traffic jams down Dorset Road and forcing others to find other unsuitable routes in the area. Please think again and stop these actions which will have an adverse effect for our local community. And I trust the thought of the income that might be generated by traffic fines will not be pursued under the worthy blanket of protecting the environment.	INSIDE

Church Path	Disagree	No	Yes	No	No	This scheme would have a devastating impact on residents of much of the Merton Park area, in that vehicle access from Kingston Road Eastbound would be restricted to a route involving Mostyn Road, Kenley Road, Circle Gardens and Poplar Road, most of which are narrow and already very restricted by parked vehicles. While I would support a no right turn from Church Lane into Kingston Road, this would merely divert right turning traffic down Sheridan and Mostyn Roads unless the latter was also no right turn into Kingston Road. Most traffic in this area is local: the scheme as proposed would convert the minor nuisance of rat-running traffic into an access nightmare for residents.	OUTSIDE
Church Path	Disagree	No	No	No	No	It will make it so much more difficult for people to get around	OUTSIDE
Church Path	Strongly disagree	No	No	No	No	1. Awful. Absolutely no overall gain. All suggestions have a downside. 2. Vehicles that rat-run will simply alter their routes, annoy different residents, & create no less pollution. The main culprits - vans & trucks - need vehicles for daily work. 3. Any perceived problem of congestion is being reduced by lockdown. Many residents now walk or use bicycles, not cars. The Council must encourage this. 4. Worst snag: your scheme turns my drive home into a nightmare. 5. IF I drive East along Kingston Road, it's useless turning right into Mostyn Rd, if Sheridan Rd forbids traffic going East. AND 6. I can't turn right into Church Lane at junction with Kingston Rd. So what's left? 7. Turn right at Dorset Rd junction over the yellow box junction, increasing the chaotic traffic scrum nearing the Tram. That is a dreadful idea. 8. Please leave things as they are.	OUTSIDE
Church Path	Strongly disagree	No	No	No	No	My opinion is that the scheme will make matters worse than at present. It would involve a huge increase in traffic in Mostyn Road (from which families with young children access John Innes Park), in Church Lane (where cars are parked either side of the road and people go to the Field for recreation and it is used by Merton Park Primary School). Kingston Road has been described by our M.P. as "the most polluted road in the Borough" and the LTN proposals would exacerbate this. Many other roads would be adversely impacted.	OUTSIDE
Church Path	Strongly disagree	Unsure	Yes	Unsure	Unsure	I'm answering this from a purely selfish perspective :-). The proposals make it extremely inconvenient for me to return to my house if I am anywhere to the west of Mostyn Road. My typical route is Kingston Rd, Right into Mostyn, Left at Sheridan, Right Church Lane then Right into Church Path. Now I'd either have to go down as far as Dorset to the dreadful junction @ tramline. Or down Mostyn to Kennely, up to Circle Gardens and back down Poplar	OUTSIDE
Church Path	Strongly disagree	No	No	No	No	An ill thought out scheme. To get to Church Path from the west on Kingston Road, you would have to turn into Mostyn Road, continue to Kenley, left up Kenley to Circle Gardens, Left into Poplar Road, at Melrose Road turn left and continue to Church Path and all properties in Merton Park. Only frustration and more pollution will result from this. At rush hour, long queues will result in Dorset road, Sheridan Road and Mostyn Road. The present system if not perfect would cause far less pollution and traffic jams than the proposal. Leave well alone and have some common sense. One man's rat run is another man's way home.	OUTSIDE
Church Path	Agree	Unsure	No	No	Yes	If access to and from Kingston Road is prohibited at the Church Lane junction then traffic will inevitably find an alternative route: using Mostyn Road for access to and from Kingston Road. The weight of traffic at the Mostyn/Kingston Road junction often causes problems. Cars entering Mostyn Rd from the Kingston Rd are confused by the angle, and cut the corner short thus veering into the side of the road where cars are approaching Kingston Road from Mostyn. Also pedestrians use this junction frequently, and I anticipate heavier traffic flow will more likely lead to accidents at this already over burdened junction.	OUTSIDE
Circle Gardens	Strongly disagree	No	No	No	No	The proposed changes bring absolutely nothing to the overall traffic improvement, closing off Sheridan Road will cause more cars going through Mostyn, Kenley Rd and Circle Gardens. Inability to turn left from Aylward Rd into Leafield and from Kingston Rd into Church Lane will add even more congestion to the already clogged Kingston Road. There is absolutely no benefit to anyone from the proposed changes quite the opposite, just causing problems for residents that have to use the roads on daily basis. There is absolutely no need for these changes and we are very strongly against their implementation.	OUTSIDE



Circle Gardens	Strongly agree	No	Yes	Yes	Yes	The restrictions on traffic entering Leaffield Road are welcome, as they should encourage traffic from Kingston Road, travelling towards Morden and beyond, to use the main B286, Martin Way instead. However, to the extent that they don't, it is likely that they will encourage additional traffic to use Mostyn Road and other neighbourhood roads instead. Encouraging additional traffic to pass the entrance to a school seems to be contrary to the aims of other local schemes. Therefore, consideration should be given to complimentary changes to restrict traffic on Mostyn Road, such as limiting access during school peak hours. There is also a risk that stopping traffic flowing along the route from Kingston Road down Aylward and Leaffield Roads would encourage greater flow of traffic in the opposite direction. Consideration should be given to also preventing a right turn from Leaffield Road into Aylward Road.	OUTSIDE
Circle Gardens	Strongly disagree	No	No	No	No	It will mean there is bottle necks in other nearby areas, more insane drivers turning in roads to avoid, increasing speeds and built up traffic elsewhere as well as increase in traffic due to the bottlenecks and more traffic! I live in Merton park and need to drive my kids to school - how will I get across to Wimbledon?! I will be leaving in my car at crazy 0' clock in the morning! Earlier than I do already. Feels like yet another money spinning idea.	OUTSIDE
Circle Gardens	Strongly agree	No	No	Yes	Yes	I believe these changes will not decrease rat runs from Morden roundabout, through Kenley onto Circle Gardens and then onwards towards Kingston road or Martin Way via many routes. Traffic avoiding travelling through Morden town to Martin way and and elsewhere and along the A24 to Wimbledon use Merton park as a shortcut by turning off Morden roundabout onto Kenley and onto Circle Gardens to continue their journey. Instead ANPR could be used during rush hour times only to stop out of area cars using the roads, with resident cars automatically allowed through.	OUTSIDE
Circle Gardens	Strongly agree	Yes	Unsure	Yes	Yes	Whilst the scheme will level down cut through traffic, it does not ensure that drivers in the area using the Circle Gardens into an occasional race track.	OUTSIDE
Circle Gardens	Strongly agree	No	No	No	No	Traffic will obviously take the next available turn off from Mostyn Road (kenley road) and this will have an effect on traffic in surrounding areas in particular kenley road / circle gardens.	OUTSIDE
Circle Gardens	Strongly disagree	No	No	No	Unsure	This proposal would significantly worsen the traffic in Merton Park and particularly on Dorset road.	OUTSIDE
Circle Gardens	Agree	No	No	No	No	The proposed changes will result in heavier traffic elsewhere, simply shifting the problem not resolving it.	OUTSIDE
Circle Gardens	Disagree	No	No	No	No	It will create even more traffic on Dorset road. The end of alyward will become a circus of cars doing u turns so they can do a left down leaffield.	OUTSIDE
Circle Gardens	Disagree	No	Yes	Yes	Unsure	I would have thought your proposals will push all the traffic into Mostyn Rd therefore the residents will suffer from higher pollution. Keeping the present system is not great but it at least spreads the pollution. The issue being their to many cars	OUTSIDE
Circle Gardens	Agree	No	No	No	No	It would be better to police and enforce 20mph limit than restrict traffic direction - the area is already confusing for drivers not familiar with the area - creating no entries/restricting turns will just lead to potentially more dangerous manoeuvres (u-turns/3point turns etc)	OUTSIDE
Circle Gardens	Strongly agree	No	No	No	No	Whilst this creates the prospect of reducing traffic on a very small number of roads it inevitably will increase rat racing everywhere else, including on roads leading into and out of Circle Gardens. Why isn't the big rat run being dealt with which is Kenley Road into the Circle and Tybenham Road? The proposed scheme will only serve a small number of residents, cause headaches for many more, and increase traffic in our already traffic heavy and vehicle accident prone area. I would also add that the areas that are clearly disadvantaged by the proposal are seemingly at the less affluent end of the scale and house a large proportion of families/children - please try and reduce air and traffic pollution for Merton families rather than accommodate residents on a few select roads. Thanks ??	OUTSIDE
Circle Gardens	Strongly agree	No	No	No	No	I believe that these measures will not *reduce* the amount of traffic using Merton Park as a cut through - rather, traffic levels will remain the same and the measures will simply displace the traffic to other streets within Merton Park. This will create greater congestion and increase the number of vehicles using a smaller number of Merton Park roads. My street, Circle Gardens, already sees a large number of speeding vehicles cutting through and I believe these measures would make this much worse. I also believe that there will be negative safety impacts of these measures - we are between two primary schools and encouraging cars to use our road as a short cut can only increase risks to children.	OUTSIDE

Circle Gardens	Strongly agree	No	No	No	No	The proposed measures will make Merton Park's own residents lives more difficult. In particular the right hand turn into Kingston Road from Church Lane is currently used to avoid the impossible right turn onto Kingston Road from Dorset Road, which often takes up to 15 minutes. The council should instead focus on banning or restricting the excessive use of Merton Park by very low quality driving schools who repeatedly drive dangerously outside Merton Park Primary School during times when small children are walking to school, and generally cause significant additional noise and air pollution in Merton Park. This has been raised many times by the school to no avail.	OUTSIDE
Circle Gardens	Strongly agree	Yes	Yes	Yes	Yes	This needs to be brought into place as soon as possible. Also further measures need to be put in place to discourage rat running traffic. Kenley Road, Circle Gardens, and Tybenham Road are strong attractions for through traffic. Especially Circle Gardens, which has no traffic calming measures and as a result sees traffic speed up while going through!	OUTSIDE
Circle Gardens	Strongly disagree	No	No	No	No	In my opinion these measures will slow down the movement of traffic by forcing more cars onto Kingston road. This will put more pressure on the Kingston road/Dorset road junction which is already a pinch point.	OUTSIDE
Circle Gardens	Strongly agree	Yes	Yes	Yes	Unsure	Rat running and speeding in Circle Gardens needs addressing. This is especially an issue as children and young people tend to cut their walk around the Circle by crossing to the centre and then back out. The Circle is so tight that you cannot see oncoming traffic and so they get no warning. There are also several very old people living in the centre who need to cross to be able to walk anywhere. Traffic often speeds around the Circle and it is used as a rat run. It needs a one way system, or traffic calming or some routes blocked. The traffic that would be blocked by the proposal to cut off the turning from Aylward to Leaffield will be driven back to Martin Way and then will pick the rat run up again up Mostyn Road and right into Tybenham and into the Circle. Please can you include Circle Gardens in your proposals? Thank you	OUTSIDE
Circle Gardens	Disagree	No	No	No	No	The proposals are poor and will increase congestion, noise and pollution in the area. They will also hinder transport of children to school. I oppose the proposals and as bare minimum require that a proper study is undertaken demonstrating the benefits and that it is shared publicly.	OUTSIDE
Circle Gardens	Agree	Yes	Yes	Yes	No	Some good changes but the Alyward road change would cause issues	OUTSIDE
Cranleigh Road	Strongly agree	No	Yes	No	No	The road that we live on, Cranleigh Road, is a regularly used rat run, made worse by the lack of any traffic calming measures, such as road humps or chicanes or whatever. Most of the proposed changes will definitely make this even more of a rat run and so the impact on Cranleigh Road should be considered.	OUTSIDE
Cranleigh Road	Agree	No	No	No	No	The proposals simply move the traffic from one road to another. For instance, traffic wishing to left turn to Sheridan Road from Mostyn Road will proceed to Kenley Road and traverse through that road to destination. If the problem is to be solved, a scheme would need to be devised to prevent all rat running through Merton Park and I suspect that would be very difficult to achieve without inconveniencing residents.	OUTSIDE
Cranleigh Road	Strongly agree	No	No	No	No	Banning left turn into Leaffield Rd from Aylward Rd will force east bound traffic turning off at Whatley Ave or Cannon Hill to turn off further up Martin Way into Mostyn Rd and then down Cranleigh Rd, Grasmere Ave, Kenley Rd and thus bypassing Morden. This would be a disaster for Cranleigh Rd as the existing Google map directed rat run traffic will be made even worse. As a reminder Cranleigh Rd is one of the very few roads without speed bumps and is home to the Little Hands Montessori nursery school and adjacent to Popular Primary School. This rat run is by far the worst in Merton Park and is would be made worst not better and therefore makes a mockery of the proposed LOW TRAFFIC NEIGHBOURHOOD scheme. Traffic going west will take advantage of the effective one way of Aylward Rd and will increase the speed of traffic down that rat run. The banning a right turn from Church Lane into Kingston road will force more east bound traffic into Dorset Rd and Mostyn Rd. This will course further congestion on Kingston Rd. It will however facilitate west bound traffic to use Sheradan Rd, Langley Rd as turning west out of Church Lane into Kingston Rd will be easier. This is obviously a bad outcome. The cost of administering and maintaining number plate recognition cameras will also be a constant financial burden on the residence of Merton. I am sceptical that this LTN proposal was evidence based as even a superficial evaluation of the proposal does not proscribe a reduction in rat running.	OUTSIDE

Cranleigh Road	Agree	No	No	No	No	I believe that the proposals are unnecessary and ineffective, causing inconvenience for local residents, and simply moving traffic to other local Rds and/or creating more traffic/pollution and longer journeys on A and B Rds. In particular, both a no right turn from Kingston Rd into Church Lane and making Sheridan Rd one-way will force traffic up Mostyn Rd causing increased traffic flows in Kenley Rd, Tybenham Rd, Cranleigh Rd and Circle Gdns – none of which are shown on the map. The no left turn from Aylward Rd to Leaffield Rd would have a similar effect, forcing traffic onto Whatley Ave, Springfield Ave or Buckleigh Ave to join existing traffic on Martin Way, or travel via Mostyn Rd with the issues already mentioned. In Aylward Rd, traffic could simply travel to the south end, turn round and do a legal right turn into Leaffield Rd – not a good outcome. Closing routes into Kingston Rd from the ward would increase the traffic using the remaining options. Turning right from Mostyn and Dorset Rds into Kingston Rd is difficult particularly in rush hour, and already causes queues of traffic. The Dorset Rd junction is already difficult due to the need to force your way into the traffic with the risk of falling foul of the yellow box. I suspect any studies/modelling of the proposals may be flawed and made no assessment of the impact on the roads mentioned above. For example, Cranleigh Rd (not in proposals) could expect an increase in the speed and volume of traffic already experienced, particularly as it is now features on Google Maps as being a good route from Raynes Park to Morden Rd. I am also concerned that any assessment or review would be unrepresentative of “normal” traffic flows given the current lockdown measures. Do these proposals accord with TfL’s programme in recent years of removing street clutter? What is the ongoing cost of the scheme – maintenance, ANPR cameras, enforcement etc? How is this being funded and can we expect this to fall on Council Tax bills	OUTSIDE
Cranleigh Road	Strongly disagree	No	No	No	No	I object strongly to the introduction of these measures. There is no independent research to back up these ridiculous schemes. In other boroughs these schemes have been found to be legally suspect. The process of consultation that Merton Council has undertaken could be challenged. I strongly object to Council Monies and Greater London coffers being spent on such schemes.	OUTSIDE
Cranleigh Road	Strongly agree	No	No	Yes	No	Cranleigh road has speeding drivers and it’s utterly ridiculous- put chicane parking in the road.	OUTSIDE
Cranleigh Road	Agree	No	Yes	Yes	No	When taken together with the recently introduced "School" road closures around Merton Park School, the proposed measures would involve residents of Aylward Road in long and detours to reach their parish church (St Mary's in Church Path) and return home which would involve using the Kingston Road between Cannon Hill Lane and Dorset Road, which is often heavily congested. It would also remove one of the entrance/exit points to the area for all Merton Park residents forcing journeys that would not normally use the main roads, onto those already congested roads. The Aylward measure does not prevent drivers continuing past the left turn ban point, making a 3 point turn in the cul-de-sac part of Aylward Road and then turning right into Leaffield Road, which does not seem to be banned. The Sheridan Road measures will mean drivers from Mostyn Road effecting a right turn into Kingston Road and then another right turn into Dorset Road from Kingston road in order to reach an address in either Church Lane, Sheridan Road or Melrose Road. This will undoubtedly add to existing congestion on both these junctions. Indeed it might be necessary to make one or both of these junctions to be traffic light controlled. Neither of the above measures will have any effect on the rat-running in my road which comes from Martin Way via Mostyn Road, in order to avoid congestion on Martin Way into Morden Town Centre Surely the solution to rat running is to remove the cause of congestion on the main roads rather than inconvenience residents driving about the local area. For this reason I agree with the measures at the end of Church Lane, which reduce traffic movements which disrupt flows on Kingston Road.	OUTSIDE
Cranleigh Road	Agree	Yes	Yes	Yes	Yes	This is a good opportunity to improve quality of life in the area but the benefits need to be better communicated: local opinion expressed through social media is mis-informed and could undermine implementation. If implemented it needs to be given a chance to succeed, with traffic changes and behaviours clearly monitored. This should also go hand in hand with improved cycle infrastructure to help people make the change from the car.	OUTSIDE

Cranleigh Road	Strongly disagree	No	No	No	No	Hi, I live at the Mostyn Road end of Cranleigh Road, I therefore travel frequently by car through the neighbourhood while going about life. First of all, we walk and cycle where we can but a car is a key part of our busy family life. I have recently moved to an electric car too, and the next few years will see all cars go this way. Therefore much of the argument about noise and pollution in the area will be removed. The proposals you suggest will impact us hugely, forcing us to take longer routes and adding further traffic to other nearby streets. As a Merton Park resident we are criss-crossing these streets in different directions as we go about our lives. I simply don't consider taking the shortest route home, or to another local venue, to be rat-running. Yes there are some people who come through Merton Park but this is the nature of roads, people need to get around. Here are a few practical examples where the proposals simply don't work for a local resident: 1.My daughter has a ballet classes in the community centre in Church Path Lane. In the summer she walks home alone but in many months it is dark so my wife or I pick her up and combine the pick up and drop off with returning from work ourselves, the various one-ways and no-turns is ridiculous and will leave us stuck in more traffic or unable to logically enter or exit the area. 2.My son goes to school in Croydon and takes the tram at 7.15 am and comes back at 5pm, a long day for an 11 year old... He uses Merton Park tram station and we meet him by the alley-way onto Dorset road. The ability to approach eastwards through Sheridan is perfect for pick-up as the lay-by allows a safer pickup and gives line-of sight-view of the alleyway. Approaching from the other direction doesn't afford that visibility and means more U-turns or crossing traffic. 3 We use the shops by Wimbledon Chase. The shortest way home is Cannon Hill, Aylward, Leaffield Rd. Closing Leaffield makes that impossible (Kingston/Mostyn Road +3	OUTSIDE
Cranleigh Road	Agree	No	Yes	No	No	Until the traffic management on Martin Way and the Kingston Road is improved, the no left turn from Aylward to Leaffield means we have to sit in these traffic jams to get into Merton Park. The Sheridan Road cut offs IS RIDICULOUS It will just channel traffic into Kenley, Tybenham and Cranleigh , and make the whole of Merton Park busier. The Morden end of Kenley Road is already very difficult to cross in the morning for children going to Poplar school...more traffic would make it impossible. Any rat run is a nuisance but usually confined to rush hours. As usual this is a measure to protect the conservation area and posh houses at the expense of the rest of Merton park.	OUTSIDE
Cranleigh Road	Strongly disagree	No	No	No	No	As far as I can see if these changes are implemented they will cause huge traffic down Mostyn Road. I use Aylward Road a lot to go to the shops by Wimbledon Chase and back. If you introduce the no left turn it will increase my journey time massively. Kingston Road is always busy and it will cause even greater congestion. Your scheme will not reduce traffic it will just make certain roads even more congested and polluted.	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	I strongly object this decision and do not believe any consultation or consideration has been made. This will have a huge impact on the surrounding roads and the community.	OUTSIDE
Dorset Road	Agree	No	No	No	No	Any blocking of routes as in the proposal will not stop rat running but will make a very few roads quieter and the traffic will reroute on surrounding roads. Kenley Road and Circle gardens for example will get substantially busier - these are residential roads as much as Sheridan and Alyward. Transferring the problem has also happened with the introduction of non car zones near schools. Cars now park in alternative roads eg Poplar Road causing issues there. Plus CPZs are spreading wider and wider as we just move the problem. The two main roads from which one can exit Merton Park will be Mostyn and Dorset. Traffic will sit with running engines increasing pollution and making journeys for residents harder. These changes will affect residents adversely, when one has to drive it is hard enough now to enter and exit Merton Park and this makes each journey longer and causes more pollution. The only way to stop rat running is to improve the traffic on Kingston Road and make it unnecessary. Money could be spent on analysing traffic flow and light phasing at level crossing. Try to ensure any road works are completed as quickly as possible. Alternatively spend money on random speed checking with fines to deter speed along the residential roads.	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	I strongly object to the proposed traffic measures. These measures will result in a significant increase in traffic congestion along Kingston road which will result in an increase in collisions and accidents. Further it will inconvenience residents in the Merton Park area and increase traffic and pollution. This will impact the safety and well being of residents in this area.	OUTSIDE

