

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 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 – Wimbledon 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 – Wimbledon 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

17 March 2021

Decision

Having considered the results of the informal consultation and officer's recommendation, 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, I have decided not to proceed with the proposals

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.

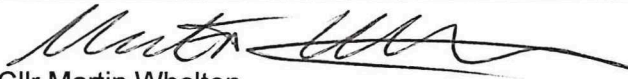
Documents relied on in addition to officer report

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 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: 17 March 2021

Agenda item: N/A

Wards: Wimbledon Park

Subject: Proposed Low Traffic Neighbourhood (LTN) Informal consultation
Wimbledon 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

Recommendations:

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

A) Notes the results of the informal consultation carried out between 18th January and 5th 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 Wimbledon Park area.

The proposed measures include:

- Left Turn ONLY from Haydon Park Road (Westbound) into Avondale Road.
- Left Turn ONLY from Haydon Park Road (Eastbound) into Avondale Road.
- Right Turn ONLY from Cromwell Road (Westbound) into Avondale Road.
- Left Turn ONLY from Cromwell Road (Eastbound) into Avondale Road.
- Right Turn ONLY from Avondale Road (Southbound) into Haydon Park Road.

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 via some banned movements aimed at removing rat running through Haydon Park Road and Cromwell Road.

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 the LTNs within the Wimbledon Park area was carried out between the 18th January and 5th February 2021. The consultation area, as shown on the plan in Appendix 2, was agreed with the Ward Councillors.
- 3.2 A total of 386 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 contained 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 proposed measures to restrict vehicle movement on Cromwell Road and Haydon Park Road?
- 3.4 The consultation resulted in a total of 271 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 230 returns.
- 3.5 Of the 230 respondents from both within and outside the consultation area, 50.9% do not agree that there is a problem with rat-running, compared to 46.5% who do agree, with 2.6% who are unsure.
- 3.6 The number of properties within the consultation area is 386, and 114 residents completed the online questionnaire representing a response rate of 29.5%. This response rate is considered to be reasonable for this type of informal consultation.
- 3.7 Of those within the consultation area who responded, 61.4% do agree that there is a problem with rat-running in their road, compared to 38.6% who do not agree that there is a problem. However, as set out in table 1 below, a majority of 57% do not support the proposed restrictions.

Table 1

	Do you support the proposed measures to restrict vehicle movement on Cromwell Road and Haydon Park Road?
Agree	35 (30.7%)
Disagree	65 (57%)
Unsure	14 (12.3%)

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

- 3.8 The most common theme of the comments received on the proposals is that the proposed measures will displace traffic into the surrounding roads, increasing traffic congestion and cause longer journeys with a negative impact on air quality.
- 3.9 The list of 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.
- 3.10 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.

4. OFFICER'S RECOMMENDATION

- 4.1 Based on the feedback received during the informal consultation and the lack of support for 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)

WIMBLEDON 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 permitted movements:

- Left Turn ONLY from Haydon's Park Road (Westbound) into Avondale Road.
- Left Turn ONLY from Haydon's Park Road (Eastbound) into Avondale Road.
- Right Turn ONLY from Cromwell Road (Westbound) into Avondale Road.
- Left Turn ONLY from Cromwell Road (Eastbound) into Avondale Road.
- Right Turn ONLY from Avondale Road (Southbound) into Haydon's Park Road (access to Haydon's Rd via Haydon Park Rd would be open, but it is considered that traffic volume would be low).

If implemented the scheme will be monitored.

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 18th January and 5th 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 **5th 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-Wimbledon 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>