Dorset Road	Strongly agree	No	No	Yes	No	Traffic on the Kingston road is only manageable currently due to the short cut options through Merton park to bypass the busiest sections. Kingston road will be gridlocked if these plans are approved. Having already hugely compromised the ability of drivers to get through Merton park in the mornings with the absurd 'school streets programme', it would be insanity to make it worse with these plans	OUTSIDE
Dorset Road	Strongly agree	No	Yes	No	Yes	The proposed LTN is likely to have the unintended consequence of forcing more traffic down Dorset road as this is the shortest route that connects the A24 and the Kingston rd. Dorset road is already experiencing heavy through traffic, speeding drivers and growing roadside pollution - this LTN will exacerbate an already bad situation.	OUTSIDE
Dorset Road	Strongly agree	No	Yes	No	No	We live on Dorset road and the traffic is already nearly unmanageable. The proposed restrictions to nearby roads will exacerbate the problem we are already dealing with. It would be preferable to block the right turn from Dorset Road onto Kingston road thereby also alleviating the spill-over onto Church Lane and Mostyn Roads as it could cut down on people using Dorset Road as a cut through.	OUTSIDE
Dorset Road	Strongly agree	Yes	Yes	Yes	No	There's a danger it will force traffic further down Mostyn Road, passing Rutlish school. Needs lights at the top of Dorset Road to allow traffic out or stop Dorset being a through road.	OUTSIDE
Dorset Road	Strongly agree	No	No	No	No	I don't think one way or no entry will help traffic flow. Kingston road is the problem with Dorset rd being the main rat run through Morden & Wimbledon. I feel restricted times for Dorset rd might help more	OUTSIDE
Dorset Road	Disagree	No	Yes	No	No	As a Merton Park resident it is already a problem at busy times getting access to and from the area. These proposals will simply make vehicular movement more difficult for residents and will be counterproductive. The only sensible suggestion is no right turn out of Church Lane as this creates a traffic build-up when most cars want to turn left. However, this problem is in part generated by the difficulty of turning right onto Kingston Road from Dorset Road, which in my opinion is much more of an issue than the other proposals here. Waste of tax-payers money.	OUTSIDE
Dorset Road	Disagree	No	Yes	Yes	Unsure	The imposition of restricted access roads only pushes the volume of traffic onto other roads which in turn causes traffic pollution and access problems for the residents in the area. Far better that traffic calming measures were considered and that speed limits are more vigorously enforced.	OUTSIDE
Dorset Road	Agree	No	No	No	No	These proposals will have unintended consequences and push more traffic on Misty and Dorset road where drivers travel to quickly. Traffic calming measures be necessary on these roads. Also would need to think about the impact on Kenley. Overall I think these proposals will only benefit a few and make it difficult for residents in the area	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	The proposal would cause a lot of unnecessary grievance to nearby residents especially since School Street started in Merton Park which has not deterred people using their cars. Instead, drivers have used alternate route as opposed to cycling or walk to school. Therefore the outline proposal for Low Traffic Neighbourhood in Merton Park would only result in congestion and traffic hazards to the narrower roads where drivers have to divert to get to their destination. Which leads to increase in air pollution because drivers are taking a longer to navigate around the normally quieter residential roads.	OUTSIDE
Dorset Road	Strongly disagree	No	Yes	No	No	This is totally unnecessary and will force traffic to use the already congested and unsafe junction at Dorset Road and Kingston Road. Turning right onto Dorset Road here is practically impossible.	OUTSIDE

Dorset Road	Disagree	No	Yes	No	No	This is an ill-considered proposal that will increase traffic problems within metro park, rather than reducing them. No turn into Sheridan rd combined with no right turn from Kingston rd into church lane forces local traffic trying to access Merton park from the west will be forced to take a right turn at Dorset rd - increasing congestion and hold ups at the most congested junction in Merton, especially difficult with the yellow hatched box at that junction. Also increasing traffic past the school at that junction. Alternatively, traffic will be forced down mostyn rd and to turn left into Kenley rd and other minor roads, including erridge rd, increasing traffic past the primary school Residents in Sheridan rd wishing to join Kingston rd eastbound will be forced to go via Dorset rd, also increasing congestion at this already congested junction The north end of church lane (and Langley rd) only allow parking on one side, which makes traffic flow easier and safer. A right turn from Kingston rd into church lane rarely holds up traffic as at busy times traffic is already queuing at the point. Moving the right turn to Dorset rd will obstruct traffic trying to cross the tramway and get through the associated lights. At a minimum, the proposals should be altered to allow a right turn from Kingston rd into church lane. The installation of a yellow hatched box at the junction of Sheridan and mostyn roads would help the problems at this junction.	OUTSIDE
Dorset Road	Agree	Yes	Yes	Yes	Yes	I support these measures because they will reduce the volume of traffic turning right from Sheridan Road into Dorset Road especially in the mornings when children are accessing schools in the area having arrived by tram. I am concerned that the increased traffic turning right from Dorset Road into Kingston Road could create bigger jams especially as the tram frequencies are more irregular than they used to be.	OUTSIDE
Dorset Road	Agree	No	Yes	No	Unsure	I live on Dorset Road and believe this will make the situation significantly worse, especially the queue of traffic trying to get onto Dorset Road which can clog up the road and cause havoc.	OUTSIDE
Dorset Road	Strongly agree	No	No	No	Unsure	This scheme is not addressing the real issue which is the congestion on the Kingston Road and does nothing to achieve the scheme's objective of increasing walking and cycling in Merton Park. 1. It will only add to the problem of congestion on the Kingston Road and create new problems elsewhere. It is inevitable that traffic will be pushed to other roads, including Dorset Road, Mostyn Road and Merton Hall Road. Dorset Road is already busier than ever with increased levels of noise and pollution. Over the last 3 years, traffic has only increased on Dorset Road and this scheme will make it worse. Traffic in the morning frequently backs up on Dorset Road past Sheridan Road during peak hours. Pushing more traffic to already busy roads is illogical. At times it can already take 20-30 minutes during peak hour just to leave Dorset Road to cross the Kingston Road. Merton Hall Road is also already busy, is very narrow and with the schools and nurseries in the area, the increased traffic will cause safety issues for children. 2. The proposal only benefits the small number of residents on the roads (to the detriment of many many others) and only to the extent their road will be less busy. Those residents will also be impacted by the increased congestion on other roads and worse traffic flow in the area. Any change should seek to benefit the majority and not a very small minority. 3. Creating one way systems on these roads will not achieve the aim of more people walking and cycling. This objective needs to be addressed through other means. The proposal incorrectly assumes that if you make it more inconvenient for people they will change their habits. What happens if people are driving not for convenience but necessity? With two small children, I like many parents would love to be able to walk / cycle but have no choice but to drive my children to schools outside Merton Park area and the change will make it only more difficult on a day to day basis.	OUTSIDE
Dorset Road	Disagree	No	No	No	No	The scheme will just re-direct traffic into other roads, such as Kenley and Circle Gardens. If you're worried about traffic safety, it would be better to enforce the existing rules, such as 20pmh - especially in Mostyn Road. I just don't see how the proposed changes are going to make much of a difference to Merton Park as a whole. A lot of traffic comes up Dorset Road now to avoid the Wimbledon South (underground) cross roads. That cross roads needs to be made more efficient so that more traffic can flow through it. That's probably the best way to take pressure of parts of Merton Park.	OUTSIDE

Dorset Road	Strongly disagree	No	No	No	No	We live on Dorset Road (near the junction with Kingston Road). In the morning from about 6.30 until 9.30 weekdays, and on Saturday mornings it is already unbearable, with queues of traffic for Kingston Road, horns tooting and music blaring out of cars. The proposals you have set out will exacerbate this. The proposals will have the effect of putting all the traffic on to Dorset Road - trying to get in and out of Kingston Road. With queuing traffic, the tram and the yellow box and traffic lights it is already very difficult to turn right out of the road. There is a nursery at the end of Dorset Road, which will be even harder to get in and out of and will be dangerous for young children. Cars drive through the lights before the tram pelican crossing frequently, and this plan will also make that worse. I cut through Sheridan Road and Church Lane on occasion to avoid the queues on Kingston Road - and those roads are in general very quiet and peaceful and I do not see an issue with those roads, compared to Dorset Road. All these plans will do is push all the traffic on to fewer roads (which are also residential roads).	OUTSIDE
Dorset Road	Strongly disagree	No	Yes	No	Unsure	Anybody living in Dorset Road or who needs to access Dorset Road by vehicle from the direction of the A3 will have three options if the scheme goes ahead: 1. Turn right at Dorset Road. This junction is already difficult to negotiate as Kingston Road is so busy at all times it is difficult to turn right without waiting for the lights to turn red at the tram junction. This already causes a build up of traffic behind the vehicle waiting to turn right and subsequent congestion on Kingston Road. This is already problematic as it causes standing traffic every time anyone wants to turn right into Dorset Road and a consequent increase in pollution. If the scheme goes ahead there will be an increase in cars turning right into Dorset Road resulting in even greater congestion on Kingston Road and pollution in the area. 2. Turn right into Mostyn Road and then 'rat run' up Mostyn Road, Kenley Road, Circle Gardens, Poplar Road, Melrose Road or Erridge Road and onto Dorset Road. This is a big diversion, involves more 'rat running' than crossing through Sheridan Road and consequently an increase in traffic in several roads in Merton Park and subsequent increase in pollution in the area. 3. Turn left into Merton Hall Road or Wilton Crescent, 'rat run' along Avebury Road and into Kingswood Road and then go straight ahead over the yellow box into Dorset Road. This will have the same impact on the Dorset Rd / Kingston Rd junction as in 1. above and more traffic and pollution in Kingswood Rd. In addition this proposed scheme will not stop rush hour 'rat running' of vehicles turning left from Dorset Road into Sheridan Road and then right into Church Lane or further along Sheridan Road to turn right into Mostyn Road. It appears this part of the scheme is mainly to benefit those living in Sheridan Road and Church Lane but will only have limited impact in reducing traffic in those roads in comparison to the larger impact of the scheme for those living in other roads in the area	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	Yes	The proposed restrictions on right turns from and into Church Lane from the Kingston Road will result in a greater volume of traffic using the end and middle of Dorset Road. At present, the traffic is at a standstill and stretches down to the middle of Dorset Road for much of the day as most of it is waiting to turn right into the Kingston Road. If this is the only means of turning right, it will add considerably to the pollution and have the opposite effect to those advocated for these plans. The nursery school on the corner with young children and staff using the playground will be dangerously affected by this inevitable increase in pollution as well as noise and congestion. Essentially, that part of Dorset Road is single flow traffic especially in rush hours due to the parking on both sides of the road.	OUTSIDE
Dorset Road	Strongly agree	No	No	No	No	I feel it will make Dorset road and Kingston Road which are already engorged worse.	OUTSIDE

Dorset Road	Agree	Unsure	Unsure	Unsure	Unsure	Although it would be nice to live in a quiet area we do appreciate that people need to be able to get around. Traffic balancing should be looked at from on high to see why traffic needs to flow through residential areas in the first place. We are quite surprised that you have not picked up on the continuous traffic flow, which includes skip lorries in the morning rush hour, driving North up Dorset Road to Kingston Road, which is far busier than your proposals and should also be reviewed. Also getting out at the top of Dorset road will become even more difficult. As traffic traveling East along Kingston Road will now have to turn South into Dorset Road at the same time as traffic travelling North will be trying to exit Dorset Road. If you do decide to go ahead with the proposals would it be possible to allow residents to turn into the MP1 area. This could very easily be achieved by adding a sign stating 'local residents only'. If you wanted to back it up you could use Automatic Number Plate Recognition as you already have the vehicle numbers in your database. If residents are not on the database they could ask to be added for a nominal fee?	OUTSIDE
Dorset Road	Strongly agree	Unsure	Yes	Unsure	Yes	The rat runs in this neighbourhood are a source of concern for me. My transport is 70% cycling, 25% walking and 5% driving (car sharing such as Zipcar). Especially as a cyclist I feel unsafe sharing the road with "rat-runners" who are often stressed, short tempered and seem to carry a sense of entitlement that means that us mere humans are not worthy of consideration. Sheridan Road is the scene of many near-misses and making it entirely a one-way street from Dorset Rd to Mostyn Road, plus a no-right-turns for Church Lane and Mostyn Rd into Kingston Rd sounds like a good start. I worry of course that it will also lead to more stressed, more angry and more dangerous drivers for many months... Regular speed checks would also be a good idea!	OUTSIDE
Dorset Road	Agree	No	No	No	No	While I agree with calming traffic and encouraging walking and cycling in residential areas, this scheme does not provide any extra facilities for cycles. It only looks at a few of the quieter streets in the area, rather than taking a holistic approach to traffic in Merton Park. The streets involved are already some of the quieter ones. I believe the effect of the scheme would be to push more traffic onto Dorset Road and Mostyn Road - residential roads home to many families. These already suffer from speeding drivers and relatively heavy traffic. Please reconsider this scheme. It would be great if the council could develop something that would benefit all residents as well as including concrete actions for making cycling and walking safer.	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	We're open to the idea of traffic management in the conservation area however not at the expense of a couple of roads which will inevitably and unfairly see a considerable rise in traffic, air pollution and congestion.	OUTSIDE
Dorset Road	Disagree	No	No	No	No	All of the measures you have proposed only force even more traffic on the existing busy roads. Dorset Road is already very difficult to get out of either end and these measures will increase traffic in and out. Dorset Rd is also a residential road with many young children and elderly residents living here who also deserve a safe and an unpolluted environment Unfortunately the speed bumps are ineffective and the traffic speed is already incredibly dangerous. Please spend the money on new speed bumps to slow down the dangerous speed on Dorset Rd. A few residents on Church lane and Sheridan Rd will benefit at the expense of the safety and health of 100's of residents of mostyn and Dorset Roads. I strongly disagree with these plans. Please keep me informed of future information on this. Many thanks. Judi Faithfull	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	This scheme will simply push traffic onto other roads. The main issue is the tram crossing Kingston road which causes long delays and encourages drivers to seek other routes. Make this junction more efficient and you solve the problem. As an example you could stack the trams that cross the road to reduce the frequency of red lights.	OUTSIDE
Dorset Road	Disagree	No	Yes	No	Unsure	Banning a right turn from Kingston Rd into Mostyn Rd (and to a lesser extent the right turn into Church Lane) will mean more people attempting a right turn from Kingston Rd into Dorset Rd causing further issues at that junction - blocking throughput both ways along Kingston Rd and for people attempting a right turn into Kingston rd from Dorset Rd.	OUTSIDE



Dorset Road	Disagree	No	No	No	No	These changes will cause even worse queuing at the junction of Dorset Road & Kingston Road. There are already queues from that junction back up Dorset Road as far as Sheridan Road junction. It will make life unnecessarily difficult for very many local residents if the other planned changes are put in place & many will have to drive FURTHER to get to & from their homes than is currently the case. How does that help pollution or road safety?? As for safety issues- using cameras to enforce the 20mph speed limit would make an enormous difference. Traffic constantly travels way beyond this limit up & down Dorset Road every day. When I drive up Dorset Road sticking firmly at 20 mph I am frequently flashed & hooted at by traffic behind me which aims to speed up the road!! My final comment is take action to ensure the 20mph limit is enforced & please do not proceed with your other damaging schemes!! Thank you	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	Traffic on Mostyn Road, Sheridan Road and Church Lane is very light. It is ludicrous to say that it impacts residents' ability to walk or cycle. Most of the traffic to avoid Kingston Road is mainly experienced on Dorset Road. The proposed measures would drastically increase traffic on Dorset Road which is unfair on its residents. In addition these measures would ultimately make it more painful to access Merton Park for all its residents. Ultimately this would be at the detriment of a vast majority while only benefitting a handful. I am strongly opposed to these proposals.	OUTSIDE
Dorset Road	Agree	No	No	No	Unsure	The proposals will add to the pressure on the Dorset Road / Kingston Road junction because: a) there will be no viable alternative to turning right out of Dorset Road b) traffic coming from Kingston Road to access Merton Park (North) will turn right at Dorset Road blocking Kingston Road and the right turn out of Dorset Road. The plans do not tackle problems in Dorset Road at all and it is a residential road with hidden turnings and trees.	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	The real problem is a bottleneck created at the intersection between Dorset Road and Kingston road. There are several cars cutting at high speed from Morden Road to Kingston by cutting through Dorset road. The problem has increased exponentially during the lockdown because more people are using the car it seems. There is a huge problem that can be mitigated with a signal on the junction.	OUTSIDE
Dorset Road	Strongly agree	No	No	No	Unsure	The proposed restrictions on turns at Church Lane/Kingston Road and Mostyn Road/Sheridan Road will undoubtedly cause increased traffic volumes on both Dorset Road and Langley Road, which are already excessively used. Traffic routinely backs up on Dorset Road to/from the junction with Kingston Road, beyond the junction with Langley Road. This stretch of Dorset Road is already dangerous for all road users, including pedestrians and cyclists whom we are trying to protect. The real issue here is the phenomenal and uncontrolled danger of the Dorset Road/Kingston Road junction. The already heavy traffic around this junction/ at the top of Dorset Road is also extremely polluting in what is a family-oriented conservation area, and the proposed measures will materially worsen this.	OUTSIDE
Dorset Road	Strongly disagree	No	No	No	No	These proposals are so restrictive that they serve to effectively imprison Merton Park residents. It already can take over ten minutes to turn right from Dorset Road onto Kingston Road. If you close off a right turn at Church Lane then it will make Dorset Road/Kingston Road junction even more congested. At the moment, returning home to Dorset Road from the west of Kingston Road is only made possible by turning into Mostyn Road or Church Lane and then a left onto Sheridan Road. Yet these proposals suggest that will also be forbidden. Turning right from Kingston Road into Dorset Road is impossible as the Kingston Road junction near the tram crossing is always a traffic jam. These proposals would make it even more impossible. Your proposals penalise the residents of Merton Park even further. It is not clear who it benefits. It will make our daily life in Merton Park far harder for residents - except perhaps for those families that are retired and don't use cars or those who work from home and have children at primary school. My children cannot walk to their school. I drive an electric car and do not add to pollution at all when doing the school run. Even our household energy is 100% green. My children's health is better served in the car where I can filter out pollution. Cars sitting in heavy traffic emit huge amounts of pollution. In fact, rather than reduction pollution, these plans would likely increase pollution concentrated at the upper end of Dorset Road and all along the Kingston Road. It would also push traffic north of the Kingston Road into the northern most parts of Merton Park along Wilton Road. I would like to see the traffic modelling for this proposal. I do not believe it has been undertaken properly. I'm shocked that the Council is making these proposals. I do not support it at all.	OUTSIDE

Dorset Road	Disagree	No	Yes	No	Unsure	Making Sheridan Road one way is good idea, but only if there is a way to smooth the right turn that much more traffic will be forced to take going into Dorset Road from Kingston Road, otherwise there will be much more blockage on Kingston Road (and at top of Dorset Road) which is already heavily congested.	OUTSIDE
Dorset Road	Strongly agree	Yes	Yes	Yes	No	No R turn from Church Lane into Kingston Road is years overdue. These proposals will reduce rat-running in Merton Park to which I am in broad agreement of but there needs to be a balance struck with inconveniencing local residents.	OUTSIDE
Dorset Road	Agree	No	Yes	No	No	These are all routes that I, as a local resident, use regularly. I live in Dorset Road. These measures would increase traffic in our road with no alternative to the local resident. As for my road - what is the point of an unforced 20 mph. I would think 35/40 mph is the normal speed of cars using it as a cut through diversion!	OUTSIDE
Dorset Road	Strongly disagree	No	Yes	No	Unsure	I agree that cars shouldn't be able to turn right from Church Lane into Kingston Road as there isn't a box junction and this blocks the road. However, cars need to turn right from Kingston Road into Church Lane, to ease congestion on Kingston Road. That road already has significant traffic due to an extremely busy Dorset Road junction and the tram. I've seen drivers get out of their cars at that box junction and nearly fight due to the level of traffic and congestion. When turning right from Kingston Road into Church Lane, we need to use Sheridan Road to reach Dorset Road.	OUTSIDE
Dorset Road	Strongly disagree	No	Yes	No	No	I object to stopping a right turn into church lane from Kingston road, and left turn from Mostyn into Sheridan as cars seeking to access Dorset road from Kingston will cause delays or be diverted in to rat running to access Dorset in other ways	OUTSIDE
Dorset Road	Disagree	Unsure	Yes	No	No	Whilst rat running isn't ideal the current plans make it very difficult for residents of Merton Park to get to and from their homes. I suspect it will also make Dorset Road incredibly busy	OUTSIDE
Dorset Road	Strongly disagree	Yes	No	No	No	As a resident of Dorset Road we endure heavy traffic (in both vehicle weight and volume) throughout the day. Dorset Rd is a permanent traffic jam from Langley Rd to the Kingston Rd. This traffic jam causes unacceptable levels of pollution to both the residents of Dorset Rd and the nursery on the corner of Dorset and Kingston Rds. Why should our children and the children at the nursery take on the burden of pollution from Sheridan Rd and Church La? A better idea would be to enforce the existing weight restrictions on Dorset Rd to prevent HGVs using Dorset Rd as a cut through.	OUTSIDE
Erridge Road	Disagree	Yes	Yes	Yes	Yes	I agree with the aims and think that these measures seem reasonable, but I have some concerns that they may divert flow through Erridge Rd. I would like the council to monitor the effect of these changes, and offer further measures if there is a significant impact in other roads. thank you for considering this.	INSIDE
Erridge Road	Agree	No	Yes	No	No	WE DO NOT HAVE A PROBLEM WITH RAT RUNNING IN MERTON PARK AND I BELIEVE THESE MEASURES ARE UNNECESSARY AND WILL MOVE THE TRAFFIC TO OTHER ROADS CAUSING LONGER JOURNEYS AND THEREFORE MORE POLLUTION *If traffic travelling east on the Kingston Road cannot turn right into Church Lane they will cause a hold up on the main road queuing to turn right into Dorset Road. *If traffic turns right into Mostyn road and cannot turn left into Sheridan Road they will cause more traffic to use Kenley Road, adding half a mile to their journeys, more pollution as they wind their ways through the surrounding streets trying to get to the road of the north of Dorset Road. THESE MEASURES IF IMPLEMENTED WILL CAUSE LONGER JOURNEYS AND LONGER IDLING IN QUEUES	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	We feel that there are quite enough traffic restrictions in the area without adding more. Kingston Road is already very busy, these new restrictions will put more traffic onto an already busy road. The restrictions will significantly inconvenience our normal daily life, eg. when returning from the David Lloyd gym in the mornings! We have lived in the area for 30 years and haven't had a problem so far and if it's not broken, don't change it!!!!	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	Please spend your time on making things more pleasant and helpful for the local residents, rather than restrictions that don't help anyone except the council gets more money from fines.	INSIDE
Erridge Road	Disagree	No	No	No	No	At the age of 85 I need to use my car for short journeys to Wimbledon, Wimbledon Chase for shopping and to the Nelson Health Centre. The proposed strictures would mean either increasing the congestion at the Kingston Road/Dorset Road junction, or a much longer detour to get home thereby increasing pollution.	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	At this time there is no actual problem and the options allow drivers to merge in an organised manner with main roads. Your ideas will create greater bottlenecks, and more 3 point turns to overcome the new signage and will result in greater pollution which will impact Merton's aim of becoming carbon neutral by 2050.	INSIDE

Erridge Road	Disagree	No	Unsure	No	No	I normally support traffic calming and local environment protection measures but have specific concerns on these proposals, which lead me to oppose them. My arguments in brief: exiting Merton Park on the north edge will become more difficult via Church Lane and Dorset Road; the busy and difficult junction complex of Kingston Road/Dorset Road/Kingswood Road/Tram crossing/Hartfield Road will have extra pressure in all directions; the term and the concept 'rat running' is becoming outdated due simply to increased traffic pressure and drivers finding legitimate alternative routes and freeing up pressures on severe bottlenecks; my own road Erridge Road is a natural alternative route ('rat run') and will become more so under the proposed changes; the very local benefit for particular roads will simply displace problems to other localities; all the localities negatively affected are already under pressures that will be unacceptably increased.	INSIDE
Erridge Road	Disagree	No	Yes	No	Yes	I walk 4 miles all round Merton Park everyday and have not seen any problems for cyclists save the the facts that too many of them do not use the cyclists' current facilities and too many ride on pavements (not because of traffic). Some of the proposals will displace traffic to Kenley, Tybenham and possibly. There is some through traffic turning right From Kingston Road but this does not cause not problems. However, Traffic turning right from Church Lane into Kingston Road does create jams and the consequent pollution. ANPR? - no thanks - Orwell's 1984 again. it even would be better to have speed cameras to enforce the 20mph limit.	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	Please leave our area alone. There is virtually no traffic that goes through this area apart from residents. This is a very quiet area that has no need of change or traffic restrictions and your stupid proposals will make everyones' lives more difficult and unpleasant. It is a complete waste of taxpayers money. Please LEAVE US ALONE. We do NOT need this nonsense in our area. I will be contacting our MP today to request assistance to resist this ridiculous proposal. Stop wasting your time at my expense in dreaming up these ludicrous schemes. Have you nothing better to do?	INSIDE
Erridge Road	Strongly disagree	No	Yes	No	No	This is a poorly conceived plan which is completely unnecessary. The only roads in Merton Park which are congested (and to an appalling degree) are Dorset Road and Mostyn Road, because Kingston Road is at a standstill getting over the tramline. There is no need to restrict Sheridan Road or Leafield Road and the idea of doing so is quite frankly sadistic. Why not spend the money on improving the traffic on Kingston Road instead of reserving rich people's roads for toffs? The only fast cars I have ever seen in 25 years of living in Merton Park are on Dorset Road. I have also noticed a number of speeding vans on Dorset Road which cut the corner by Erridge Road and I have to drive extra carefully to avoid having an accident at this bend. Please do something that will actually make a difference and stop making everyone's life a misery for no gain whatsoever. I'd rather live in a world where I can drive down a road and have other people drive down mine than a world where you can't drive anywhere. Trying to keep track of your ridiculous and uncalled for schemes is a waste of my time and the day Merton Council proposes something sensible I shall post you a box of chocolates. Find a solution for the tram crossing over Kingston Road and, my friends, all the traffic problems will disappear. It is simply too much for there to be crossover between the tram and three roads all coming into Kingston Road. Why not resume the flyover idea from Merantun Way? There is still space to build one, I'm sure.	INSIDE
Erridge Road	Strongly disagree	No	Yes	No	No	From Merton Park onto Kingston Road there are exits via Mostyn Road, Church Lane and Dorset Road. One of these 3 should be "no right turn" so that vehicles wishing to turn left have one exit where they are not held by vehicles turning right. Church Lane is as good as any and I support this element of the proposal. The other proposals merely make it more difficult for me to travel round Merton Park	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	This is getting ridiculous, also, how are people able to voice their opinion if they are unable to access the internet.	INSIDE
Erridge Road	Disagree	No	No	No	No	There is some rat running through Merton Park but it isn't excessive and it is spread across a number of roads. By closing some of these roads the traffic will just concentrate on those that have not had additional measures, worsening the situation for those areas rather than keeping it more evenly spaced. The changes may reduce rat-running but the effects cannot be accurately predicted and will more likely just displace traffic from one road to another. They will however definitely restrict access for residents to enter and exit Merton Park as we choose.	INSIDE

Erridge Road	Strongly disagree	No	No	No	No	I do not feel any of these changes make sense. We are perfectly happy with the way things are.	INSIDE
Erridge Road	Agree	No	No	No	No	If this proposal goes ahead we feel that Erridge Road will become a cut through for traffic from the Kingston Road to Morden Town Centre. Also it will bring more vehicles along Dorset Road which is a busy road anyway.	INSIDE
Erridge Road	Disagree	No	Yes	No	No	1. the effect will be to greatly increase the traffic from Kingston Road into Mostyn Road which will then be pushed down into Kenley Road. Cars will then use roads such as Stratton Road, Poplar Road, Erridge Road, Sandbourne Avenue and other Roads in Merton Park in order to get to the junction of Dorset Road and London Road. In addition to creating or worsening rat runs in these roads it will create danger for the Rutlish students crossing Mostyn Road and for primary school students at Merton Park primary school. 2. One of the benefits of allowing traffic to turn into Church Lane from Kingston Road is that it reduces the number of cars turning from Kingston Road into Mostyn Road. 3. although the current situation is far from ideal one of the benefits is that the traffic is reasonably well spread across the Merton Park roads with all roads bearing some of the burden of traffic. The effect of the proposed changes will be to concentrate greatly increased traffic into Mostyn Road which will then flow back into Merton Park using Kenley Road as its starting point. 4. Much greater thought and investment would be needed to prevent the above undesirable results.	INSIDE
Erridge Road	Strongly disagree	No	Yes	No	No	Stopping the right turn into Church Lane from Kingston Rd and the left at Aylward into Leafield will remove the only 2 'back road' options to get into Merton Park without going via either Martin Way or Kingston Rd. Yes it will benefit a few local residents but it will mean thousands of others will have to sit in traffic constantly and will definitely make that traffic far worse. Kingston Rd in particular is already extremely bad for traffic due to the tram crossing. These changes will massively decrease quality of life for the vast majority of people living in Merton Park. I support cycling and walking but that is not tenable to get supermarket shopping for a family or when bicycle thefts are running at such a high rate.	INSIDE
Erridge Road	Strongly disagree	No	No	No	No	All of these measures will make it significantly more awkward for residents to reach their property from outside Merton Park, particularly from the Raynes park direction. It will mean many residents taking a long way around to get home which obviously increases the amount of traffic in the area (or at least the amount of time it will spend driving through the area) as well as being obviously inconvenient to residents. It will put more pressure on the remaining routes that remain open and lead to increased queues at certain junctions. Not a good use of money, especially given other priorities at the moment.	INSIDE
Erridge Road	Strongly disagree	No	Yes	No	No	I like the idea but this seems to miss the mark by restricting residents who live in Merton Park and not really fitting with the concept as laid out in your guidance. By not allowing right turns into Church lane or restricting entry to Sheridan you will force residents to either sit in traffic on Kingston road which is always blocked because of the tram until at least Church lane - so adding to pollution. Or driving further down Mostyn and cutting back - also adding to the journey and pollution. Traffic will just move to the lower end of Merton Park which is in fact the most populous with more children who would benefit from these type of schemes rather than the top end with fewer, larger houses & less children. So the idea of making it safer and nicer for residents just doesn't seem to be true since you are making it nicer for just a few of the wealthier residents and will likely make the other streets busier and more unsafe for children. Restricting the 100+ leaner drivers on Erridge road (who we all live in fear of) or controlling the speed and volume of cars on Dorset road with proper speed bumps or cameras would be more beneficial. These are the real cut throughs, especially from the A24 to Kingston Road along Dorset in the morning and vice versa in the evening, money would be better spent finding a solution to this rather than restricting a few left or right turns in a few high end streets. I believe this would have a greater impact on "rat running" and generally benefit the residents and Merton's pollution plan. Generally the streets on your plan already feel the safest in the area with relatively low volumes of traffic where my own children are confident cycling v the rest of merton park.	INSIDE

Erridge Road	Strongly disagree	No	Unsure	No	No	I am generally supportive of efforts to reduce pollution/congestion and improve road safety in residential streets. I am also pleased that you have at least held some form of consultation with residents on this occasion, something you "exercised your discretion" not to do in your recent imposition of a school exclusion zone in our area. However, I have deep concerns about your current LTN proposals. First, the proposals will inconvenience local residents and their visitors in ways that far outweigh the scheme's claimed benefits, including making many people drive much further. Second, arterial roads in the area such as Kingston Road and Dorset Road will suffer increased traffic, congestion and pollution, since the proposals won't alleviate through traffic but simply relocate it. Third, getting out of Merton Park by car in the mornings is already difficult, and the proposals will make it even harder. More generally, the long-term reduction in traffic levels likely to occur post-pandemic and the imminent move to electric cars may remove the need for such measures altogether. I also note the Council has provided no detailed estimates or targets for traffic reductions on some roads and likely increases on others. To take some of the proposals individually: • Banning the left turn from Aylward Road into Leafield Road will inconvenience Aylward Road residents. They will be effectively cut off from the rest of Merton Park, and will have to drive all the way round via an ever more congested Kingston Road to get to Mostyn Road and other roads. Queues onto Kingston Road are an inevitable outcome. • The proposed no right turn into Church Lane from Kingston Road and into Kingston Road from Church Lane will force traffic wanting to access Merton Park from Kingston Road to turn right into Dorset Road instead. This will increase the already severe congestion at that junction still further. The resulting queues in Dorset Road may cause some drivers to go to Mostyn Road and	INSIDE
Grasmere Avenue	Agree	Yes	Yes	No	No	I presume that restricting entry into Church Lane from Kingston Road does not affect cyclists as this is a designated cycle route. Consideration for delivery drivers is required if Sheridan road residents expect online deliveries. There will be problems with delivery vehicles turning round in Aylward road if Leafield road is no entry.	OUTSIDE
Grasmere Avenue	Strongly agree	Unsure	Unsure	Unsure	Unsure	This only directly affects one end of the ward and so is too limited in scope. There are other rat runs affecting other parts of the ward. Consideration of the effects of displaced traffic and pollution on other roads in the ward should be taken because the proposal may relieve pressure in one location but worsen it in others. A more comprehensive view should be taken before any decision is made to avoid associated problems and the possible need to introduce other piecemeal measures later or even to scrap the original scheme.	OUTSIDE
Grasmere Avenue	Agree	No	No	No	No	There is a problem in Merton Park. However the best way to address it is to look at restricting traffic on Dorset Road and Mostyn Road.	OUTSIDE
Grasmere Avenue	Disagree	No	No	No	No	There can be times of day where these roads have higher traffic and can be used as a rat race but not to the point that it is a big problem. This proposal will be a significant inconvenience to local residents and increase dangerous driving with u-turns etc. 1. Leafield - Your proposal will result in increased u-turns in the road or cars turning left in to the dead end and chaos as cars try to turn there 2. No right from Church Rd into Kingston Rd. This will take all traffic down Dorset Rd which is already a horrible intersection with a lot of drivers being angry. These measures will double the traffic and will be horrendous. 3. No entry on Sheridan Rd. I don't know where to start. Go up Church Lane, only turn left on to Kingston, go left on Cannon Hill Lane, left on Alyward, left on Leafield (where you didn't want cars) to go around to Dorset Rd where all along you wanted to turn right....insane 4. No turn right from Kingston Rd to Church Lane. This is not a problem, this is always a clear turning point to get home to Merton Park. These proposals are unnecessary, dangerous and ludicrous!	OUTSIDE
Grasmere Avenue	Disagree	No	Yes	No	No	The consultation should take into account the whole of Merton Park and not just this small area as it will have knock on effects in other areas, I believe this scheme will only benefit a very small number of residents in this area	OUTSIDE
Grasmere Avenue	Strongly agree	No	No	No	No	This scheme will just force traffic onto nearby roads and therefore will not solve the problem of rat running in Merton Park ( except perhaps for those few roads included in the scheme) . Why was this particular scheme chosen? On what information/data was it based ? Will it be monitored to check that it achieves its objectives ? That is to reduce rat running in Merton Park as a whole not just on these few streets.	OUTSIDE
Grasmere Avenue	Don't know	No	No	No	No	This scheme will only make other roads in the area even busier	OUTSIDE

Hazelbury Road	Disagree	No	Yes	No	No	problems really only exist in the mornings and is largely around traffic coming up Dorset road which then turns into Church Lane and then adds to traffic in Mostyn Road. This scheme coupled with the school exclusion zone will only cause increased gridlock in Poplar road and make it less safe for residents and in particular for children attending Merton Park Primary. It will also make it more difficult for me and my colleagues to visit patients in the area	INSIDE
Hazelbury Road	Strongly disagree	No	No	No	No	Will only re route existing traffic to other roads in the Merton Park area and will create much increased traffic build ups and extra emissions from car engines. Cannot understand the logic behind these recommendations and very strongly disagree with everyone of them.	INSIDE
Hazelbury Road	Strongly agree	No	Unsure	No	No	It will make the journeys of residents of Merton Park to and from their homes very difficult. It will also make other road such as Dorset road extremely congested, much more so than it already is. Additionally pollution from queuing cars will be vastly increased as traffic is pushed to these already congested roads. Cars turning right into Dorset road, as this will be the only viable road, will hold up the flow of traffic along the busy Kingston Road, again more pollution. The Yellow box at Dorset road will also make matters worse for this scenario.	INSIDE
Hazelbury Road	Strongly disagree	Yes	No	No	Yes	Restricting access to and from Church Lane will cause increased traffic at the already difficult junction between Kingston Road and Dorset Road.	INSIDE
Hazelbury Road	Disagree	No	No	No	No	I need to see what your evidence is for proposing these changes. You claim it's to prevent rat running, pollution etc but there's no fact based evidence that these proposals will solve any of the issues you say they will. Therefore I strongly object to these proposals until you prove with fact based evidence that they will solve them and not just simply displace the issues into other nearby roads.	INSIDE
Hazelbury Road	Strongly disagree	Yes	No	No	No	The no left turn from Alyward into Leafield will create mayhem or will line Merton's pockets. For drivers spotting the signage will turn around creating more pollution in a very narrow road.	OUTSIDE
Hazelbury Road	Strongly disagree	No	No	No	No	My wife and I are in our late 70s so abilities to walk or cycle are very limited and car use essential. The routes we take to exit/enter our address are usually via the roads to be affected. Presently these routes are easily accessible. If unable to use going forward we will have to use Dorset or Mostyn Roads that bear substantially more traffic and especially Dorset Road is a nightmare to exit and much less safe due to proximity of the level crossing.	INSIDE
Kenley Road	Disagree	No	Unsure	No	No	People use these routes for good reason: Stopping traffic from rat running will create an untenable traffic situation on Kingston and Martin way and will push traffic into even smaller residential roads that can't cope with the volume of cars running through.....thereby creating a danger to pedestrians and cyclists who use the quieter roads. This won't make the volume of cars stop rat running. Rat running is necessary because of the bottle necks on Kingston and Martin way.	INSIDE
Kenley Road	Strongly disagree	No	Yes	Yes	No	These plans do not address traffic management they are just pushing more cars into some of the bigger roads. Both the plans to stop turning into Sheridan Road and Leafield Roads simply forces more traffic down Kingstin Road and then on to Mostyn / Dorset Roads.....the traffic on Kingston Road at commute time already backs up to Wimbledon Chase area and in the other direct half way to South Wimbledon due to the tram crossing so how do these traffic management plans impact on that.....in short Kingstin Road (or Martyn Way) will become busier than any roads in the Borough and become pollution hotspots due to the idle traffic. Furthermore if changes do have to be made why cant they just be at peak times midweek as these broad brush changes simply are not required on a Sunday and its an over engineered proposal. Therefore strongly objected on the basis proposed.	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	These diversions would only result in more traffic in other roads around it creating even more of a safety risk	INSIDE
Kenley Road	Agree	Yes	Yes	Yes	Yes	The first lock down showed what a nicer city we could have with less cars on the road I am a car driver but hey I found alternative routes/means to get about. To the point I didnt use my car for three months. Now look earnestly at cycle and zip car. LTNS will encourage same. Lets see. Sadly discovered how aggressive some car drivers are to two wheelers of any sort. Cycle lanes hit and miss. Not giving up despite my advancing years. Many will throw objections arms up for the school run. I used to walk to primary school. My children at very young had "walking Bus" there are other ways Bring on traffic reduction please before too late. Phil	INSIDE

Kenley Road	Strongly disagree	No	No	No	No	ridiculous proposal, someone has no idea about traffic in this area	INSIDE
Kenley Road	Strongly agree	Yes	Yes	Yes	Unsure	The scheme does not go far enough and more restrictions are required. There is a particular problem with rat running, particularly of articulated lorries on Kenley Road.	INSIDE
Kenley Road	Agree	No	No	No	No	We object because under the proposed scheme, more drivers will use Mostyn and Kenley Rds to cut through. Kenley Rd, an already busy rat run, will become much worse.	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	Whoever has put forward these proposals... has... Not... taken into consideration the Pollution... this will cause on the volume of traffic that will accumulate...especially on the Roads/Streets where everyone will be stuck in a traffic jam... The pollution will be static on these roads... which will be detrimental to people's health... this is a contradiction as to why it would benefit the area...there is No... logical reason behind it... and is certainly not going forward to a greener environment!	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	This seems likely to cause considerable congestion on the junctions of Kingston Road with Merton Park to no obvious benefit. It will divert traffic to other roads and junctions which will reduce safety in those areas.	INSIDE
Kenley Road	Agree	No	No	No	No	I agree that cars do cut through Merton Park however, blocking off a few roads will just make other area busier. Would it not be better to cut off from the source e.g A24 onto Kenley and Dorset and from Martin Way onto Mostyn Road during the morning rush hour. I live in the area and do not want to be restricted- unless you allow all who live within the streets of Merton Park a right to not have to follow these time restrictions you end up punishing us who actually live in the area. Already I have to avoid streets around my street at school times - how many more streets would you like us to have to avoid. It will certainly make my street busier - what are my rights there! It is already a busy road during rush hour. Do we not deserve the same consideration as those on Sheridan and church lane etc... Why have we not been informed of this consultation with a leaflet drop???	INSIDE
Kenley Road	Disagree	No	No	No	No	I think this is ridiculous. As a resident on Kenley Road with young children I think it is incredibly dangerous. It will increase traffic cutting through onto Kenley road so it doesn't solve any problem. I am strongly opposed to this.	INSIDE
Kenley Road	Strongly agree	Unsure	Yes	Yes	No	Merton Park used to be a quiet area with only a little rush hour traffic through Mostyn Road. Now it is used more and more with many roads having increased traffic with idling engines. The main problem is the Kingston Road. This is worsened when Worple Road is blocked. I am particularly unhappy that Kenley Road is being used more and more as a cut through from Morden which has happened since the K5 bus was introduced (which I rarely see with more than 1 or 2 people on!), and I can't see that these suggestions will help in fact I think it will make Kenley Road worse. There are just too many people trying to reach the Kingston Road from the Morden/Martin Way areas. Forcing drivers onto fewer roads just makes things worse for more than those for whom it may improve. These will also seriously inconvenience residents. Given that the worst periods are during 'rush hour' could these restrictions only apply at those times leaving residents without inconvenience during the day? I'd also like to add that the other main time for vehicles is for school drop off/collection and of course with the school restrictions in place Kenley Road is worse than ever. Parents sit in their cars with the engines running!	INSIDE
Kenley Road	Strongly agree	No	No	No	No	Traffic is low on sheridan Road anyway and hardly any children walking there, so I see no point in that. By blocking those turns you are going to increase traffic on Kenley and Mostyn which is already too busy plus many children. Rutlish pupils particularly in danger on mostyn. If you are going to restrict traffic you need to for whole neighbourhood. So restricting access to heart of Merton park which includes Kenley and other Roads. You are merely putting more traffic to other roads including Kenley , where there is already incredible speeding, large lorries, many vans using it as a cut through. Speed cameras need to be put up on Kenley and surrounds for starters. And Lorries restricted by size and weight apart from access	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	Very poorly considered scheme funnelling traffic elsewhere. There is currently no problem with the road layout as we have perceived over the last 15 years of residing in Kenley road and running a popular, busy design and build company in the area.	INSIDE
Kenley Road	Agree	No	No	No	No	Please do NOT restrict driving on these roads as it creates bigger problems elsewhere.	INSIDE

Kenley Road	Agree	No	No	No	No	I believe these proposals are flawed, and would not achieve the intended aims. In particular, the expected effect of the Sheridan Road / Mostyn Road restrictions would be to direct more through traffic onto Kenley Road. Kenley Road has more resident children than Sheridan Road, and I believe higher levels of pedestrian traffic including for access to Merton park Primary School - although I cannot be sure without survey evidence which the council does not seem to have made available. The combination of the Church Lane / Sheridan Road proposals looks likely to increase traffic levels, and traffic speeds along Sheridan Road - as all traffic trying to exit Dorset Road and turn left onto Kingston Road would be encouraged to use Sheridan Road and Church Lane and (with the one way proposal) likely move more freely and at higher speeds. On this basis, the proposals would seem likely to reduce, not improve, overall levels of road safety in the Merton Park area. A better solution, I suggest, would be to look at "no motor vehicles except for access" restrictions in the area bounded by Mostyn Road, Kingston Road, Dorset Road, the A24, and Martin Way.	INSIDE
Kenley Road	Disagree	No	No	Unsure	No	I am very concerned about the effect these restrictions will have on emergency services. The restrictions will also severely impact on the movement of the residents in and out of the Merton Park Estate. Exiting Mostyn Road is already a severe bottle neck in the morning and preventing the right turn from Church Road will surely send more cars down Sheridan Road and onto Mostyn Road. Turning right onto Kingston Road from the Estate is very difficult and the traffic pedestrian lights before Church Road at least give some assistance. If the right turn out of Church Road is to be prevent then something must be done about the right turn from Dorset Road. Prohibiting the left turn from Aywllard Road into Leafield Road will severely impeded access for the resident to and from the Estate and result in more queues on the Kingston Road towards the railway crossing. The proposals appear be moving peak time traffic problems from two roads to others on the Estate	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	People buy a house in a particular road. This is the situation when they buy. The traffic will or won't be a factor. Please stop interfering retrospectively to try and force situations. We all pay our road taxes	INSIDE
Kenley Road	Strongly disagree	No	No	No	No	'Rat-running' on the whole mainly occurs for short periods of the day during 'rush hours' whereas these proposals will affect those of us who live in Merton Park 24/7. I have lived in Merton Park all my life and I do not consider the current level of traffic to be a major problem. The proposals will result in increased traffic on other roads both within and surrounding Merton Park. The main roads bordering Merton Park are already extremely busy. The amount of street furniture will also necessarily increase. It is already extremely difficult to know when and where you are allowed to drive in Merton Park and these proposals will make it impossible. For goodness sake JUST LEAVE THINGS ALONE!	INSIDE
Kenley Road	Disagree	No	No	No	No	This LTN plan fails to address Merton Parks main traffic congestion issues. a) Tailbacks on Kingston road due to the Tram Crossing, and b) rat-running through Merton Park during peak times to avoid these tailbacks. The objective of a LTN is to lower traffic in the neighbourhood. You will not do that by allowing the same volumes of traffic (as present) to enter the neighbourhood and simply shuffling it around on different roads within the same area. We object strongly to plans that increase traffic along Kenley Road, Mostyn Road or in the environs of Rutlish school, which is already busier at peak times as a result of the 'School Streets' scheme that has diverted traffic from the Watery Lane side and around the Kenley intersection with Mostyn Road. Outside of peak times, Merton Park is already a low traffic neighbourhood. The ONLY way to reduce traffic in Merton Park is to RESTRICT ENTRY to non-resident through-traffic at the KEY ENTRY POINTS at peak times. There must be an ANPR / Software solution to this otherwise the LTN will have no effect on traffic volumes, and only redirect the same traffic volume within the area. That is hardly a traffic lowering initiative.	INSIDE