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

Cllr Edward Gretton edward.gretton@merton.gov.uk

Cllr Janice Howard janice.howard@merton.gov.uk

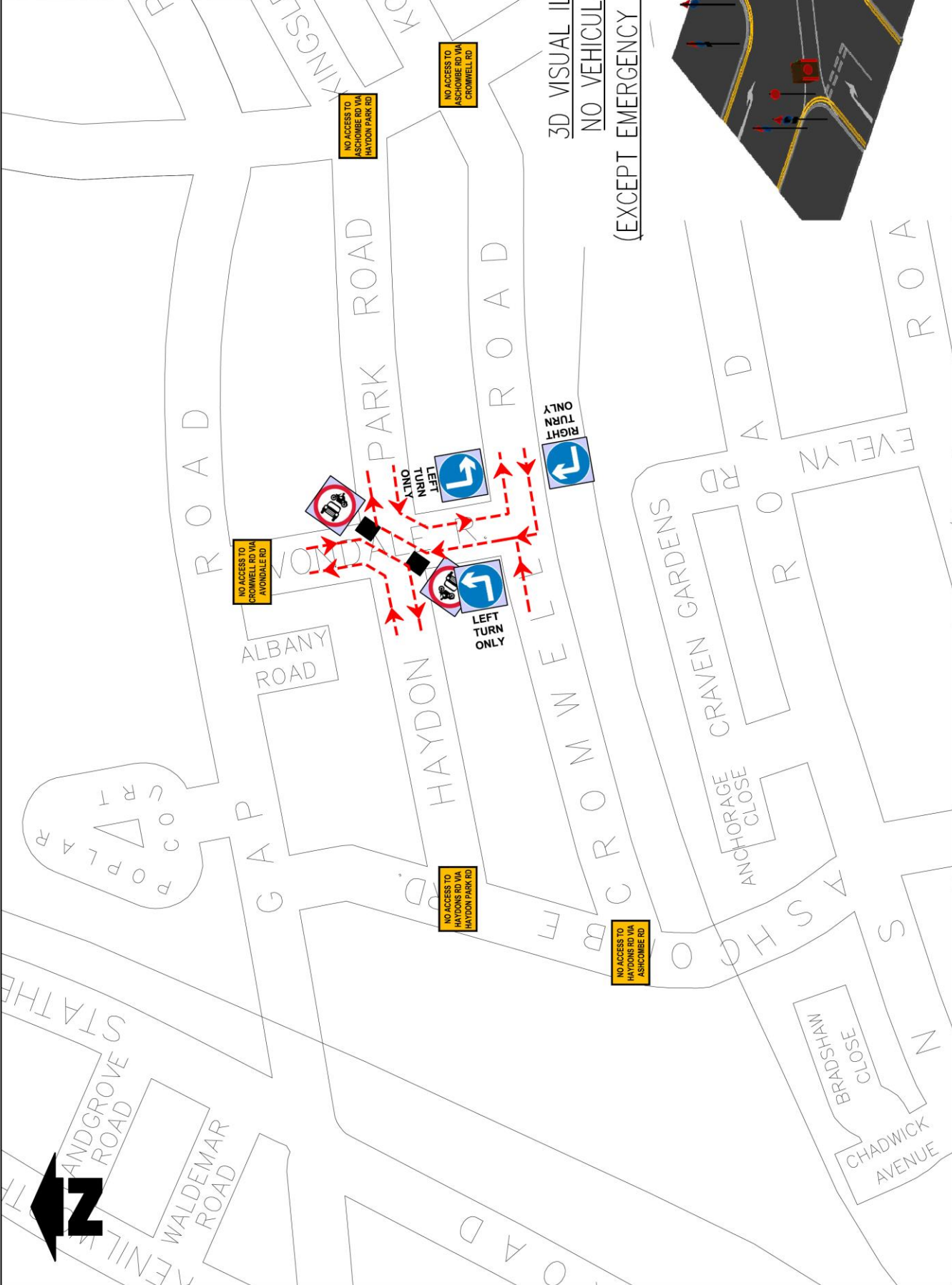
Cllr Oonagh Moulton oonagh.moulton@merton.gov.uk

Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health. rebecca.lanning@merton.gov.uk

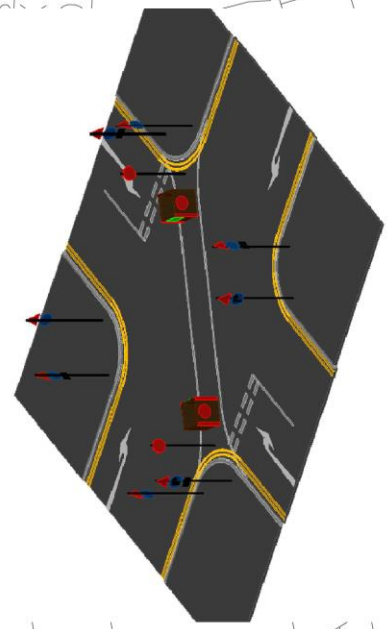
Cllr Martin Whelton - Cabinet Member for Regeneration, Housing & Climate Change. martin.whelton@merton.gov.uk

KEY

- PERMITTED MOVEMENT
- ADVANCE WARNING
- NO VEHICLE ACCESS (EXCEPT CYCLES)
- DIRECTED TURN (EXCEPT CYCLES)



3D VISUAL ILLUSTRATION
NO VEHICULAR ACCESS
(EXCEPT EMERGENCY VEHICLES & CYCLES)