Kenley Road	Strongly agree	No	No	No	No	We wholeheartedly support measures to reduce the amount of traffic using Merton Park's residential roads as a cut through to other destinations. We do not, however, support the introduction of measures that reduce traffic for some very low density residential roads to the detriment of other higher density residential roads. The title of the proposed Merton Park Low Traffic Neighbourhood scheme is misleading in that its main concern is to benefit a small minority of the residents of Merton Park around the exclusive Sheridan Road vicinity and not the whole of the area. The plan makes the serious error of omitting to address the diverted traffic flow. Instead, any addressing of this matter is conspicuous by its absence and it appears that the decision has already been made to redirect the traffic flow via Mostyn Road and Kenley Road. These roads already suffer from the problems of rat-running etc. whilst also having to absorb the added pollution in terms of noise, reduced air quality and danger of buses and other heavier vehicles, many of which ignore the 20 mile per hour signs. Residents of these roads would have to accept additional further reduction in quality of life. We request that Mostyn Road and Kenley Road along with all other residential roads in Merton Park be included in the proposals for a low traffic neighbourhood scheme that seeks to address traffic issues and their related horrors and that quality of life for residents of these roads will not be sacrificed to produce higher standards for residents of a small group of selected roads. Improving quality of life for some by reducing it for others is not an acceptable way forward. Please would you let us know the criteria that was used when including or excluding specific roads for special consideration in this low traffic neighbourhood scheme? Catherine Leaker and Colin Nalder	INSIDE
Kenley Road	Disagree	Unsure	No	No	No	The scheme will force all traffic onto Mostyn Road & Kingston Road which are already severely congested at peak times.	INSIDE
Kenley Road	Agree	No	No	No	No	These proposals will simply push traffic onto other roads within the area. This area services many schools and we need proper proposals that will reduce the traffic for all areas.	INSIDE
Kenley Road	Disagree	No	No	No	No	I strongly object to all the proposed changes for Merton Park (MP) and surrounding areas. The proposed changes to Sheridan Rd will displace traffic further down Mostyn Road and onto Kenley Road, increasing the traffic on what is already a busy street. Furthermore, there is a major entrance to Rutlish School on Kenley Road that is understandably not in a School Zone due to Mostyn being a thoroughfare already. Any changes that increase the likelihood of increasing traffic on Mostyn seem contrary to the council's objectives for safer roads near schools. The changes to Church Lane will displace traffic further through MP, increasing the traffic trying to re-join Kingston Road from Dorset Road. This will increase queues and congestion at what is an already busy junction. There is a children's nursery on the corner of Dorset & Kingston roads so not only would increased pollution at those points be unwelcome by residents, it will further affect children at the nursery. Restricting the turn from Aylward will also increase traffic on Kingston Rd and Martin Way and perversely will make the road a more attractive exit from MP residents who live to the east of Mostyn Road as traffic will be reduced, therefore likely to make it busier travelling towards Cannon Hill Lane. There is increasing anecdotal evidence, legal challenges and reversals of schemes across London Boroughs by councils who have failed to carry out traffic studies and act on evidence. There is no evidence to support the councils plans for the specifics of MP and Kingston Road. Other studies that have been carried out nationally bear little similarity to the MP geography so cannot be taken as demonstrative of potential benefit. Increasing traffic on MP's roads will disadvantage some residents to favour others on less travelled roads. MP has always been a fairly cohesive and friendly neighbourhood in the 25 years or so I have lived here whereas the council's plans are socially divisive.	INSIDE

Kenley Road	Strongly agree	No	Yes	No	No	The move to make it no right turn from Church Lane into Kingston Road is an obvious amendment that should be implemented regardless of the 'no rat run' consultation as it is more of a congestion additive to the network than anything else. I believe the so called 'rat run' would continue regardless of these proposals and the only real way to solve the issue would be implementing some other sort of method such as a toll for vehicles that are not local to the area when passing through Merton Park. If a no right/left turn into Sheridan is implemented, in my opinion it will only serve to restrict use of roads by residents and ultimately shift the high volume of 'rat run' traffic into Kenley Road and back up Polar and others. The biggest issue in the area that causes the most traffic problems is the tram crossing on Kingston Rd - drivers try their luck at various entry roads on to Kingston Rd from Merton Park to 'jump' in closer to the tram line crossing so the no right turn from Church Lane should be the starting point and also an ONLY left turn into Kingston from Mostyn should be implemented.	INSIDE
Kenley Road	Don't know	No	No	No	No	We have lived on Kenley Road since 1999 and when it was a quiet road. Since the the council changed entry arrangement to Dorset Road ( Morden end) the traffic has increased . Next K5 bus was introduced and a few years later it's frequency ! The busses going in opposite directions often pass each other at the same time causing traffic disruption ! Proposed scheme will add more traffic to our road ( Kenley) which is already busy . It will also increase pollution and noise! Why should residents of Kenley, Church, Mostyn , Circle Gardens etc be further inconvenienced? The K5 bus ( which runs empty most of the time ) is already causing enough distress and inconvenience in my opinion . Please reconsider and take into account the above comments .	INSIDE
Kenley Road	Agree	No	Yes	Unsure	Unsure	Blocking the turn into Sheridan Road from Mostyn Road will simply send cars along Kenley Road instead, which will result in the traffic 'rat running' a much larger residential area than before. At least the current situation restricts the traffic to a short length of Sheridan Road (and the much busier Dorset Road). I support the principle of restricting traffic and preventing rat running, but changing this in this way seems unwise. Conversely, I am 100% in favour of making Church Lane no-right-turn into Kingston Road, since sometimes long queues will form for a single driver waiting to turn right here. It makes considerable sense for one of the three parallel roads opening onto Kingston Road to be marked as having no right turn.	INSIDE
Kenley Road	Disagree	No	No	No	No	I'm concerned that by closing off these roads, traffic will become even worse, and more locally polluting, on Dorset Road, Kingston Road etc. When you look at anything working at a systems level, it is always better to have more options rather than fewer, so although we have a few rat-run streets these are probably better than closing them and clogging up other roads more. The bigger and more important issue is how to get people out of their petrol cars eg by cycling (but provision is still sporadic with bike lanes randomly scattered and disconnected) or converting to electric vehicles.	INSIDE
Kenley Road	Agree	No	No	No	No	This will not stop rat runs in the area but instead send traffic into more densely populated roads like kenley rd. the roads church lane and Sheridan are generally speaking lower population, less children, fewer houses. It's easy to read these measures as benefitting the more expensive roads in the area to the detriment of other roads. Totally against. Will make my road busier.	INSIDE

Kenley Road	Don't know	No	No	No	No	The junction of Dorset Rd, Kingston Rd, Kingswood Rd & the tramline is already dangerous. Vans and lorries forced to queue get road rage and overtake queues erratically in Dorset Road, mounting pavements; I've seen a child nearly hit. Rutlish boys run recklessly over the road to catch trams. LTN will increase RTAs. Public transport use must be encouraged to save the planet. Bikes can't be the only answer, MAMILs notwithstanding. Kingston Rd jams often extend right back to the A3 at peak hours; buses are stationery, diesel engines idling. The LTN will worsen this and discourage bus use. The LTN will make Kenley & Cranleigh Rds rat-runs – SatNavs will push traffic onto them. Rutlish boys pour down Kenley to get to Morden transport hub; when fighting they often push one another into the road; if they see a K5 bus they run after it, crossing the road between cars. A busier road will mean accidents. The Kenley/Mostyn junction is plagued by parents driving erratically to drop off their boys at the last minute, and pulling over to park at exit time. The LTN doesn't take account of the Rutlish School Street Scheme which will also push traffic onto Kenley & Mostyn Rds and their junction. It doesn't take account of tram-related crime. Road safety, especially for children, will fall. It's divisive and will increase inequality in the ward: wealthy streets in the Conservation Area will benefit at the expense of less fortunate parts of the ward. Huge, well-spaced detached houses will enjoy better air quality in their leafy, traffic-free streets, while the working class residents of multi-occupancy buildings along Kingston Rd will breathe more pollution. Likewise the terraced houses of Kenley Rd, already exposed to K5 diesel fumes, will suffer more pollution and a much worse living environment. An LTN should be for the many, not the very few, and a Labour council should not be increasing the value of properties owned by the filthy rich at the expense of poorer pe	INSIDE
Kenley Road	Disagree	No	No	No	No	A far too simplistic approach is being taken with regard to these and other proposals. The proposals are likely to increase traffic with increased pollution and congestion in streets that are already well used such as Kenley Road. What data supports the proposed changes? Why should objections by one group of neighbours lead to a worsening for others who have not been given the opportunity to comment such as myself? It is only by word of mouth that I have come across this survey.	INSIDE
Kenley Road	Disagree	No	No	No	No	It is schemes like this that waste money, cause increased pollution and in no way encourage people to use bikes as the pollution levels, on Kingston Road particularly, discourage anyone to attempt to weave through stand still traffic pumping fumes. This reeks of over paid jobsworths attempting to justify ridiculous high salaries by seemingly 'doing' stuff whilst the rest of the planet tries to plough on through a major pandemic. A waste of money which could be better spent on the unfortunates trying to cope with real issues in our borough.	INSIDE
Keswick Road	Disagree	Yes	Yes	Yes	Yes	I find it difficult to determine the likely benefits of the scheme since it is presented without any context. I would have liked to see details (e.g. from traffic surveys) of the problem(s) to be solved. Also consideration(s) of the potential repercussions of the scheme should have been published. Traffic management can be like "squeezing a balloon".	INSIDE
Keswick Road	Strongly disagree	No	No	No	No	These measures would greatly restrict movement for residents in the Merton Park area and simply cause more of a congestion on Kingston road - of which is there the more pressing problem of the tramline crossing which causes a dangerous pile-up of traffic. These proposed measures would also displace the rat run onto other roads including Keswick Avenue and Poplar Road.	INSIDE

Keswick Road	Agree	No	Yes	Yes	No	I live in a school streets road. That scheme seems to me to have been largely successful, although it does create a problem for delivery drivers (we need supermarket deliveries because we are vulnerable to Covid-19), and tradesmen/women working in our road and needing to enter it during the proscribed hours. BUT - rather than absolute bans on certain traffic movements that you are suggesting, I think that time-limited bans would be more practical and acceptable. As for the School Streets but not the same hours, necessarily. More focussed on the morning and evening periods when the rat-running is at its most severe and the greatest nuisance. To have blanket bans applicable 24 hours a day AND NIGHT!! - is pointless and guaranteed to anger and unnecessarily inconvenience residents. (I assume that your proposals recognise that?) I don't think that your specific proposals would impact significantly on my road BUT, they would inconvenience me to some extent - especially the Sheridan Road and Leaffield Road proposals. I would scrap the Sheridan Road "no entry/one-way westwards" idea completely and just make it a time-constrained for local residents only, street. Overall, I think that traffic-calming measures would help my local area of Merton Park but not as you are proposing them, because that would simply force traffic onto different roads and would greatly inconvenience Sheridan Road residents. Finally, are there not more practical ways of encouraging walking and cycling other than this scheme? I could show you where paving stones are a real trip hazard, where vehicles speed without restraint and where pedestrian lights would make crossing busy roads easier. I would rather see scarce resources spent on solving these issues.	INSIDE
Keswick Road	Strongly disagree	No	No	No	No	Dear Sir, I am writing in response to the informal consultation for a Low Traffic Neighbourhood (LTN) in Merton Park. I am a resident of Keswick Avenue SW19. I am in broad agreement with schemes aimed at reducing traffic and pollution in suburban residential streets. However I have serious reservations about this particular proposed scheme and object to its implementation on the following grounds. 1. The scheme will not succeed in achieving its objectives, since it is likely to increase the distances and alternative routes travelled for rat-running within the area. 2. That key roads, particularly Dorset Road and Kingston Road but also other surrounding roads will suffer increased traffic, congestion and pollution. 3. The LTN as proposed will cause significant inconvenience and difficulty for local residents and their visitors, not justified by the claimed benefits of the scheme Although the Council may have funding for the scheme I believe in the current climate this is a waste of public money which could best be used for more beneficial and productive purposes serving the whole Merton community. The impact of the Covid pandemic may even remove the need for such measures if traffic is permanently reduced when Londoners in general return to normal life and use of public transport. There are no details or targets provided for the expected traffic reductions, and the reasoning for how the scheme will actually work is unclear. In fact on some roads, traffic flow will increase and yet the Council appear not to have accounted for this with any estimates and the impact on those residents in these road directly affected. Merton Park residents will be adversely affected by these proposals since it does not deal with ( nor will they alleviate ) through traffic. The proposals to counter traffic problems in Merton Park focus on just two areas: • Aylward Road and Leaffield Road to the West • Mostyn Road, Sheridan Road and Church Lane to the North. There will also be a	INSIDE
Keswick Road	Strongly agree	No	No	No	No	The argument that measures such as these do not significantly increase traffic in the main roads suggests that the amount of traffic using the rat runs can't be that great! Nobody enjoys people driving fast down their streets is obvious. But what to do about rat runs is about many things not just shifting the problem onto another rd. in the case of Sheridan, by closing that left turn and Leaffield you will push the cars down Kenley Rd and more down Mostyn, which already is busy with parents dropping off School children. This proposal makes no consideration for the impact on other local residents. Sheridan is not badly affected in my view and I walk along Church Lane in the morning every day. The only danger is cars and cyclists driving across Church Lane without looking carefully which happens very often. Cats taking children to school is as big a problem in my view.	INSIDE

Keswick Road	Agree	No	Unsure	Unsure	Unsure	I am writing in response to the informal consultation for a Low Traffic Neighbourhood in Merton Park. We support the objective of reducing through traffic in Merton Park and encouraging safe walking and cycling within the local area. However, we have some concerns that the specific measures proposed may transfer through traffic to longer routes through other streets within Merton Park rather than discouraging rat running per se. In particular: No-Entry into Sheridan Road from Mostyn Road & One-Way into Sheridan Road westbound No entry into Sheridan Rd will force eastbound through traffic seeking to access Morden Road via Dorset Rd to travel further down Mostyn Rd and use Kenley, Stratton, Keswick and Erridge Roads to access Morden Road. This will increase the length of through traffic journeys and potentially take vehicles past two schools (Rutlish and Merton Park Primary). As proposed, the one-way restriction would restrict cyclists' access to Sheridan Road and thereby hamper journeys thorough Merton Park. As this is counter one of the stated objectives of the LTN a cycle counter-lane should be incorporated along that section of Sheridan Road. No-Left Turn from Aylward Rd into Leafield Rd. This is a busy cut through with east-west that also uses Tybenham and Kenley Roads. The no-left turn measure would block east bound traffic using this route. There is a risk that will be displaced to Springfield Avenue and then via Martin Way back through Merton Park using the southern end of Mostyn Road and Cranleigh Road. Furthermore, excluding east bound traffic from Aylward and Leafield Roads will make using these roads as westbound cut through quicker and more attractive by eliminating delays due to on-coming traffic. The net result is likely to be an increase in through-traffic using these roads, Springfield Avenue and roads in Merton Park generally. Alternative measures to reduce the impact of through traffic The objective of the LTN measures should be to	INSIDE
Keswick Road	Agree	No	Unsure	Unsure	Unsure	It is unclear from either the consultation documents or the presentations by the local councillors how these proposals to implement an LTN were devised. The proposals fail to justify the criteria, for example number of vehicles, used to establish the LTN plans. Similarly there does not appear to be any detailed modelling of the journeys that will be prevented by the LTN or where vehicles may take alternative routes. In the absence of detailed baseline data regarding the level and time of traffic flow it will be impossible to evaluate the impact of the scheme. We would add combining this with the impact of Covid will result in any assessment at this time being meaningless. The scheme as proposed relies entirely upon the introduction of restricted access to specific streets supported by CCTV enforcement. What other types of LTN restriction have been considered? For example could, the introduction of traffic lights provide an alternative option for some junctions – they would slow but not prevent traffic flow meaning residents would be more likely to tolerate a slight delay with rat runners being deterred. The proposals do not consider the potential impact on neighbouring roads and the level of traffic. Where other LTNs have been introduced research has demonstrated some vehicles will take alternative routes. In the case of Merton Park this could lead to increased congestion on both Dorset Road and Kingston Road. Buses are already significantly delayed on the Kingston Road which would run counter to the desire to encourage the use of public transport. The scheme as devised does not address a key traffic issue in the area, the Dorset and Kingston Road junction which significantly contributes to delays and in our view would only get worse with the introduction of the LTN as proposed. Finally, we note this consultation is limited to one per household. How can differing views within a household be captured? Has this approach been considered from an EDNI perspective?	INSIDE
Keswick Road	Strongly disagree	No	No	No	No	Does the council plan to consult and take notice - or as usual just do whatever it wishes like it did for Merton Park School????????????????? Does it plan to make public the vote? Do you know your 'rat running' question is deliberately biased. It's like saying who likes nuclear weapons? If you're going to consult please do it properly, and not just serve the council's interest!	INSIDE
Keswick Road	Disagree	No	No	No	Unsure	There are some roads that require a slowing down of traffic - namely Keswick Avenue, Erridge Road and Poplar Road. Can this also be considered?	INSIDE
Keswick Road	Strongly disagree	No	No	Unsure	No	This plan makes it extremely difficult to leave the Merton Park area and get on to Kingstone Road and adds to the difficulty of getting back in. Nor does it protect much of the area and it will inevitably move much of the rat race further down into Kenley Road etc. Something needs to be done about enabling better means to get on and off Kingstone Road in the first place, rather than just adding to the problem.	INSIDE

Kingston Road	Agree	No	No	No	No	This is a shocking use of council time and money. There should be a concerted effort to tackle pollution overall not just move it to other roads. These roads are already heavily congested; the proposed plans will only make the surrounding area much worse.	OUTSIDE
Kingston Road	Don't know	No	No	No	No	I support efforts to increase active travel, reduce pollution and improve the amenity value of residential neighbourhoods but I think a difficult balance needs to be struck. Overall much more emphasis needs to be given to encouraging "good" behaviours whereas recent measures adopted by Merton Council emphasise penalising behaviours classed as "bad". And in a future Merton where all cars are powered by clean electricity, will cars be seen as such a problem as at present? Retrofitting measures such as those proposed is problematic; however they would make more sense if traffic flows on main roads were not so restricted, e.g. by traffic lights which over the years have increased the proportion of time that no traffic is moving, increasing jams, and the 20mph speed limit not just on residential roads but also major through routes. With the reduction of traffic flow rates on main roads is it any surprise that traffic diverts onto side streets? With regards to the Merton Park proposals, the no right turn into Church Lane and Sheridan Rd one way will divert traffic onto Mostyn and Kenley Rds and cause long delays for Church Lane residents returning home at busy times. The no right turn from Church Lane will increase queues on Mostyn and Dorset Roads. Mostyn Rd is increasingly busy over the past few years and this will simply make it worse. How much "traffic evaporation" will the proposals really cause? I frequently walk, cycle and (when it is safe to do so) take public transport; these measures won't encourage me to do so any more. Improvement to cycle routes could make much more of a difference – for example I find the lane width restriction westbound at the pelican crossing on Church next to the Church Lane junction a real hazard as line of the kerb pushes the cyclist out into the path of traffic behind. In Raynes Park there are many zombie cycle lanes which stop abruptly – the whole network of cycle lanes and routes needs a coherent review: currently it's a mess.	OUTSIDE
Kingston Road	Strongly disagree	No	No	No	No	You will push all traffic for merton park into Dorset Road, which is impossible at the best of times due to camera box area there. Also traffic builds up there very quickly because if someone want to turn right into Dorset Road it stops all the traffic on Kingston Road. This scheme would cause traffic jams.	OUTSIDE
Kingston Road	Strongly disagree	No	Yes	No	No	I don't agree with the proposed Merton Park Low Traffic Neighbourhood. It feels like a money making scheme for the Council and all it will succeed in doing is to divert traffic on to other neighbouring roads.	OUTSIDE
Kingston Road	Strongly disagree	No	No	No	No	I strongly object to this proposed scheme. Currently, the traffic (even in Covid times) queues back from the tram crossing as far as the Nelson medical centre. By stopping some of the traffic safely using the side streets, the traffic on Kingston Road/ Bushey Road will very easily join with the queue coming from the A3 turn off at Shannon's corner, and then queue back onto the A3 very easily creating a complete logjam. This has happened in the past when there has been roadworks/accidents on Kingston Road. The effect of this will cause a huge increase in pollution and noise on Kingston road. This will not stop people travelling by car. This will not have any positive effect on accidents. This will add to road rage. This will hinder emergency vehicles (Kingston road is too narrow to allow service vehicles to get by when there is a traffic jam). This will affect the elderly adversely. This will have an adverse action on local businesses. This is a poorly conceived plan and I wish to register my strong objection	OUTSIDE
Langley Road	Strongly disagree	No	No	No	No	I live in Merton park and frequently use the routes you wish to close. Why should I , as a resident, who spent a fortune to buy a house here be restricted in getting around my area. I am strongly against these plans. I also know that the Kingston road is bumper to bumper in the mornings and this will make it even worse.	INSIDE
Langley Road	Strongly disagree	No	No	No	No	These are not rat runs but essential routes for us to get to and from our house due to the huge traffic build-up along Kingston road.	INSIDE

Langley Road	Strongly disagree	No	No	No	Unsure	We walk and cycle a lot, but do not see a problem with the existing layout, and believe the proposals would cause significant delays and frustration to residents and visitors/deliveries. Under the proposed scheme we would always have to use Dorset Road, both to return home when coming by car from the west along Kingston Rd or from Mostyn Rd, or when leaving home to travel east on Kingston Rd. The top of Dorset Rd is often very congested near the tram crossing (already a problem at times for emergency vehicles and tram safety), and this would get worse if eastbound traffic could not use Church Lane to access or leave Kingston Rd.	INSIDE
Langley Road	Disagree	No	No	No	Unsure	I have lived in Langley Road - the L-shaped part omitted from the road map prepared for this consultation exercise - for about 12 years. As well as being a resident, I am a car owner / user, almost exclusively during off-peak times. The 'planners' seem not to have considered how residents will be able to access their own homes, and the proposed restrictions would be damaging out of all proportion to any claimed benefit (which to me would be nil). The worst aspects are the no-right-turn into Church Lane and the Sheridan one-way, which would make it very awkward for me to return home from (say) Wimbledon Chase. Effectively my only option would be to turn right from Kingston Road into Dorset road, impeding following traffic at what is already a difficult junction.	INSIDE
Langley Road	Strongly disagree	No	No	No	No	1. The proposals would create much greater problems than they solve and should be abandoned. 2. No left turn from Aylward Road into Leafield Road would result in U turns in the cul-de-sac to enter Leafield from the other direction. It would cut off Aylward residents from Leafield and other nearby roads. 3. Scheme would force even more cars to turn right off Kingston Road into Dorset Road. Their turn is delayed by traffic from South Wimbledon; these turning vehicles will block traffic behind them. By contrast, there is still room for cars to pass inside vehicles turning right at Church Lane 4. Otherwise, eastbound Kingston Road traffic will be encouraged to turn up Mostyn Road. Denied access to Sheridan Road, they will turn left into Kenley Road and increase rat-running through residential roads. 5. No right turn into Kingston Road at Church Lane plus no access to Fairlawn Road via Wilton Crescent will force Wimbledon-bound traffic into Merton Hall Road with its school and college. 6. Sheridan Road is a cycle route; it would require an eastbound cycle lane.	INSIDE
Langley Road	Disagree	Yes	No	No	Yes	Turning right into Church Lane is a vital access point to Langley Road, especially on the weekends. The traffic is pretty much always backed up from the lights near the Merton Park tram crossing, blocking access into Dorset Road. Having Dorset Road as the main right turn into Kingston Road, apart from access via Mostyn Road would also block access to the crossing and the ability to drive into Wimbledon Town. Traffic passing from South Wimbledon and impatient drivers not allowing you out would just end up seeing Dorset Road as a terrible choke point, as it often already is.	INSIDE
Langley Road	Agree	No	No	No	No	Firstly, our end of Langley Road is not even on the consultation map. Secondly, for local residents who use the roads peak and off peak it is a severe restriction on our movement, particularly in off-peak. Third, I do not see how this change will actually achieve your objective. In our opinion it will simply shift the traffic blockage and worse there is significant risk that blockage areas get much worse. For the Langley road where I live, not on your map, not being able to turn right off Kingston road (into Church Lane) makes no sense as this is never a real problem as one only has to wait a very short time to turn. In addition, being only able to travel along Sheridan one-way severely restricts local resident mobility. Frankly, where is the benefit for any local resident with this plan - which should be the point, no? Finally, to emphasise my last point, the plan as presented does not provide any data to prove the need for this proposed change and also the data on how the change would impact road usage? So, given this, if this money well spent?	INSIDE
Langley Road	Strongly disagree	No	No	No	Unsure	I was not informed of this consultation by Merton Council	INSIDE

Langley Road	Strongly disagree	No	No	No	No	1. Any one or any combination of more than one of the proposed measures would have a significant and unnecessary adverse effect on the access of vehicles to my address. 2. The density and intensity of motor traffic in Merton Park are tolerable and insufficient in terms of nuisance and/or hazard to warrant the severe inconvenience and disruption the proposed measures (which are draconian) would cause to residents. 3. The proposals could cause delays, with fatal consequences, to the attendance of emergency vehicles to addresses in Merton Park. 4. The proposals would redistribute traffic movement in the MP area inequitably. 5. The proposed new one way streets would become the new rat runs and would also facilitate breaches of the 20 mph speed limit which is already ineffective and blatantly disregarded in the MP area. 6. The objectives which the proposals are purporting to achieve are vague in the extreme and totally lacking in specific or convincing detail.	INSIDE
Langley Road	Strongly disagree	No	No	No	No	In my opinion, this scheme is not needed at all. I have been a resident of Langley Road for 13 years now so have a lot of experience regarding any traffic congestion or safety issues in this area. I feel safe walking and cycling in this area. I often cycle confidently with my 7 year old daughter in the area. There is some traffic congestion during morning and evening rush hours but this is to be expected. The proposals mentioned in the scheme would merely cause greater traffic congestion at Kingston Road/Mostyn Road junction and at the Dorset Road/Kingston Road junctions. The Dorset Road junction is already quite tricky to navigate due to the box junction. Whilst I agree that it is important to have a box junction there to keep the road clear, with traffic seeking to exit Kingswood Road and Dorset Road onto Kingston Road, cars travelling eastbound on Kingston Road too often get caught in the box junction as the road ahead was clear when they enter the box junction but then is suddenly blocked by vehicles exiting Kingswood or Dorset. This particularly happens when the traffic lights turn red quickly due to a passing tram. This LTN scheme would make the junction a nightmare. Also, the LTN scheme says it aims to stop ratrunners. In my opinion, these ratrunners would just use alternative routes through the area. By stopping left turning traffic into Leaffield and making Sheridan a one way between Church Lane and Mostyn Road, this would divert traffic onto Kenley Road. Ironically, I have contacted LBM before as I am sometimes concerned about the speed that cars can travel down my Langley Road as there no traffic calming measures on this road unlike nearly all other Merton Park roads. The reply I received was that it was not the council's responsibility to manage speeding traffic and safety of residents but a matter for the police instead. In short, as a local resident, I do not approve of this LTN at all.	INSIDE
Langley Road	Disagree	No	No	No	Unsure	Your proposal to limit access to and from our address will be a significant inconvenience and I do not support it.	INSIDE
Langley Road	Disagree	No	No	No	Unsure	Living in the middle of the area where the proposed changes could be taking place and a driver this will only result in having to drive further , adding to the traffic and pollution. At the present moment I do not experience any problems	INSIDE
Leaffield Road	Strongly agree	Unsure	Unsure	Yes	Yes	Need speed cameras in mostyn road	INSIDE
Leaffield Road	Strongly disagree	No	No	No	No	I don't think that the consultation addresses the rat-running issues along Dorset and Tybenham roads. I think the current proposed measures will make it harder for residents, but not stop the ratrunning. If I thought that these measures would work, I would happily put up with more difficulty moving around in merton park, but I do think they will only penalise residents.	INSIDE
Leaffield Road	Strongly agree	Yes	Unsure	No	Yes	1. Could residents of Leaffield and Aylward road be given exemption from no left turn. 2. If adequate appropriate signage is not installed then a traffic flow issue will be incurred by cars travelling down Aylward road finding themselves not being able to turn around will preform u-turn in the road.	INSIDE
Leaffield Road	Agree	Unsure	Yes	Yes	Unsure	With regard to no left turn from Aylward into Leaffield, would suggest there should be access still for residents only. If not, would suggest the restriction applies only at rush hour times eg, 7-9.30am, and 3.30 - 6.30pm.	INSIDE



Leaffield Road	Strongly agree	Yes	Yes	Yes	Yes	The rat run along Leaffield Road and Alyward Raod is different at different times of the day. In the morning it is mostly traffic turning left out of Leaffield Road into Alyward Road and in the evening it is mostly traffic turning right from Alyward Road into Leaffield Road. As you are planning on using ANPR Cameras to enforce this it would be better to ban all non residential traffic from turning in or out of Leaffield Road into Alyward Road this would really eliminate the rat run and leave the roads just for the use of residents of Alyward and Leaffield Road. In particular Leaffield Road is a very short road and so if you just allowed Leaffield residents access to Alyward Road this would be very few cars. Since the school streets were introduced the traffic on Leaffield Road has dramatically increased.	INSIDE
Leaffield Road	Strongly agree	Yes	Yes	Yes	Yes	With Leaffield Road being used a a Constant rat run, it has become so very dangerous, even to walk on the pavement. Drivers get frustrated and on Occasions have begun fighting to see who should let the other through. As I have my driveway directly across from another i find cars constantly on the verge and encroaching on my garden. Many vans you see have no apparent reason to be in Leaffield road except as a cut through. It is a dreadful situation and has been for MANY YEARS and this is a VERY WELCOMED PROPOSAL AND SOLUTION	INSIDE
Leaffield Road	Strongly disagree	Unsure	Unsure	Unsure	No	So called rat running only happens between Leaffield Road and Aylward Road either Early morning or late afternoon, for a limited period, having lived in Leaffield Road for over 26 years its never been a problem, putting a no left turn from Alyward to Leaffield will cause residents more problems and can be dealt with by either a timed restriction or giving exemption to residents. If you bothered to send a survey crew to monitor traffic you will see that the roads are quiet during the day after 9am and from 7pm onwards. But as usual Merton are using a sledge hammer to hit a nail.	INSIDE
Melrose Road	Agree	Unsure	Unsure	Unsure	Unsure	If the mid section of Sheridan Road is made one way, I would welcome an east bound cycle lane. Although I have marked the proposals as unsure, I welcome the intention. I normally arrive back to my home in Melrose Road from the west and I'm not seeing a great route to my house should the full set of restrictions be in place. I am concerned that the Dorset Road/Kingston Rd junction is already awful at many times of the day. I suspect it would often be quicker to drive down Melrose/Church Ln/Sheridan/Mostyn (or just Sheridan/Mostyn if queue down Dorset is not beyond Sheridan) and turn right into Kingston Rd there than continuing up Dorset.	OUTSIDE
Melrose Road	Strongly agree	Yes	Yes	Yes	Yes	Whilst I do not live in this area I visit and cycle there regularly. I am fully supportive of LTNs in the borough and wish to see more of them, including on my street in Wimbledon Park which suffers from rat running traffic. I am disgusted by the campaigns that the Tory councillors are running against such schemes. Good luck with the implementation and here is to many more across the borough.	OUTSIDE
Melrose Road	Strongly disagree	No	No	No	No	Your proposals just hits local residents. Kingston Road is an almost permanent logjam because of the preference given to out of borough vehicles going into/out of London. Rat running is not a problem. One effectively cannot turn out of Dorset Rd inro Kingston Road, so the Church Lane outlet (with pedestrian lights halting traffic flow and no yellow box markings) is the only effective way for local residents to exit onto Kingston Road.	OUTSIDE
Melrose Road	Disagree	No	Yes	No	No	There is no direct evidence or local modelling for these proposals presented. I do not agree with much of the the narrative in the council documents. Walthamstow may or may not be a relevant comparator for Merton Park. Children already play in quiet streets (not that I feel this to be desirable); it is possible to walk in the middle of the road, even without lockdown and one can always hear bird song in Merton Park. One vote per address is an outrageous limitation of people's representation.	OUTSIDE
Melrose Road	Strongly agree	Yes	Yes	No	Unsure	The proposal will increase the traffic on Dorset Road which is a problem.	OUTSIDE
Melrose Road	Strongly disagree	No	No	No	Unsure	1 - There are no issues with these roads currently. 2 - If we made this decision the roads with problems (Mostyn and Dorset) will get worse. I appreciate there are a lot of retired people in the area but its important to understand that some residents still need to travel to work each day. 3 - If we disenfranchise working people, there will be fewer families in the area - already challenging to move to due to high prices. The pollution issue is key, and as an example why I have moved to electric and therefore don't add to this. You must consider that new sales of polluting cars will cease in a couple of years and we should see this through this lens.	OUTSIDE

Melrose Road	Strongly disagree	No	No	No	Unsure	The scheme would mean that to drive home on Kingston Rd towards Wimbledon I would need to sit in traffic for a longer period of time until I could make a tight turn into Dorset Rd thereby adding to congestion and pollution on Kingston Rd. cars would have to wait longer while this tight turn is made. Alternatively I would have to drive a long way round down Misty Rd and go via Kenley Rd and Poplar Rd which also adds unnecessary time and emissions to any trip coming home from that direction. It is my view that this proposal is ill-considered.	OUTSIDE
Melrose Road	Strongly disagree	No	Yes	No	No	I'm struggling to see how cars would enter the Merton park area if entry to Sheridan road and church lane are closed. Obviously Right-turn entry via Dorset road isn't an option because of proximity to the tram line and the difficulties this junction already experiences.	OUTSIDE
Melrose Road	Disagree	No	No	No	Unsure	The problem is the terrible Dorset/Kingston/Hartfield Road junction. Motorists are right to try and avoid it. This scheme will only make things even more difficult for them and move traffic to other residential streets instead. Or else further lengthen queues on Kingston and Dorset Roads, so that we all have to sit there for hours just trying to get home/out. Please come back to us with a plan to improve the problem junction. Thanks.	OUTSIDE
Melrose Road	Strongly agree	No	No	No	No	It's a great idea and something need to be done but this will just make the problem worse on Dorset Road which is the major problem.	OUTSIDE
Melrose Road	Strongly disagree	No	No	No	No	By stopping drivers using such roads, this will create more of a bottle neck on the main road which will cause further congestion.	OUTSIDE
Melrose Road	Strongly disagree	No	No	No	No	The whole scheme is an unnecessary expense at a time of very scarce resources. No right turn into Church Lane will cause massive tail backs eastbound on Kingston Road with traffic waiting to turn right into Dorset Road. Dorset Road will become blocked where the nursery school and Zipcar parking bay already make it difficult for cars to pass. The net effect would be more congestion, not less and more pollution not less. It also makes it more difficult for residents to access their own homes by car adding to both journey times and pollution.	OUTSIDE
Melrose Road	Disagree	No	Yes	No	Unsure	I am a Civil Engineer, long term resident, keen cyclist and walker. I have not found rat running vehicles a problem for me or my family particularly given the existing 20mph calming and the short length of the affected roads. Eastbound right-turning traffic out of Kingston Rd into NW Merton Park is spread into three – Mostyn Rd, Church Lane and Dorset Rd. Limiting this traffic to just two will increase queuing eastbound traffic behind the difficult and dangerous Dorset Rd/Tram Crossing Junction and disproportionately increase traffic turning right into Mostyn Rd. I believe that the increased traffic in Mostyn Rd will result in eastbound through-traffic using the central area of Merton Park to access the Dorset Rd/Morden Rd Junction (in addition for local traffic to access the northern area). I strongly believe that the proposed traffic measures will increase rat running traffic in the central area (Mostyn, Kenley, Stratton, Erridge) and that more dangerously at potentially higher speeds where there are longer straight lengths of roads. I believe the proposals out for consultation could worsen rather than alleviate foreseeable risks for walkers and cyclists in the side roads of Merton Park.	OUTSIDE
Melrose Road	Agree	No	Yes	No	Unsure	I cannot see that these proposals will reduce the amount of through traffic but merely move it to other roads in Merton Park. In particular more traffic would have to use Mostyn and Kenley which would disrupt the K5 bus route. I do not think it will reduce the amount of traffic entering Merton Park.	OUTSIDE
Mostyn Road	Strongly agree	Yes	Unsure	Yes	Unsure	We are strongly in favour of the proposed changes to entry into Sheridan Road. Living on the corner of Mostyn Rd and Sheridan Rd, we have seen a significant increase in the volume of traffic in recent years with people using it as a cut-through to Dorset Road and the A24. This is particularly the case for commercial vehicles which are unsuitable for those roads and create additional noise pollution and traffic disruption when they are unable to easily turn into Sheridan Road. The one way system would also allow for better pedestrian safety at what is otherwise a busy crossing used equally by young families and elderly residents. We would also be supportive of additional traffic calming measures in Mostyn Road itself. The existing speed bumps are an insufficient deterrent as they can be avoided allowing drivers to easily exceed the speed limit. We would suggest the council considers improving the speed bumps in a way which is more effective in forcing vehicles to slow down.	OUTSIDE

Mostyn Road	Agree	No	No	No	No	We already have restrictions, eg 20mph speed limits, which have never been enforced. It would be preferable to try policing the measures we already have before introducing draconian and highly restrictive measures which will, in any event, simply shift the problem onto other surrounding roads.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	Yes	No	I believe that your proposals will force more traffic along Mostyn Road where I live and where we already have a significant number of vehicles frequently using and polluting the air. This is exacerbated by parents dropping off or picking up children outside Rutlish School during term time. I don't think that there is a problem with local traffic on the surrounding roads and that your plans are not justifiable and will cause more issues than they are trying to solve.	OUTSIDE
Mostyn Road	Strongly agree	No	Yes	Yes	Yes	I am deeply concerned about road speeds and rat running in Mostyn Road (several major accidents have been reported). As a result I strongly support any reduction of access from Leafield into Mostyn at the dangerous crossroad with Tybenham Road. Reducing access to Sheridan off Mostyn will push traffic to rat run further down Mostyn and down Kenley. Further road calming measures are needed in Mostyn - it cannot be ignored in this plan or any benefits to other parts of Merton Park will be at the expense of Mostyn Road. Thank you	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	No	there needs to be a full comprehensive detailed study of all the issues, fully analysing all the "knock on" impacts (including cost / benefit analysis) of each and every suggestion and then fully publishing all data in the public domain, so that we, the potentially impacted residents, can read and assess everything before we, the residents, respond / vote on any proposal. a "questionnaire" is NOT GOOD ENOUGH. publish the collected data and research. Publish the evidence and statistics that have been gathered to enable the Questionnaire to even be "put to the Residents". Conducting a questionnaire on a scheme based purely on random speculation with no prior collection of data is therefore impossible to evaluate its success or failure. The Council needs to "RETHINK" any proposals.	OUTSIDE
Mostyn Road	Strongly agree	No	No	No	No	This will not stop cars or lorries from using other roads. Nobody has mentioned Mostyn Road that has a school located on this street. This will only increase traffic into other streets ie Mostyn Road	OUTSIDE
Mostyn Road	Strongly agree	No	Yes	Yes	No	My house is on Mostyn road adjacent to the footpath through to Aylward Road so backs directly onto the turning head in the cul de sac end of Aylward. Already there is a huge problem with vehicles parking in the turning head behind my house where it is outside the residents parking zone so we constantly have to put up with the noise of vehicles manoeuvring at all hours. Making Aylward no left turn into Leafield Road will just mean more vehicles using the end of Aylward to turn around and then go back to make a right turn which will mean more traffic and noise right behind my home. Already there is a huge problem with motorbikes and mopeds using the footpath as an illegal cut through from Aylward to Mostyn but despite reporting the issue to the police and council nothing has been done and there continues to be motor bikes racing through. Making Leafield no left turn will just make this problem even bigger unless cattle bars are fitted to this footpath like all others in the area. The easiest solution is to simply ban non resident or delivery vehicles from Merton Park during morning and afternoon rush hours so the commuters can use the main roads instead of treating a quiet residential area as a rat run! Make Mostyn Road no left turn from Martin Way and no left turn from Kingston road and half the problems would be solved then make Aylward one way from Leafield to Cannon Hill.	OUTSIDE
Mostyn Road	Strongly disagree	Unsure	Unsure	Yes	No	This appears to be not well thought out and I'm worried that Mostyn Road will become more of a rat run than it is now. It is already very busy with Rutlish School parent traffic and cut through from Kingston Rd to Martin Way. I think it deserves a more cohesive and well thought out forwarding thinking plan. I'm sure a better plan could be put forward.	OUTSIDE
Mostyn Road	Agree	No	Yes	Yes	No	Some of the prohibitions suggested will primarily penalise local drivers trying to avoid congestion on Kingston Rd.	OUTSIDE
Mostyn Road	Strongly disagree	No	Unsure	Unsure	No	1. Mostyn/Sheridan. Yes, this small section is used as a short cut but surely preventing cars turning into Sheridan from Mostyn would simply force them down to Kenley and then Erridge, Keswick and Poplar? 2. Aylward/Leafield. Indeed, another short cut but closing it would direct traffic into other quieter routes. For example, if I were coming from Raynes Park, instead of using the Kingston Road and turning right into Cannon Hill Lane I would use the Toynbee-Dundonald-Fairlawn- Wilton Crescent route in order to avoid a conceivably long wait on the Kingston Road along to Mostyn.	OUTSIDE