NOTES
Do not scale from this drawing

Rev	Revisions	Date	Drawn	Sp	Chk	Sp	Date	App	Sp	Date

Sustainable Communities
 environment & regeneration

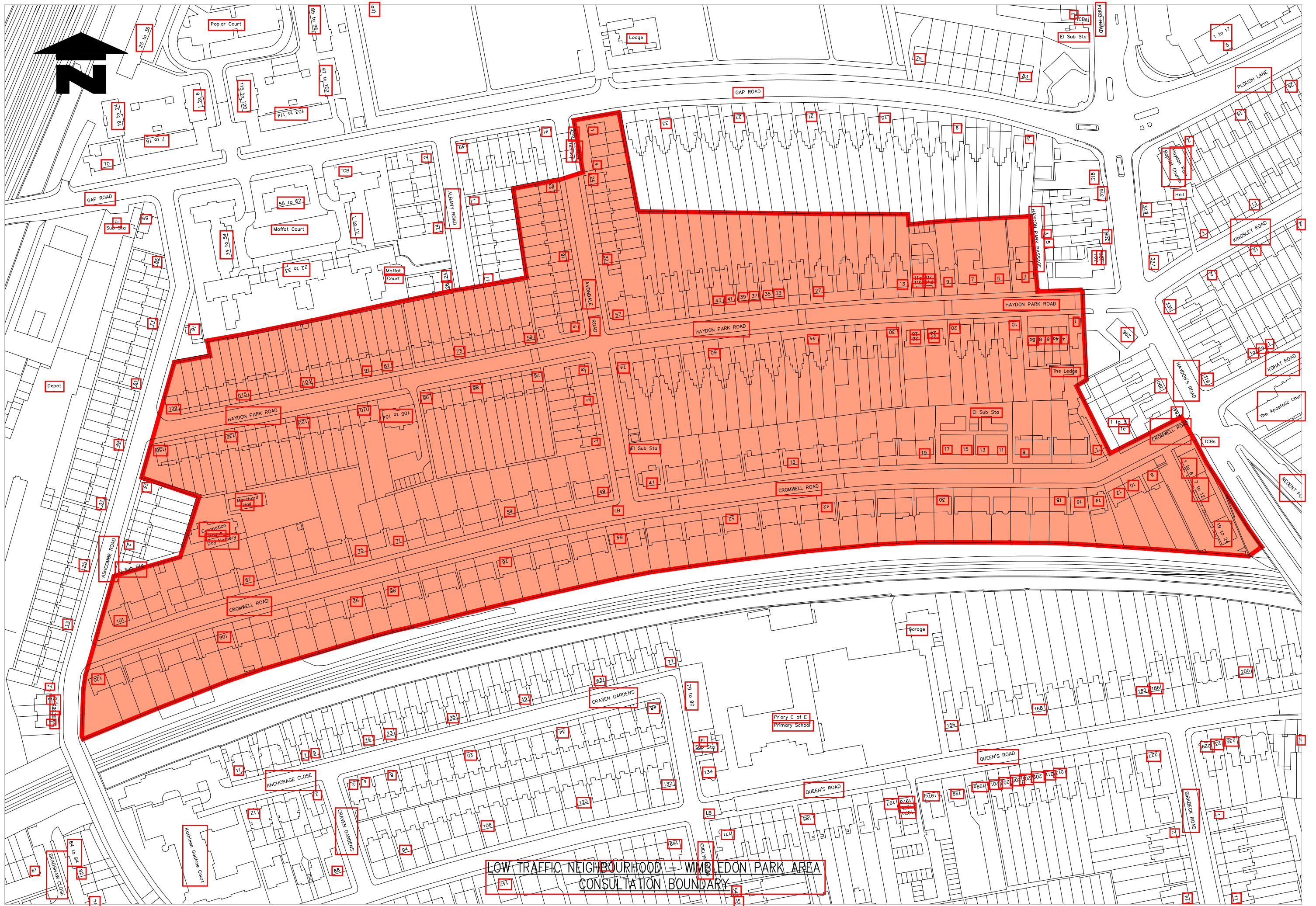
FUTURE MERTON
 Merton Civic Centre
 London Road
 WIMBLEDON
 Middlesex TW9 1JY
 T: 020 8996 5454
 www.merton.gov.uk