Mostyn Road	Disagree	No	Unsure	Unsure	No	We strongly object to this proposal to make it no entry into Sheridan Rd from Mostyn Rd as it will greatly increase traffic flow in Mostyn Rd. We have not had any letter about this scheme and heard about it on social media. At times of the day (school hours and rush hour, in normal times!) traffic is already very heavy in Mostyn Rd, often accompanied by tooting horns, and can be queuing from Church Path turning up to Kingston Road, whilst some does feed off into Sheridan to relieve pressure. Adding traffic flow to Mostyn Rd between Sheridan Rd and Kenley Rd is dangerous as goes past Rutlish School (boys step out and wobble about on bikes) and there is high pedestrian (and dogs) traffic across from Church Path to/from John Innes Park. Also, the plan to introduce a School Zone for Rutlish school on Watery Lane will force more parent drivers on to Mostyn Rd and surrounding roads. Kenley Rd and Circle Gardens will suffer from increased traffic flow, with a bus route already, and then a difficult junction at A24. Pollution will be increased by additional queuing on the Kingston Rd. This feels like a money making scheme, through fines, rather than a comprehensive plan to reduce traffic issues. A more sensible option might be to remove the parking spots on Mostyn Rd between Sheridan and Kingston Rds to improve flow. If traffic is trying to avoid queue on Kingston Rd then perhaps the traffic lights at tram crossing should be reviewed to improve flow.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	No	There is already a serious congestion problem on Mostyn Road and Dorset in the mornings, as traffic trying to access Kingston Road builds up and causes a significant traffic jam. If there is no access to Sheridan Road, and no right turn from Church Lane into Kingston Road, this will exacerbate the problem, and cause increased air pollution. The ability for traffic to filter off Mostyn and Dorset Roads helps to spread the traffic and reduce congestion. In addition, Merton Park, including Sheridan Road and Church Lane, is generally quiet with no significant problems to warrant the proposed measures.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	Unsure	This scheme is addressing a non-existent problem. At the moment traffic flows reasonably well in the North of Merton Park apart from on Kingston Road which is often stationary, and at the junctions of Mostyn Road and Kingston Road and also the junctions of Dorset Road and Kingston Road. This scheme would increase the traffic coming from Mostyn Road to Kingston Road, especially at rush hour. This would have effects: causing the queue of stationary traffic on Mostyn Road to become longer and to increase the amount of traffic on Kingston Road. These would have adverse effects on the ability of buses (K5, 152, 163, 164) to use both Mostyn Road and Kingston Road, forcing more people into cars. Removing access from Wilton Crescent to Fairlawn Road would also put even more traffic onto Kingston Road and Merton Hall Road. This will also increase pollution in the ward which we should be avoiding. I do not believe that this proposal would make more people use public transport. People already use public transport when they can and clogging up Kingston Road even more will only make buses slower and so deter people from using it.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	Unsure	The plans will result in all local traffic using Mostyn Rd. The road is already extremely busy and in rush hour the road is completely congested . These proposals will be dangerous for the users of Mostyn Rd and will adversely effect its air quality .	OUTSIDE
Mostyn Road	Disagree	No	No	No	Unsure	At present there are times when traffic backs up on Dorset Rd because cars are unable to turn onto Kingston Rd causing jams and pollution. Currently cars are able to access Kingston Rd by Church Lane or Mostyn Rd to alleviate matters but with proposed plans this would be difficult. I believe that traffic jams on Dorset Rd should be sorted before any of these proposed plans are implemented as they will just exacerbate the situation.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	Unsure	Mostyn Road is already congested during peak times and this will make it even more congested. I strongly disagree with these plans.	OUTSIDE
Mostyn Road	Agree	No	No	No	Unsure	These proposals will push even more traffic onto Mostyn Road, making it even more dangerous than it already is. Why are Mostyn Rd and Dorset Rd so blighted and ignored by Merton Council? Mostyn road is either at a standstill or terrorised by cars going too fast, with no appreciable effort being made to calm these significant rat runs, the speed limit is not even displayed correctly 20 mph signs hidden behind trees and pointing towards the houses. The roads being 'calmed' are already much quieter. These schemes are not working, this one seems particularly ill thought out. I hope you are not endangering us even more, there are schools on both Mostyn Rd and the top of Dorset was any consideration paid to what happens when you mix large amounts of children with lots of traffic? Please don't forget this .	OUTSIDE

Mostyn Road	Strongly agree	No	No	No	No	These proposals do not achieve the stated aim to improve the environment and reduce pollution in Merton Park. All they do is shuffle traffic from one road to another. We need to consider a new and more comprehensive plan which will achieve the desired outcome. This issue is too important to the community to rush through in this way. Also I only heard about the consultation by accident because I received no notice in the post or otherwise. I raised this with the councillors and suggested that the time limit for a response should be extended to ensure that people are aware of it.	OUTSIDE
Mostyn Road	Disagree	No	Yes	Unsure	No	Several of the above proposals might seriously increase the traffic in Mostyn Road; no doubt, at times, resulting in horrendous traffic jams. Mostyn Road already has enough traffic problems as it is, not least of which being its own rat run between Kingston Road and Martin Way and the Rutlish School run; both, particularly at certain times of the day, causing considerable traffic difficulties, and trying the patience of residents, which is not inexhaustible.	OUTSIDE
Mostyn Road	Strongly agree	No	Yes	No	Unsure	By stopping traffic turning from Kingston road right onto Church Lane and not allowing traffic to turn off Mostyn onto Sheridan you will increase the volume of traffic on Mostyn Road considerably. This is already used by many with no respect for the speed limit. This in my opinion is an unacceptable suggestion, and I wonder what is motivating this decision. Also making part of Sheridan one way will mean that all those Sheridan residents will also have to use Mostyn to exit Merton Park. You will essentially make Mostyn Road even more of a rat run than it is already! You merely move those issue rather than resolve it.	OUTSIDE
Mostyn Road	Strongly disagree	Yes	Yes	Yes	Yes	Since one of the aims is to protect pedestrians and encourage walking and cycling, so:- #Provide pedestrian crossings, one in Mostyn Road for users of Church Path and one in Kingston Road at north end of Mostyn Road. These will improve safety for shopping routes and access to schools. #Make pavements safer by regular manual cleaning; for the last 5 years, Mostyn Road has been only mechanically cleaned, leaving pedestrians to struggle through heaps of leaves and litter as well as holes and obsolete street furniture in the grass verges. #Enforce 20mph speed limit with chicanes in Mostyn Road between Kenley Road and Martin Way; the current bumps do nothing to stop 60mph speeds.	OUTSIDE
Mostyn Road	Strongly agree	Unsure	Unsure	Unsure	Unsure	Hello, This plan is likely to shift traffic from some roads onto others, namely Mostyn Road and Dorest Road. When we're not in lockdown traffic queues along Mostyn Road between Rutlish School and Kingston Road each morning and evening. It would be good to have a comprehensive survey and plan to reduce traffic in our area as well as a plan to make the junction between Mostyn Road & Kingston Road safer for drivers and pedestrians.	OUTSIDE
Mostyn Road	Strongly agree	No	No	No	No	All this does is move the traffic up Mostyn Road to Kenley Road and Circle Gardens. We will have more traffic passing our house on Mostyn, also passing Rutlish school which is not ideal, and the residents in the less expensive houses on Kenley et.al. will have the traffic instead of the big houses on Sheridan Road. Doesn't solve the problem of traffic using the back roads, just shifts it away from folks who paid the most for their properties so everyone else has to suffer.	OUTSIDE
Mostyn Road	Strongly agree	No	No	No	No	None of the proposals will eliminate rat running, they will simply push the problem on to other roads. A better solution would be to prevent vehicles from turning right on Kingston Rd onto any of these roads i.e Mostyn Road, Church Lane, Dorset Road. But also to prevent any vehicles from turning right onto Kingston Rd from any of these roads. If we truly want to encourage walking and cycling, then the prospect of sitting in traffic needs to be so off putting that people will choose another mode of transport, not just look for an alternative rat run.	OUTSIDE
Mostyn Road	Disagree	No	No	No	No	These restrictions will lead to a lot more traffic on Mostyn Road and other local roads.	OUTSIDE
Mostyn Road	Strongly agree	Yes	Yes	Yes	Yes	Mostyn will be backed up with traffic all the way to Kingston Road. Ideally a temporary morning/evening traffic light would be ideal.	OUTSIDE

Mostyn Road	Strongly disagree	No	Yes	No	No	This scheme if enacted in its current form will shift the “rat run” from Sheridan Road to Mostyn Road, Kenley Road and Circle Gardens. Mostyn Road is often grid locked when parents are dropping off, parking or collecting at Rutlish School. When schools teachers are arriving by car and there are HGV deliveries to the school. Grid locked when The K5 bus is trying to navigate Mostyn Road. Heavy goods vehicles are constantly ignoring the weight restrictions on Mostyn Road and using it as a cut through to Morden. Most cars using Mostyn Road presently are far exceeding the 20 mph limit as they see a long straight road ahead. Increasing this traffic will increase the number of speeders in a school area. No left turn into Leaffield Road from Aylward will increase the traffic on Mostyn further. Pollution levels will increase around the school and in Mostyn. This does nothing to reduce vehicle movement it just concentrates it in certain streets. This will reduce traffic getting to Dorset Road, B285, which is a wide through road suitable for volume of traffic and shift it to Mostyn, a narrow road. Consider including Mostyn Road in the LTN and force cars to use Martin Way and Dorset Road, B285.	OUTSIDE
Mostyn Road	Agree	No	Yes	Unsure	No	Banning the left hand turn from Aylward Rd into Leaffield Rd will lead to increased traffic in Mostyn Rd which is already very busy. Traffic diverted from turning left into Leaffield will instead turn right into Mostyn from the Kingston Rd. This is already a very busy junction and the K5 bus needs room to swing round into and out Mostyn Road, a difficult manoeuvre at the best of times. The 'no left turn' into Sheridan Rd will mean that all traffic will pass Rutlish School on the right before carrying straight on or turning left into Kenley Road. Rutlish is a secondary school with 1000+ pupils. The road in front of the school is extremely busy and congested at the beginning and end of the school day. The junction of Mostyn and Kenley Roads is already dangerous for pedestrians crossing from the north side to the post box side as cars tend to whip round from the direction of Kingston Rd. There has already been one serious accident here. Good idea to reduce the traffic in Church Lane particularly the north part which bends making it difficult to see what is coming the other way. On the other hand no right turn into Church lane from the Kingston Rd could/would mean an increase in traffic turning right into Dorset Rd, again already a very busy B road. This in turn could lead to rat running in some of the rods to the South e.g Sandbourne Ave in order to get to and through Morden perhaps via Windermere.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	No	We strongly disagree with your proposals for what you call “rat running” in our area. These proposals will only cause more traffic in Mostyn Road and Dorset Road, these measure are completely unnecessary and a complete waste of our tax money. We already have extra traffic due to Rutlige School and with your proposals would only be adding to the problem. There is already enough room for cyclists and pedestrians in our area and with your proposals Mostyn Road and Dorset will be more dangerous for cyclists with all the traffic coming up and down theses roads. STOP WASTING OUR MONEY IN YOUR STUPID PROPOSALS FOR A CHANGE AND MAYBE YOU SHOULD STARTING TO LUSTEN AND THINK ABOUT MOTORISTS AND TAX PAYERS WHICH PAY A LOT OF MONEY ON ROAD AND COUNCIL TAXES	OUTSIDE
Mostyn Road	Agree	No	No	No	No	The suggested changes will only displace traffic and queueing vehicles onto other residential roads in Merton Park, particularly Mostyn Road which is a residential road and not a main road. This will only increase traffic volumes travelling along and queueing in Mostyn Road which would increase levels of pollution and discourage pedestrians and cyclists from using Mostyn Road, which is currently used by residents, including young children, to visit John Innes Park and to attend local schools. The changes would be counter productive and I strongly object to them.	OUTSIDE
Mostyn Road	Disagree	No	Yes	Unsure	No	Many of these measures would have the effect of seriously increasing the traffic on Mostyn Road which is busy enough at present.	OUTSIDE
Mostyn Road	Disagree	No	No	No	No	It would severely disrupt traffic flow in Merton Park and force more traffic onto severely congested Kingston Road.	OUTSIDE

Mostyn Road	Disagree	No	No	No	No	The proposal is ill conceived and unwelcome. Access to and egress from Merton Park (bounded by Kingston Rd, Dorset Rd, Martin Way and Aylward Rd) is already very limited and your proposals will exacerbate this. The obvious consequence of the proposals will be to increase congestion and resultant pollution on Kingston Rd and Martin Way; furthermore it will displace traffic onto other roads in Merton Park, increasing pollution on those roads. For example, when Kingston Rd is congested, east bound traffic destined for Merton Park can gain access via Cannon Hill Lane, Aylward Rd and Leafield Rd. The narrowness of these roads is a natural limiter to the volume of traffic. The removal of this option will increase pollution for residents on Kingston Rd, including the Nelson Hospital. Egress from Merton Park, particularly eastbound to the north, is already difficult. There is frequent congestion at the northern ends of both Mostyn Rd and Dorset Rd. This is often the result of the need for traffic turning right to avoid entering the box junction at the northern end of Dorset Rd and to avoid blocking access to Wilton Crescent from Mostyn Rd. Westbound traffic also can be held back by traffic waiting to turn right, again increasing pollution. Turning right from Church Lane is easier, with less likelihood of blocking other accesses, and the Pelican Crossing lights on Kingston Road can create breaks in traffic to facilitate the manoeuvre. Closing Sheridan Rd to right turns from Mostyn Rd will force traffic, seeking access to Dorset Rd and Morden Rd, further along Mostyn Rd, along Kenley and other roads in Merton Park, again increasing pollution and fuel consumption. Consequently, I am not in favour of the proposals.	OUTSIDE
Mostyn Road	Strongly agree	No	No	No	No	this scheme will cause more traffic on Mostyn Road which is already used as a rat run	OUTSIDE
Mostyn Road	Strongly agree	No	No	No	Yes	Mostyn Road especially between Sheraton Road and Martin Way is ALREADY very busy with traffic (Lorries, schools cars and the K5 buses) using Mostyn Road as a rat run especially entering Kenley Road from Mostyn Road to get to Morden. Closing entry to Sheraton Road will drive that traffic further along Mostyn Road to Kenley Road and the rat run to Dorset Road/Morden, which is already highly congested with the resulting high volumes of traffic noise and pollution. It will be unbearable for local Mostyn Road residents like me to put up with the volumes, noise and resulting pollution.	OUTSIDE
Mostyn Road	Disagree	No	No	No	No	This proposal is absurd. I live on Mostyn Road, and have been a resident of Merton my whole life, firstly living on Kingston Road where I was born, then Aylward Road with my late parents and, for the past 28 years, in Mostyn Road, and although rat running can be a problem at school run times it doesn't pose an issue at any other time of day! It will take me much longer to get home depending on which part of the borough I'm coming from. If I need to come home from Cannon Hill Lane, turning right into Aylward Road then left into Leafield is my preferred route. Aylward Road always flows as long as people are considerate, which most people tend to be. Please use our hard earned money in a more productive way. Most of us are having a hard enough time mentally right now with Covid ... this would just be the icing on the cake. I have friends who live in the middle part of Sheridan Road and you're effectively cutting them off with no left turn from Mostyn and no right turn into Church Lane from Kingston Road. If I'm reading the proposal correctly, you are also going to cut Merton Park residents off from driving into Wimbledon unless we're forced to go up Hartfield Road? I always drive across Mostyn Road, into Wilton Crescent and up to Wimbledon via Fairlawn or to go up to the Village. Or is your intention to allow those of us who live in the affected roads to move around freely, much as you allow those living in roads which have primary schools on them to move freely? This would be the only way we, as a neighbourhood, would accept this in order to stop people rat running who DO NOT live here. This is all madness, and just an excuse to introduce another stealth tax. As if the proposed new parking charges weren't bad enough at a time when a lot of people have lost their jobs due to Covid and are finding it hard to make ends meet. Shame on you Merton Council, shame on you.	OUTSIDE
Mostyn Road	Disagree	No	Yes	Yes	Yes	I am concerned that traffic measures will just increase traffic in Mostyn Road which already has quite heavy traffic and large queues in the mornings from 7 am in particular. It will make it no easier for my children to safely cycle. There is already lots of traffic cutting down Kenley Road especially with parents dropping off at Rutlish and new school traffic areas will worsen this when out of lockdown	OUTSIDE

Mostyn Road	Strongly disagree	No	Unsure	Unsure	No	This plan seeks to funnel traffic down Dorset Road and Mostyn Road. This is clearly unacceptable since pollution will be heightened in these two roads. Furthermore, there is only a left turn from Aylward Road into Leafield possible if you are coming up Aylward Road from Cannon Hill Lane. Traffic moving around Merton Park is balanced and unproblematic. It is not even very heavy compared to Kingston Road and London Road. Leave it alone.	OUTSIDE
Mostyn Road	Disagree	No	No	No	No	All this scheme will do is push diverted traffic into other roads and create new rat runs and cause more congestion when the number of cyclists is not increasing. The Aylward Rd./Leafield Rd. suggestion is particularly silly in my opinion. Together with the proposed school roads scheme this will make driving around the area more difficult and may cause more accidents.	OUTSIDE
Mostyn Road	Disagree	No	Yes	Yes	No	The Kingston Road will be so jammed with traffic that nothing will move.	OUTSIDE
Mostyn Road	Agree	No	Yes	No	Yes	Does not address the problem of through traffic along the larger roads. A section of one way on Mostyn and Dorset would have more effect.	OUTSIDE
Mostyn Road	Strongly disagree	No	No	No	No	you need to look at the problem of turning right from Dorset Road into Kingston Road.	OUTSIDE
Poplar Road	Disagree	No	No	No	No	With traffic flows extremely unusual, and which will change over the next few months with Covid policies, now is the most untypical time to experiment with the suggested changes. In particular, perhaps the worst traffic problem in Merton Park is the Dorset Rd/Kingston Rd junction. This will be exacerbated by the "no right turn" etc.. suggestions, particularly up to the Level Crossing. Currently there may be some alleviation of traffic in, for instance, Sheridan Rd, but this will only be at specific times of the day. The Kingston Rd/Dorset Rd junction, already very difficult, will become impossible, and you will have moved the traffic rat runs into, for instance, Dorset Rd.	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	The traffic will not stop coming, more traffic jams slower moving more pollution. Can't you see it	INSIDE
Poplar Road	Strongly disagree	No	Yes	No	No	There will always be traffic - why should this all be directed into a few residential roads like Dorset Road? It will be chaotic if all traffic needing to turn right from Kingston Road in to Merton Park needs to go down Dorset Road - it already gets blocked at that junction. It is busy at times - but not dangerous on Merton Park roads. 20mph & Road humps keep traffic speed down - maybe these humps should be extended to Cranleigh Road and Poplar Road South. I appreciate that Council want to encourage cycling - but for most people (like me ) this will be for recreation only - not actually going somewhere for work, shopping etc.	INSIDE
Poplar Road	Agree	No	Yes	No	No	For me, the biggest traffic issue in Merton Park is the speed of drivers along Dorset Road, possibly going towards Merantum Way. Drivers pick up speed as they pass Langley Road and tend to increase as they pass Sheridan and Melrose Roads and can be going quite fast as they hit the curve near Erridge and Sandbourne. There is a speed sensitive smile/frown sign in Dorset Road, BUT it is too close to Kingston Road and speeds are still low and the sign is often obscured by trees. I suggest supplementing the speed sensitive sign (or moving it) further up Dorset Road to discourage speeding motorists. I don't use Mostyn Road so much, so I am not so aware of it. Reducing the options for getting from the Kingston Road to my home would be fairly inconvenient and I don't see it would improve the traffic levels. I presume also that enforcement through ANPR cameras would be at marginal cost benefit and would fuel petty accusations of being a council money spinner, so seems ultimately counter productive. The traffic calming humps in Dorset Road are quite worn and act in a much more aggressive way on cars, slowing them more. Perhaps enabling these harder edged humps to develop through erosion by cars is a cheap way of calming the traffic.	INSIDE
Poplar Road	Agree	No	Yes	No	Unsure	removing the ability for local traffic to turn right from the Kingston Road into Church Lane to access Merton Park will push local traffic up to the tram crossing ... which already has a difficult right turn, and will cause heavy volume of traffic down Dorset and then turning right into the side roads...	INSIDE
Poplar Road	Disagree	Unsure	Yes	Unsure	Unsure	Rat-run traffic measures can have a habit of moving the problem to adjacent roads (Dorset Road; Mostyn Road; Kenley Road, for example). Has this been assessed? It's my observation, having lived here over 35 yrs that it's also becoming more difficult to get in and out of Merton Park for those of us who actually live here as a result of these types of measures.	INSIDE



Poplar Road	Agree	No	Yes	No	Unsure	I think the "no right turn" from Church Lane onto Kingston Road is an important change and by itself should deter a lot of "rat run" traffic coming from Mostyn Road and therefore I would oppose the other measures at this point until the impact of the "no right turn" can be assessed as it may render the other related proposed restrictions (which will have a negative impact on residents in the area) unnecessary. Thanks.	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	I live in Merton Park and do not consider there to be a problem with high levels of traffic in the roads identified in the proposals. Furthermore, I do not consider there to be a problem with these roads being used as 'rat runs.' We need more permeability for our streets, not less. Creating No-Entry roads, as identified in these proposals, will move traffic to other junctions, overloading them, creating 'bottle-necks.' For example, the junction between Kingston Road and Dorset Road, (at the tram crossing), is a junction that regularly experiences large volumes of traffic and bottle-necks. My concern is that the proposals would make this situation, and others like it, even worse. The proposals include the use of Automatic Number Plate Recognition, (ANPR). This is not a fair way of managing traffic. For example, visitors to the area are likely to be concentrating on navigating through unfamiliar streets and more likely to miss the proposed signage. The increasing number of traffic signage and control measures is making it unreasonably difficult for drivers to use our streets. I fear these proposals will make the quality of our streets worse for walkers, cyclist and drivers. For example, pollution levels will increase, due to more bottle-necks and idling cars at surrounding junctions outside the remit of these proposals. I also notice that the drawing that was issued to residents as part of the consultation notification has the project title, 'Covid-19 Temp Safety Measures.' Are these measures temporary? What do these measures have to do with Covid-19?	INSIDE
Poplar Road	Strongly agree	Unsure	Yes	Yes	No	Do not add the one-way in Sheridan. Residents in this part of the road will have a long diversion to get to the Church or other parts of the John Innes area. Keep the No Entry but the one way street will have little impact on the rat running. But it may be necessary to have camera control over the no entry to ensure drivers do not turn into Sheridan from Mostyn.	INSIDE
Poplar Road	Disagree	No	Yes	No	No	I think that the whole scheme will increase traffic on Mostyn Road past the main Rutlish school entrance (my son is at Rutlish) and increase congestion on Kingston Road east bound as there will be fewer places to turn right. It also will cut out 3 out of 4 possible routes to our house coming in from the A3 and this will just make every journey longer. As a result we will spend more time in the car and increase our contribution to pollution, I used to commute by car but have switched to public transport but if I needed to use my car each day this would be frustrating. I certainly wouldn't want to live at the southerly end of Aylward Road and apologise in advance to those residents as I will be making 3-point turns when the 'no left turn' into Leafield Road inevitably appears in order to come back and turn right into it. I doubt that the council will take any notice of the majority of feedback and go ahead anyway. This view is based on the resistance to the parking permit diesel surcharge then the new parking permit fees that was completely ignored - especially the views on the excessive visitor permit price increases. I am still taking part as a matter of record but no longer believe that the opinions we post here will make any difference whatsoever. To summarise - if these changes go ahead this will create a much worse standing queue of traffic on Mostyn Road in the mornings especially and contribute to longer journeys and increased congestion in the area in general.	INSIDE

Poplar Road	Strongly disagree	No	No	No	No	Overall I believe these proposed measures will make rat running, pollution levels and safe cycling worse, not better, and have little effect on safe walking. 1. Making Sheridan Road no-entry from Mostyn Road and one-way between Church Lane and Mostyn Road will force local traffic (i.e. people trying to access their homes in the northern part of Merton Park) to take a much longer route, increasing pollution, congestion and danger to cyclists. 2. No right turn from Church lane into Kingston Road might help ease queueing a little in the morning rush hour, but would make things worse for most of the day by removing an option to exit Merton Park. 3. No right turn from Kingston Road into Church Lane would be disastrous – eastbound traffic frequently backs up from the tram crossing and the Dorset Road junction, and local traffic turning right here eases this congestion. As with proposal 1, local residents will be forced to make longer detours to access their homes, increasing pollution, congestion and danger to cyclists. 4. No left turn from Aylward Road into Leaffield Road will make access to local residents' homes much more difficult and will force more traffic onto Cannon Hill Lane, Martin Way and Kingston Road – again forcing local traffic to take longer routes, increasing pollution, congestion and danger to cyclists. I am both a motorist and a cyclist. I have lived in Merton Park for 30 years. Just because funding is available, that does not mean you have to spend it regardless.	INSIDE
Poplar Road	Strongly disagree	No	No	No	Unsure	I have not noticed any rat-running and our neighbourhood is very low traffic throughout the day. What is a challenge is as a resident to get into and out of the neighbourhood (especially turning from Dorset road into Kingston road) and the proposed restrictions will make it more challenging for residents to drive around in our own neighbourhood.	INSIDE
Poplar Road	Disagree	No	Yes	No	No	The proposals may reduce rat running traffic but will increase the rat running from local residents who have to drive around a convoluted route just to get home! I don't feel that the benefits of the scheme proposed will outweigh the disadvantages to local residents. To get to my home on Poplar Road from Kingston Road (coming from the west) I would have to go all the way down to Circle Gardens and back up Poplar Road.	INSIDE
Poplar Road	Disagree	No	Yes	No	No	These measures will alleviate congestion in a few leafy roads for a few hours Monday to Friday, for residents in the wider area of Merton Park these measures will create much longer and convoluted vehicular journeys to and from our homes 24/7 in perpetuity.	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	If you cannot turn right onto the Kingston Road from Church Lane it is going to be a nightmare on Dorset Road with everyone trying to turn right. You are lucky if one car gets across (without having to sit in the yellow box) at each change of light. This is mainly because everyone jumps the lights - over the level crossing and towards Dorset Road. Likewise not being able to turn into Church Lane from the Kingston Road will cause havoc. These measures will also have terrible repercussions on Mostyn Road.	INSIDE
Poplar Road	Strongly disagree	No	Yes	No	No	The only measure with any merit is the no right turn out of Church Rd onto Kingston rd, simply because there is not enough room, and any right turning car blocks all those wishing to turn left. All the other proposals are attempting to fix a problem which is not there, I have lived and driven in Merton Park for 20+ years, these proposals are simply tinkering with what is currently a perfectly workable solution. These proposals will not lead to a reduction in congestion/traffic levels, just simply shift the the level of current/future traffic to different areas, and thereby the whole process is circular keeping all those involved in work, from Local Councilors to Highways Dept.'s and road-sign and camera installers. Trying to engineer such an unpleasant journey (which is exactly what these proposals seek to do) in an effort to reduce car use is hopelessly misguided. These proposals should be ditched.	INSIDE
Poplar Road	Strongly agree	No	No	No	No	You are just using a sticking plaster to try and solve a greater problem, which has been going on for the last twenty years or more. The only way to solve the problem is make the whole area a no entry zone from 07.00 to 10.00 and then from 16.00 to 19.00 and only accessible to residents only.	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	Being a resident in these roads there is no significant rat running. It would block flow and traffic would increase on other roads. You would make Mostyn and Dorset Roads busier where numerous school children walk. How about sorting the traffic out on Kingston Road and the entire South Circular by removing parking on these specific roads and spend our money wisely?!	INSIDE

Poplar Road	Agree	No	Yes	No	No	The proposal clearly hasn't been thought through properly. Turning Sheridan Rd into a one way road and introducing a no right turn from Aylward into Leafield will not stop traffic cutting through to access the Kingston Road during the morning rush hour - the time when the rat runs are at their busiest!! And the result of the scheme for local residents will be greater pollution as traffic builds up at the north end of Dorset and Mostyn, more traffic at the junction of Dorset and Hartfield Road AND huge inconvenience as some residents in the area have to take major detours to reach their homes. It makes no sense.	INSIDE
Poplar Road	Agree	No	No	No	Unsure	I cannot express how strongly I feel that these measures would only result in traffic pile ups in other areas. For example turning right out of Dorset Road into Kingston Road is already dangerous and to be avoided at all costs. This would then become unbearable if there was no right turn out of Church Lane. The problem is the weight of traffic. In my opinion the only improvement would come by enforcing 20mph which would slow the traffic through the area.	INSIDE
Poplar Road	Disagree	No	No	No	No	I do not support the proposals for the following reasons: - I am a local cyclist who has been knocked off my bicycle in the proposed area. The proposals miss the real danger which is excessive speed. The speed limit in Merton Park has been 20mph for quite a long time. However, a significant number of drivers regularly drive at much beyond this. I have never seen any attempt to enforce the speed limit. I consider that this would have the greatest benefit for improve safety and ambience in the neighbourhood. - The proposals are excessively complicated and will result in confusion to drivers with resulting increased danger (as with the recently introduced school streets). - The one-way system on Sheridan Road will hinder cyclists and other road users. - There will be an ongoing cost of maintaining the scheme (e.g. the ANPR) which has not been made clear. (C.f. the investment funding that is mentioned).	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	While I understand many of the benefits of low traffic neighbourhoods (LTN) in certain areas, having researched this on Merton Councils site, I do not believe the LTN proposals are necessary, nor beneficial to the residents in this particular area. Kingston Road is a popular route for all vehicles as it is the main road into Wimbledon for locals, the main road which leads into Colliers wood, Tooting, Balham and Clapham which are all not safely accessible by tube during the pandemic (a popular way of travelling otherwise). -By restricting traffic on through roads, traffic would become more congested on Kingston Road. This was shown in Summer of 2020 when an 'Experimental Traffic Management Order' was implemented from tooting Broadway to clapham- which involved denying access into side roads. During this time traffic congestion heavily increased on the main roads, along with increased emissions from combustion powered vehicles, as a result of longer journey times. Furthermore, having lived in this area for over 17 years, I have never thought Merton Park to be a high or even moderate traffic area. Implementing the proposals measures in Merton Park would also restrict access for residents to get to and from their home, by denying access to routes which hugely reduce the time spent taking car journeys by avoiding regular traffic jams on Kingston Road, for example. These routes are also used regularly for trips to local shops and businesses.	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	The proposed changes will make it almost impossible for residents of Poplar Road to reach their houses. It is not a practical solution especially if turning right into Church lane is restricted as well as turning right out of Sheridan Road. This has a harmful impact on residents you state you are trying to help. Better to improve cycle lanes in the area. It will only push traffic to alternative areas and increase congestion, thereby increasing traffic pollution, car emissions in contravention of climate change targets. You will be restricting access for residents and impeding their rights to access their properties. The use of passing places where chicanes are used to make people wait would be better and could slow speeds but would still enable access to properties for residents that live in the area. Why penalise the people you say you are protecting?	INSIDE
Poplar Road	Strongly disagree	No	Yes	No	No	I understand the need to reduce rat running generally in Merton Park but some of the proposed measures make it very difficult for local residents to easily access their own homes without increasing distances travelled and the time taken.	INSIDE

Poplar Road	Strongly disagree	No	Yes	No	No	I object very strongly to most of the proposed restrictions as they will simply result in increasing traffic on Kingston Road (already incredibly congested), as well as the residential roads of Mostyn and Dorset, which are also unacceptably busy. The vast majority of people these measures will affect are Merton Park residents simply trying to get home. By stopping drivers from turning into Sheridan Road (which, by the way, is already an incredibly QUIET road - why does it require restrictions?!) from Mostyn, drivers will be forced to continue down Mostyn and straight past Rutlish School, which is not only an air pollution concern for the children, but also a major safety issue as many of the boys cycle to school and will face increasing passing traffic - a ludicrous proposal! I object most strongly. Furthermore, if Kingston Rd is very busy and Merton Park residents can't use Cannon Hill Lane and then on to Aylward and Leaffield Rds to get home, then more traffic is forced to stay on Kingston Road for longer, thereby worsening the congestion and further polluting the local area (specifically Nelson Medical Centre). It will also force MP residents to then use Mostyn Rd, thereby increasing traffic on this already far too busy residential road and - again - forcing even more motorists past the school. Also, if motorists travelling on Kingston Rd are prevented from turning right on to Church Lane (as MP residents do to get home) then Kingston Rd will be blocked by vehicles waiting to turn right on to Dorset Rd further along, adding to delays and congestion at an already terrible junction. The proposed scheme is complete and utter madness and will only serve to further congest Merton Park's residential roads, as well as adding to Kingston Rd's already major traffic problem near the Dorset Rd junction. I object most strongly. Dorset Rd is the true "rat run" of Merton Park - what are you doing to solve that? These ludicrous proposals will ADD to its congest	INSIDE
Poplar Road	Agree	No	Yes	No	No	Traffic lights needed at junction of Mostyn Road and Kingston Road. This is for pedestrian safety and also to allow local traffic to exit Merton Park to Kingston Road as currently unable to do so safely via both Dorset Road junction ( congested and a horrific right turn with fear of cameras in box junction) and, under this new scheme, from Church Lane also ( difficult at the best of times).	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	The issues caused by the right turn onto Kingston Road from Church Lane would be better served by fixing the junction at the north end of Dorset Road which is currently not fit for purpose - at peak times there will be a queue of 20 vehicles waiting to turn onto Kingston Road with only one able to progress per cycle due to the box junction. This is what compels drivers to use Church Lane (other than those of us who live close to Church Lane).	INSIDE
Poplar Road	Agree	No	Yes	No	No	Very worried about the increase and funnelling of traffic down Dorset Road and Mostyn Road and the chaos at the Kinston Road end in both cases	INSIDE
Poplar Road	Strongly disagree	Unsure	Yes	No	No	If you do the i) no right turn from church lane, and ii) the no left turn into leaffield road and iii) the one way on sheridan, then the entry points into Merton Park for locals get completely limited. The alternate routes into Merton Park for locals either via Martin Way or via Kingston / Mostyn Road will get busier. I estimate that our school run time will double for example as we will be forced to sit in traffic on Kingston Road. I think that we are hurting our own community by trying to stop the few rat runners. The traffic in the main roads that surround the area is the main problem for MP residents and I think it is therefore essential to keep the flexibility of routes in and out of Merton Park.	INSIDE

Poplar Road	Strongly disagree	No	No	No	No	These traffic proposals are not needed as if enacted they would merely divert the affected traffic flows onto other Merton Park roads (i.e. Mostyn Road, Kenley Road) and lead to increased congestion at the junctions with Kingston Road, Martin Way and the A24. The proposals will prevent Merton Park residents from taking the most efficient routes in/out of Merton Park. ANPR cameras are not needed for traffic signs unless the cameras are required for crime prevention purposes - in which case their purpose should be declared as such. The proposed scheme will have little impact on pedestrians/cyclists and may even be detrimental by diverting more motor traffic via Kenley Road, Circle Gardens (part of a signed cycle route) etc. Having lived in Merton Park for 30 years, being a car driver, a pedestrian and a cyclist, I can say that it is precisely because there are less rather than more directional traffic restrictions that traffic flows are better absorbed by the area. The original traffic restrictions currently in place are serving their purpose well. So to summarise each of the proposals:- * No entry and one way Sheridan will merely shift traffic via Kenley Road (Bus Route) and Circle Gardens (Cycle Route). *No right turn Church Lane into Kingston Road. This will remove one of three options for drivers travelling North. The other two options are the Dorset Road and the Mostyn Road junctions with the Kingston Road and these junctions are always more congested and slower to negotiate. The current lack of restriction is beneficial to traffic flow by spreading the traffic load of vehicles turning right onto the Kingston Road from Merton Park. * No right turn Kingston Road into Church Lane. The current lack of restriction is beneficial to traffic flow by spreading the traffic load of vehicles turning right from the Kingston Road into Merton Park. * No left turn Aylward Road into Leaffield Road. This will increase traffic turning right from Kingston Road into Mostyn	INSIDE
Poplar Road	Strongly disagree	No	No	No	No	Carrying out this plan will force more cars into other areas, causing more traffic on our roads, this is a poorly thought out plan, that does not consider the knock on effect of drivers using other roads.	INSIDE
Poplar Road	Don't know	Unsure	Unsure	Unsure	Unsure	1. You haven't supplied any evidence about rat-running. In particular, I have no idea where the rat-running traffic may be heading (Colliers Wood? Morden?). So it's hard to know whether your proposed changes are likely to improve the situation. More information is needed. 2. The questionnaire is badly designed: you only ask whether I think my own road is affected by rat-running, whereas although I think the area in general probably is affected, my own road is not (currently) too bad. 3. I'm extremely concerned about the likely effect of the proposed changes on other streets, such as Kenley Road and Dorset Road, and pinch points such as the junction of Dorset Road and Kingston Road.	INSIDE
Poplar Road	Disagree	No	No	No	No	I believe that the scheme will increase pollution in the area. Those wishing to access Merton Park from Wimbledon Chase will have to turn right at Dorset Road. As through traffic in the area has to use Kingston Road (due to restrictions on crossing the tram line, and other issues from the railway line to the north) there will be increased stationary traffic from queues waiting at the tram line lights, and blockages in the road from traffic turning right into Dorset Road. The banned right turn at the top of Church Lane will also create greater queues at Dorset and Erridge Roads, which are already bottlenecks at peak times and increasingly throughout the day. From my observations of motorists behaviour as a long time resident of Merton Park, I believe that the time the average car will be in the area (both moving and stationary) will significantly increase, especially at peak times.	INSIDE
Sandbourne Avenue	Agree	Unsure	Yes	No	Unsure	It would be more helpful to have speed cameras in Merton Park, although I do support having no right turn on to Kingston Rd from Church lane which would provide a route out for those of us turning left onto Kingston Rd. A lot of people using Merton Park as a rat run tend to drive along Sandbourne Ave, Dorset Rd and Kenley Rd at well over 20mph. I've also seen many cars speeding along Erridge Road, outside Merton Park Primary school, very scary when you have young children walking to school! Please, please, please put in some speed cameras	OUTSIDE
Sandbourne Avenue	Disagree	Unsure	Yes	No	No	Aylward Road will become a long line of cars performing 3 point turns. The right hand turn from Kingston Road into Dorset Road where there is a yellow box junction is bad enough already. If you prevent cars turning off earlier into Church Lane or into Cannon Hill Lane (where they won't be able to get through to Merton Park via Aylward Road) then the traffic build up at Dorset Road junction will be horrendous. All traffic has to stop if a car is sitting waiting to turn right into Dorset Road as the Road is not wide enough for a filter Lane. These plan will prevent local people from driving to their homes, they will have to take huge detours simply to get home.	OUTSIDE

Sandbourne Avenue	Strongly disagree	No	No	Unsure	No	This will only make other roads busier.	OUTSIDE
Sandbourne Avenue	Strongly disagree	No	No	No	No	Catastrophic increase in Dorset Rd. Merton Park residents, who know and benefit from alternative routes, no longer able to so lose benefit and chronic congestion elsewhere. Dorset Rd-Kingston Rd Junction is borough's worst junction and these proposals would make it even worse, penalise residents, increase congestion and pollution. Many people's journeys to their houses will be further too. I see a zero-win result for everyone and strongly disagree with these unworkable proposals.	OUTSIDE
Sandbourne Avenue	Strongly agree	Yes	Yes	Yes	Yes	I strongly support measures being introduced to limit the amount of through traffic in Merton Park. However whilst supporting the proposals I would like to know what criteria were used to select those particular roads as in my humble opinion most of those roads do not suffer from the same level of traffic as number of others do in Merton Park. I would support measures in other roads, certainly Sandbourne which is one of the main rat runs in the area particularly early in the morning and late afternoon/early evening. The weight of traffic is evidenced by the very poor state of the road surface.	OUTSIDE
Sandbourne Avenue	Disagree	No	No	No	No	Strongly disagree with all the proposals. I have lived in Merton Park for 8 years and think the traffic flows well. All your proposals would make traffic problems worse and would only end up making problems where currently there are none.	OUTSIDE
Sandbourne Avenue	Disagree	No	No	No	No	I live on Sandbourne Avenue. Already many drivers use this road to cut through the area and many are speeding. By the measures proposed, the is will dramatically increase the traffic on Sandbourne as it will be the only practical through road. The traffic and therefore noise and disturbance will increase and the danger to the large amount of children and pedestrians will increase dangerously.	OUTSIDE
Sandbourne Avenue	Strongly agree	Yes	Yes	Yes	Yes	Impact assessment needs to be done as a result of the changes eg an increase in the number of and speed of users driving along the length of Kenley Road, Windermere Avenue, Sandbourne Avenue and Dorset Road. Why has the 'no lorry over a certain weight notice' at the junction of Sandbourne Avenue and Dorset road been removed with just the pole being left in place?	OUTSIDE
Sandbourne Avenue	Agree	No	Yes	No	No	I believe that all of these measures (apart from no right turn out of Church Lane on to Kingston road) will negatively impact the already extremely busy Kingston Road and makes no senses at all from that perspective. As a local resident it will increase the length of my journey home drastically.	OUTSIDE
Sandbourne Avenue	Disagree	No	Yes	No	No	Banning traffic turning right from Church Lane into Kingston Rd is advisable because the current arrangement often leads to a stationary line of car drivers wanting to turn left being prevented from doing so, which in turn causes a build up of exhaust fumes until the car driver wishing to turn right manages to find a gap in the traffic. I don't think there is a need to make Sheridan Road one way. Banning cars from turning right into Church Lane from Kingston Rd would mean a greater build up of stationary traffic at the intersection with Kingswood and Dorset Rd, creating more pollution in that area. Banning cars from turning left into Leaffield Rd from Aylward would lead to more traffic being funnelled down Mostyn Rd; the problem here only occurs at morning and evening rush hour times, though under the current situation where more people are working from home there is less traffic moving up and down Aylward Rd.	OUTSIDE
Sandbourne Avenue	Agree	No	No	No	Unsure	I believe that the proposed restrictions would create more delays, congestion and pollution in our neighbourhood. It is unfair to place all the burden on Dorset Rd and Mosyn Rd residents.	OUTSIDE
Sandbourne Avenue	Strongly disagree	Yes	Yes	No	No	You are increasing waiting times along Kingston Road with these measures.	OUTSIDE
Sandbourne Avenue	Strongly disagree	No	No	No	No	We live on sandbourne Avenue and there is a high level of very fast traffic down Dorset Road and then along sandbourne to Morden. This scheme essentially pushes more traffic solely along 2 roads - Mostyn and Dorset. Having less options will only make the traffic worse along those 2 roads. There should be no right turn from Kingston Road into Kingswood Road as this backs traffic up onto the tram line which is dangerous and blocks cars turning right coming out of Dorset Rd onto Kingston Road.	OUTSIDE

Sandbourne Avenue	Strongly disagree	No	No	No	No	The proposed traffic restrictions will only bring further misery and complications for the life of the residents of the area. Families like mine, with young children (I have four children of primary age), will suffer the most; the school-runs have already been made more difficult by the council's ridiculous scheme banning traffic near schools at the vital hours, putting extra pressure on the children, and parents who are also trying to work; these schemes worsen lives of the local residents, and only increase traffic in other areas - it is not solving a problem, but putting it at someone else's door-step. If the aim of the scheme is to encourage walking and cycling - there are better ways of doing it, e.g. subsidising buying bicycles, improving pavements (my children had many falls due to shoddy pavement slabs and potholes big enough to trap their scooter-wheels etc); improve air-quality by making electric vehicles more affordable too, instead of arbitrarily penalising families who rely on their existing cars and cannot afford to buy a lower-emissions vehicle	OUTSIDE
Sandbourne Avenue	Agree	No	Yes	No	No	The term "neighbourhood" is within the title of these schemes. This current proposal covers only disconnected small sectors of the Merton Park neighbourhood. Very concerned that this is a piecemeal approach, which, very worryingly, appears to be unsupported by measured data. Such data is an essential prerequisite in order to measure "before and after" scenarios. Please abandon this proposal until such time as a wholesale joined-up scheme can be put forward covering the whole of Merton Park. I whole heartedly agree that "something needs to be done", especially, as living in Sandbourne Avenue for the last 45 years we have seen the enormous increase in volume of "commuter traffic". I can assure you I have got to recognise the "regulars" who use this particular rat run, morning and evening. But it is essential that it all needs to be dealt with "in the round" - and covering all roads within the Martin Way/Crown Lane to Kingston Road patch. Again, please do not consider implementing the current proposals this ad hoc way and without the benefit of measured analysis of existing traffic movements.	OUTSIDE
Sheridan Road	Strongly disagree	No	No	No	No	Strongly disagree with the new proposals. They will result in more traffic on Dorset and Mostyn if cars can't use church lane. Traffic will just be diverted down mostyn road, Kenley road and circle gardens. How else are residents / visitors of church lane and Sheridan lane supposed to access their properties from Wimbledon chase / a3 direction??	INSIDE
Sheridan Road	Strongly agree	Yes	Yes	Yes	Yes	My wife and I have lived in 11 Sheridan Road since August 1999. During this 20 plus year period the amount of traffic using Sheridan Road as a rat run has increased substantially, and especially eastbound from Mostyn Road to Church Lane and Dorset Road. It is very clear that motorists are regularly using Sheridan Road to avoid congestion in the east bound direction on Kingston Road. This is especially acute during peak travel times both in the morning and in the evening. At these times traffic is often backed up from the Mostyn Road junction with Kingston Road beyond the junction of Mostyn Road with Sheridan Road, and this congestion is compounded by cut through traffic queueing in the west bound direction on Sheridan Road trying to turn right into Mostyn Road. In addition, cut through traffic/non residents, are clearly less sensitive to respecting the speed limit in this area.	INSIDE
Sheridan Road	Agree	Yes	Yes	Yes	Yes	Eastbound Traffic on Sheridan Rd has always been heavy during peak times, and the necessary road humps increase noise and pollution.	INSIDE
Sheridan Road	Disagree	No	No	No	Unsure	For the residents of Sheridan Road, this will be hugely disruptive for no reason. I have lived here for seven years and there is not a problem with 'rat runners'. This is solving a problem which doesn't exist in detriment to the residents who will be hugely inconvenienced by making their street one way. By making no right turn from Church Lane onto Kingston Rd it will cause a huge build up of traffic on Dorset Rd and Mostyn Rd. These proposals create more problems than they solve.	INSIDE
Sheridan Road	Strongly agree	Yes	Yes	Yes	Yes	all good!!	INSIDE
Sheridan Road	Strongly disagree	No	No	No	No	ill thought	INSIDE
Sheridan Road	Strongly agree	Yes	Yes	No	No	I agree to making Sheridan road a one way street. The road is extremely busy with cars speeding and making it dangerous for children to cross the road. The 20mph speed limit is mostly ignored. Cars come down Mostyn road and turn sharply around a blind corner into Sheridan Road. The amount of vehicles on the road led to a Virgin van being struck last year due the narrowness, especially with parked cars.	INSIDE

Sheridan Road	Strongly disagree	No	No	No	No	The status quo although, not perfect, works for all. If you were minded to do something, I would stop all parked cars on the bottom end of Mostyn and Dorset road (next to Kingston road) as that creates more chaos than anything	INSIDE
Sheridan Road	Strongly disagree	No	No	No	No	This will make the Kingston road Dorset road junction even more dangerous and increase stationary traffic trying to go right, causing increased omissions outside a nursery school. Relieving traffic to generate it elsewhere.	INSIDE
Sheridan Road	Strongly disagree	No	No	No	Unsure	We live on the west end of Sheridan Rd and making it essentially one way road would make our lives more miserable. Sheridan Rd is at the moment only one of two ways eastbound for us, closing traffic eastbound on it would narrow choice to one option only making our frequent trips to Sainsburys in Merantun Way and our daughter's art class in Merton Abbey Mills twice as long. So there goes your plan to cut pollution for instance. Not to mention there's not much of a rat traffic there at all. So the whole idea of it doesn't make much sense at all apart from making our lives even more difficult.	INSIDE
Sheridan Road	Strongly agree	Yes	Unsure	Yes	Unsure	Our section of Sheridan Rd west of Mostyn Rd is not directly affected by rat-running but it is clearly undesirable. Stopping this rat-run will significantly reduce right hand turns and queueing for right hand turns from Kingston Rd into Mostyn Rd which will make it easier and safer for us and others to exit Mostyn Rd turning right into Kingston Rd eastward or crossing over Kingston Rd into Wilton Crescent.	INSIDE
Sheridan Road	Agree	No	No	No	Unsure	I live in Sheridan road between Church lane and Mostyn road. To access my house from Kingston road I would have to travel up Kingston road to near the tram crossing before turning right into Dorset road and coming back to my house. The traffic leading up to this crossing and the junction between Kingston/ Dorset road is already very difficult to negotiate. The increase in traffic and delays at this lights due to the increased frequency of trams would be compounded by the re-routing of traffic in line with this proposed LTN. Whilst I recognise the problem of rat running I do not feel the level of bother is proportionate to the adverse impact of this scheme would have on local residents. Would a complete closure of the middle section of Sheridan road (in both direction) between Mostyn rd and Church Lane not be preferable to prevent rat running and have less impact on residents?	INSIDE
Sheridan Road	Strongly disagree	No	No	No	Unsure	The proposals make getting to my property incredibly difficult from the west. Having to continue down Kingston Road all the way to Dorset Road instead of turning down Mostyn Road will increase traffic and introduce additional delays (turning right into Dorset Road) on the already slow and very congested section before the tram crossing. Considering the turn into Mostyn has been created with space so traffic can continue down Kingston Road but the turn at Dorset has no such provision it seems a backward step for the traffic on Kingston Road.	INSIDE
Sheridan Road	Agree	Yes	Yes	No	Yes	We think the scheme will improve the environment in our road, but will also have an impact on surrounding roads.	INSIDE
Sheridan Road	Disagree	No	No	No	Unsure	This is not significant enough of a problem to warrant this action. As a resident of Sheridan Road I would be a key "Beneficiary" of this but would don't think it is needed. It would be more inconvenient for me as when return home from Kingston road I could not reach my home via Mostyn or Chruch lane I would have to go all the way upto Dorset, get caught in the traffic waiting to cross the tram line and then drive all the way back to reach my house. Priority is to sort out the tram crossing on Kingston Road to get traffic to run smoothly. This proposal would put further pressure and slow down even more the Mostyn Road to Kingston Road T junction, particularly in the mornings.	INSIDE
Sheridan Road	Strongly agree	Yes	Yes	Yes	Yes	Fully support the Scheme as proposed. This Scheme is many years overdue in implementation as the area has endured poor traffic management and the consequent reduction in safety is exemplified by a number of serious traffic accidents at critical road junctions. Sheridan Road has increasingly been used as a rat-run with only few drivers adhering to the 20 mph restriction. The Scheme will dramatically improve pedestrian safety and encourage safer cycling. Some residents of Sheridan Road will experience some reduction in vehicle access but the safety and health benefits for all in the surrounding area far outweigh these very minor inconveniences.	INSIDE
Sheridan Road	Strongly agree	Yes	Yes	Yes	Yes	At rush hour traffic is heavy in both directions on Sheridan Rd. Cars turning in from Mostyn Rd accelerate in Sheridan Rd. At pinch points cars have difficulty passing each other. Many school children regularly walk along Sheridan Rd also mothers with young children in pushchairs and babies in prams.	INSIDE



Sheridan Road	Disagree	No	No	No	No	Restricting access to the roads mentioned will cause more problems that it solves. Kingston Road is likely to become more gridlocked and polluted. It will also be highly inconvenient for the residents living in such roads to gain access themselves. As I live on Sheridan Road the ability to access the road is severely restricted for residents if you intend to block access from both Mostyn Road and from the Kingston Road turning right into Church Lane. By restricting access for rat runners, it will have a disproportionate impact on residents themselves who actually use those roads every day. So the benefit of reducing rat runners does not outweigh the need for access by residents themselves. The plans should therefore be dropped.	INSIDE
Sheridan Road	Disagree	No	No	No	No	We object to the LTN plan for Merton Park because it will merely displace traffic to other roads and cause considerable inconvenience to residents as well as commuters. We live in Sheridan Road and although the east to west ban will cut traffic past our house the benefit is negligible compared to the inconvenience of entering Sheridan Road when we return home from the west (e.g. back from the A3). Proceeding to Dorset Road past the no right turn for Church Lane would leave us adding to pollution as we waited in the queue of others wanting to pass through the Tram crossing. We would therefore turn into Mostyn Road, proceed to a round trip involving Kenley Road, Poplar Road, Melrose Road, Church Lane and into Sheridan. Commuters from outside Merton Park will act similarly. This increased journey will add to pollution from the extra petrol we consume. We are also concerned that the effort to cut traffic will lengthen the journey of busy commuters who are key workers, who need their cars at their workplace, and who can ill afford the extra journey time the proposed restrictions will cause. We suspect, but cannot know, that some commuters passing through Merton Park are heading for the junction of Dorset Road with Morden Road where they turn left and eventually right into Merantun Way. This is a journey that might well take St George's Hospital Staff to work. Before any more LTNs or other traffic plans are considered, proper origin and destination studies must be undertaken and made available to Councillors and residents. Any future exercise needs to take the entire Borough into account as residents of all wards have journeys through other wards. No scheme should cause inconvenience to more people than it benefits (unneighbourly). No scheme should seek to displace traffic from residential streets only to force them onto already choked roads that are pollution black-spots like Kingston Road at the tram crossing or Martin Way leading into Morden Town Cent	INSIDE
Sheridan Road	Strongly disagree	No	No	No	No	This scheme seems to be a solution looking for a problem. Trouble is the problem doesn't exist. I live in the section of Sheridan Rd that would be one way. There are no issues on this road. A few extra cars morning and evening but never has it been busy, nose to tail ,and I've never had to wait to turn into Mostyn or Church Lane behind another car in 20 years. Exit into Kingston Road is facilitated by having 3 exit points and would cause more traffic queues and pollution in both Dorset and Mostyn Road if Church Lane was restricted to turn out of to the right. Equally, by restricting right turn onto Church Lane from Kingston Rd, it would increase the right turning traffic into Dorset road in front of the busy tram line which is dangerous, as it is already clogged up with cars turning right out of Dorset into Kingston. Mostyn Rd is already congested due to the parking spaces on one side of the road which effectively already mean alternate line traffic, especially when a bus comes or an SUV. Cars filter down to the existing three points from all over Merton Park and restricting church lane exit will add more traffic to Sheridan Rd both towards Mostyn and Dorset as they come down Poplar Rd and split right and left into Sheridan to get to Mostyn and Dorset. Restricting access to Sheridan from Mostyn as they come off the Kingston Road will force people up to Kenley Road instead, causing another problem where there isn't one currently. It will mean cars drive further to get home in many cases and hence more pollution. Additionally, there is a school at both ends of Dorset Road, so any scheme which would potentially increase traffic, fumes and danger to children is surely totally unwelcome. This scheme will only increase traffic queues in Mostyn and Dorset Roads meaning fumes belching out in a residential area which is also a conservation area. No L turn into Leaffield Rd will increase traffic down the dead end where people can turn round & retur	INSIDE
Sheridan Road	Strongly disagree	No	No	No	No	I live on the section of Sheridan Road that is being proposed as one way. This proposal will require me to travel to Dorset Road before being able to turn right from Kingston Road. This is frankly absurd. Equally, we often drive home crossing from Wilton Grove to Mostyn Road. This will now require ADDING traffic to the already busy Kingston Road by turning left. I understand that you might want to reduce the Rat Run through Sheridan Road to Dorset Road but for residents trying to get home without adding to the overall traffic, this is a backward step, unless registered resident cars are somehow exempted.	INSIDE

Sheridan Road	Strongly disagree	No	No	No	No	Instead of preventing "rat running" in the area (most notably on Mostyn and Dorset Roads) the proposal is restricting residents' ability to travel. It will funnel all the eastbound traffic to Kingston Rd. creating a permanent congestion, causing even more pollution. Instead of enforcing speed limits and putting traffic calming measures in place the council is paying a lip service to a "safer neighborhood" by just putting up a couple of "no entry" signs.	INSIDE
Sheridan Road	Strongly agree	No	Yes	Yes	Unsure	Although I support the initiative to stop the 'rat' runs, the current proposals would mean that anyone living in Sheridan Road would only be able to get home via Dorset Road via the junction with Kingston Road which is already overly congested. There must be a workable alternative. The no right turn into Kingston Road from Church Lane is long overdue - it is unsafe as it stands.	INSIDE
Sheridan Road	Agree	No	Yes	No	No	We were not consulted at all about this scheme and we live on Sheridan Road! I do not support the scheme at all. The only minorly ok thing is the no right turn out of Church Lane into the Kingston Road as that is an unsafe turn but otherwise, how do you suggest we ever will get home? All of the traffic will build up further on Dorset Road. Your proposal is thoroughly inadequate and not fit for purpose.	INSIDE
Stratton Close	Strongly disagree	No	No	No	No	I strongly object to all these proposals. I agree with the objectives of LTNs but based on my long experience of living and travelling around Merton Park I am entirely unconvinced that these proposals will deliver any benefits and therefore would be a waste of resources. The Council can't even be bothered to make the case and explain how they think improvements will be delivered by these changes.	INSIDE
Stratton Close	Strongly disagree	No	No	No	No	This will clearly make congestion worse. You need to be sorting out right turn from Dorset onto Kingston Road. Your proposal will push even more cars to this area and make it even worse. Traffic won't reduce just because you put in these restrictions, it will just make it worse for other areas and other residents.	INSIDE
Stratton Close	Disagree	No	No	No	No	I do not think Merton Park has a major problem with traffic management, apart from the junction of Dorset Road turning right on to Kingston Road and there is no easy solution to this because of the tram line. Of the examples of traffic management given in this questionnaire I think they would all present further problems in other roads, causing a larger problem than we have at present.	INSIDE
Stratton Road	Strongly agree	No	No	No	No	This proposal to reduce Eastbound traffic from the Kingston Rd cutting through northern Merton Park is merely going to limit the options for commuters whereas at the moment they have a choice of using Leaffield Rd, Sheridan Rd, Langley Rd, Melrose Rd, Kenley Rd, Tybenham Rd & Cranleigh Rd. The options will be reduced to Kenley Rd, Stratton Rd, Erridge Rd, Tybenham Rd & Cranleigh Rd. Having 32 years of travel experience in Merton Park I would use the quickest available route via Kenley Rd, Stratton Rd & Erridge Rd, where speed can be maximised as there are NO TRAFFIC CALMING measures in Stratton & Erridge Rds. My concern is rather than reduce the traffic flow this proposal will simply divert it to the smaller number of roads highlighted. This will include local residents who when approaching from the West on Kingston Rd will now have to avoid Sheridan Rd and Church Lane (North) and transit to their home via Kenley, Stratton, Erridge Rds, Church Lane (South) Melrose and Poplar Rds. This is a huge detour for them increasing mileage and pollution very significantly. I am concerned that this proposal will therefore INCREASE both vehicle miles travelled and pollution overall in Merton Park and NOT decrease it. The only area to experience less traffic will be the Northern most streets (and Leaffield Rd) whereas those in the centre could face huge increases in both local and through commuter traffic. Stratton Rd traffic has already increased significantly, the number of pothole repairs gives evidence to this increase. We should not have to face even more diverted traffic as a result of this proposal. Please reconsider these flawed plans and perhaps meet with local residents.	INSIDE
Stratton Road	Disagree	No	Yes	Yes	No	The planned scheme as it stands will only make life more difficult for residents and will simply shift the problem of traffic to other roads. It is perfectly acceptable to prevent right turns into Church Lane from Kingston Road from any direction as this holds up traffic on what is a very busy arterial road. However, the other two parts of the plan (Aylward and Sheridan Roads), would be far better implemented by limiting access to residents only during school hours which is when most problems occur. This would only require an extension of the area which is already controlled during school hours.	INSIDE

Stratton Road	Strongly disagree	No	No	No	No	The main issue with traffic is the congestion on the Kingston Road. Merton Park residents are already restricted by the yellow box junction at the end of Dorset Road making it virtually impossible to turn right onto Kingston Road. Introducing further restrictions within the Merton Park roads just makes it more inconvenient for Merton Park residents - often taking children to school or collecting them, which has to be done at peak times and very often cannot be done without using a car - and shifts the traffic from one road to another without solving any problem	INSIDE
Stratton Road	Disagree	Yes	Unsure	No	No	Leaffield Road - Restrictions would effectively cut merton park in two, affecting people on the west side who take part in the community around the school, church and church hall. No right turn onto Church Lane from Kingston Road means local residents coming from Dundonald area are forced to cross both lanes of traffic at the difficult Mostyn/Kingston/Wilton Crescent crossroads, rather than being able to turn left onto Kingston, and right into Church Lane after 100 yds or so. The restrictions into the centre of Merton park will adversely affect residents more than the inconvenience of those passing through. We expect an increase in traffic by residents of Church lane, Sheridan Road and Melrose Road returning home from the A3/Wimbledon Chase avoiding traffic on Kingston road by looping through Mostyn Road, Kenley Road, Stratton Road and Poplar Road (often past Merton Park Primary, excepting when in school streets hours).	INSIDE
Stratton Road	Strongly disagree	No	No	Unsure	Unsure	Mostyn road is already a very busy road, it is also a narrow road with residents parking on the road. If the traffic is increased on mostyn by making the nearby road inaccessible, that will cause a bottleneck for us unable to exiting Merton park. Not to mention the increased co2 on Mostyn Rd that would be the result of cars queuing behind the parked cars on letting the oncoming traffic through. This is not fair to the mostyn residents, let alone the young students who walk on Mostyn road to rutlish school. This proposed scheme defeats the purpose of the low co2 school area	INSIDE
Stratton Road	Strongly disagree	No	No	No	No	Completely unnecessary and strongly disagree with these proposals..far too controlling of us as residents.	INSIDE
Stratton Road	Strongly disagree	No	No	No	No	Our concern is the knock on effect - it will create even more of a backlog of traffic onto dorset road and Mostyn Road to access Kingston Road. This cannot be good for the environment with the fumes etc from queues of backed up traffic. It's going going to create real problems for Merton Park residents in exiting Merton Park. Both Dorset Road and Mostyn Road are already very busy at certain times of the day, but at least there are alternative options for now, which will be lost if this proposal goes ahead.	INSIDE
Stratton Road	Strongly agree	No	No	No	No	These changes will forces traffic onto alternative nearby roads that are quieter today, including our road. These changes reek of prioritising the wealthier areas of Merton park at the expense of other nearby streets. I would be interested to know whether there are any councillors with a personal benefit / interest in this action? I would seek further information via formal information request on this matter if it proceeds. We cannot understand why the council is focused on a project that only benefits a few wealthy streets when the council should be prioritising other more important projects like cleaning up the town centre, which is in appalling condition? Sincerely, Murray	INSIDE
Stratton Road	Strongly disagree	No	Yes	No	No	I am concerned that all you are doing is moving the problem around. A waste of money that the council should be using for more urgent needs. This is the same at the restrictions at Merton Park primary- there is no issue	INSIDE
Stratton Road	Don't know	No	No	No	No	This scheme will add to pollution as car engines will be running longer. Environmentally, the road signs will be unsightly, spoil the uniquely beautiful feel and look of Merton Park and probably not made of eco friendly materials	INSIDE
Stratton Road	Disagree	No	No	No	No	Object	INSIDE
Stratton Road	Strongly disagree	Yes	No	No	No	I live in Merton Park. These restrictions seem to being proposed by people that do not live in the area. How are local residents meant to have access to kingston road. The access via Dorset road is already far to congested	INSIDE
Stratton Road	Disagree	Unsure	No	No	No	Church Road junction with Kingston Road is a valuable safety valve for traffic when Dorset & Mostyn road's are blocked and a handy entrance / exit for locals. Likewise a similar situation for Aylward Road & Leaffield. Also I am concerned that anything slowing or causing diversions for the traffic only increases pollution.	INSIDE
Stratton Road	Don't know	No	No	No	No	Seems pointless. I can't see what difference it would make, just loads more confusing road signs, people driving a longer way round, emitting more pollution into the atmosphere	INSIDE

Tybenham Road	Strongly disagree	No	No	No	No	These proposals will make the access and egress for Merton Park residents even more difficult than they are now and are rat running even worse in Kenley and Tybenham Road	OUTSIDE
Tybenham Road	Strongly agree	No	No	Yes	Yes	Please do not divert even more white van and general traffic into Tybenham road which is already like a main road with ferocious continuous non stop traffic on this road 24/7 to the point where we cannot use the front bedroom.	OUTSIDE
Tybenham Road	Disagree	No	No	No	No	Ironically, the local Independent Residents were first elected due to road proposals back in the 1980's. They were totally against any form of restrictions. What has happened since then has been piece meal. CPZ areas introduced and gradually widened as the problems they have caused pushed traffic and parking onto other streets. Parking meters, yellow lines both double and single. Again, the irony is, on certain roads where parked cars have been moved off by lines, dropped kerbs and gardens used for parking, traffic now speeds through in spite of humps and the so called 20mph speed limit. The rat running issue has never been solved, and this proposed scheme will only push the problems into areas that as yet do not have them i.e. the cul de sac of Leafield. THE WHOLE OF MERTON PARK should be consulted about this proposal. It is outrageous that only the roads directly affected seem to have been made aware of this proposal. It would appear that the residents of certain roads have self interest at the root of this proposal. A whole ward plan needs to be worked on. It could be very simple. No right turns into Cannon Hill Lane, Church Lane and Mostyn Road between 7:30 - 9 -30am No left turns into Cannon Hill Lane, Springfield Road, Mostyn Road, Grasmere and Windermere between 7:30 - 9 - 30am and the opposite in the evening between 4:30 - 6:30pm No left turns into Kenley Road from Morden	OUTSIDE
Tybenham Road	Strongly agree	Yes	Yes	Yes	Yes	I have lived on this road for 17 years and the volume and speed of traffic during rush hour, and even on the weekends has increased. Further, the nature of driving style and some of the aggressive attitudes shown by drivers from those coming into the area to take advantage of short cuts, is really sad. E.g. foul language and honking the refuse council lorries/workers when they block the road; tailgating drivers who are sticking to 20mph limits; using speed inappropriately; even seeing drivers go head to head in the road and refusing to give way. It seems only a short time before a fatal traffic accident involving a child happens. We are car and motorcycle drivers but believe these are good for the neighbourhood and thus support these proposals. Thank you.	OUTSIDE
Tybenham Road	Strongly agree	Yes	Yes	Yes	Yes	It's a good start.	OUTSIDE
Tybenham Road	Strongly disagree	No	No	No	No	Strongly Object. Non-existent problem. Proposal is ill thought out.	OUTSIDE
Tybenham Road	Strongly disagree	No	No	No	No	These measures will actually hinder traffic flow, as they will force all traffic to take the same alternative route which will simply move the problem into a new area. The existing framework works as it allows road users to adapt to the prevailing traffic conditions.	OUTSIDE
Tybenham Road	Disagree	No	Unsure	No	No	I don't really understand why these measures are needed - surely the 'rat-running' will just continue on neighbouring streets in Merton park - it will just move the problem around not solve it. And make life more difficult for residents in the process.	OUTSIDE
Tybenham Road	Agree	Yes	Yes	Yes	No	I'm broadly in agreement with your proposals but imposing a No Left Turn restriction from Aylward Road to Leafield Road will exacerbate the already severe congestion at the northern end of Mostyn Road caused by drivers turning right from Kingston Road into Mostyn Road.	OUTSIDE
Tybenham Road	Disagree	No	No	No	No	I feel this proposed LTN is yet another erosion of our freedom and we have had enough of those already recently with all the ill considered road schemes rushed out and enabled by Transport Minister Grant Shapps under the guise of Coronavirus measures. For this particular LTN scheme, vehicles unable to use Sheridan road as access to Dorset road will simply find other routes. Are spy cameras to be put on every street corner down Mostyn Road? As for the no left turn into Leafield Road, where are the vehicles going to turn around when they find themselves at a dead end? Furthermore it won't stop traffic movement in the other direction. Finally, many local residents will be greatly inconvenienced by having to make huge detours.	OUTSIDE
Windermere Avenue	Strongly agree	Unsure	Unsure	Unsure	Unsure	I live in Windermere Avenue and I can't see how this scheme will reduce through traffic in my road.	OUTSIDE

Windermere Avenue	Strongly disagree	No	No	No	No	LTNs do not work as the 'problem' of vehicles using the roads is sent elsewhere. Drivers do not stop using their cars simply because an LTN exists. They are installed hastily and poorly, confusing drivers who have used the roads many times before. Many SATNAVs do not update quickly enough to represent the changes, hence you have large vehicles blocking roads trying to reverse out of problems - just like in Balham, SW12.	OUTSIDE
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## Merton Council - call-in request form

### 1. Decision to be called in: (required)

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

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

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

### 3. Desired outcome

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

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

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

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

**5. Documents requested**

**6. Witnesses requested**

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

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

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

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

The form and/or supporting requests must be sent:

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

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

020 8545 3409