PROJECT COVID-19 TEMP SAFETY MEASURES
TITLE LTN MEASURES WIMBLEDON PARK

Drawn	Sp	Date	Checked by	Sp	Date	Approved	Sp	Date

Approved Form based upon the Design Survey's of M.S.D. Design (Copyright Reserved) & incorporated into the promotor's or client proceedings. 2020.
 Design by: JG Date: 21/10
 Checked by: JG Date: 21/10
 Approved by: JG Date: 21/10

Drawing No: Z400-02-05-01
 Revision:
 Classification: CONSTRUCTION
 Scale: 1:2500



LOW TRAFFIC NEIGHBOURHOOD - WIMBLEDON PARK AREA
CONSULTATION BOUNDARY

LTN - WIMBLEDON PARK AREA - CONSULTATION RESULTS - WITHIN NEWSLETTER POSTAL AREA

				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?						Q5. - Do you support the proposed measures to restrict vehicle movement on Cromwell Road and Haydon Park Road?					
	No. Prop	Total Resp	Resp Rate	Agree		Disagree		Unsure		Yes		No		Unsure	
Avondale Road	37	12	32.4%	7	58.3%	5	41.7%	0	0.0%	0	0.0%	11	91.7%	1	8.3%
Cromwell Road	179	48	26.8%	24	50.0%	24	50.0%	0	0.0%	11	22.9%	30	62.5%	7	14.6%
Haydon Park Road	170	54	31.8%	39	72.2%	15	27.8%	0	0.0%	24	44.4%	24	44.4%	6	11.1%
			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
TOTALS	386	114	29.5%	70	61.4%	44	38.6%	0	0.0%	35	30.7%	65	57.0%	14	12.3%

**LTN - WIMBLEDON PARK AREA - CONSULTATION RESULTS - *OUTSIDE* NEWSLETTER POSTAL AREA
(SELECTED ROADS ONLY)**

				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?						Q5. - Do you support the proposed measures to restrict vehicle movement on Cromwell Road and Haydon Park Road?					
	No. Prop	Total Resp	Resp Rate	Agree		Disagree		Unsure		Yes		No		Unsure	
Ashcombe Road		18	#DIV/0!	10	55.6%	7	38.9%	1	5.6%	0	0.0%	17	94.4%	1	5.6%
Gap Road		16	#DIV/0!	1	6.3%	14	87.5%	1	6.3%	0	0.0%	16	100.0%	0	0.0%
Haydons Road		4	#DIV/0!	0	0.0%	4	100.0%	0	0.0%	0	0.0%	4	100.0%	0	0.0%
			#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!		#DIV/0!
TOTALS	0	38	#DIV/0!	11	28.9%	25	65.8%	2	5.3%	0	0.0%	37	97.4%	1	2.6%

About you - 2 Address	Your views - 4 Agree scheme	Your views - 5 Support for LTN	Your views - 6 Comments or representations
Ashcombe Road	Strongly agree	No	The proposals concerns Hayden's Park Road and Cromwell Road but will severely impact Ashcombe Road which is currently also experiencing excessive traffic and pollution as a result. We have a Nursery on this road and this pollution must be affecting the pupils but is not being addressed along with Hayden's Park Road and Cromwell Road. Has there been any modelling undertaken - if so I and my neighbours in Ashcombe Road would like to see this. If rat-running is to be tackled it would make sense to direct the traffic via main road such as Queens Road, Gap Road and Hayden's Road. Ashcombe Road is not a main road and should not be treated as such
Ashcombe Road	Strongly agree	No	I believe there is an increasing problem with rat running however would suggest that the majority of this runs directly along Ashcombe Road as a cut through between Gap Rd and Queens Rd. The volume of traffic using Ashcombe road is significantly higher and often travelling at a greater speed. The proposed changes look to solve the issue for Haydon Park Road, Avondale and Cromwell Rd at the expense of Ashcombe Rd which will suffer from a further increase in traffic. I suggest that a restriction must be in place to allow the free flow along all of these roads including Ashcombe Rd. Ashcombe Rd is a minor residential street which now is used by many as a rat run for reasons known. Further increase of this will result in increased pollution of both noise and air, Ashcombe also has a children's nursery making this increased traffic a greater cause for concern. I do not see the requirement for emergency vehicles to access or use the road as a legitimate reason for measures on Ashcombe to not be introduced as these vehicles can be excluded from ANPR system. This already causes me great concern as a resident of Ashcombe Rd with a young family, this anxiety is increased further by the proposed changes which do not take into consideration the residents of Ashcombe who are being sacrificed for the benefit of others on neighbouring roads.
Ashcombe Road	Agree	No	While I understand and agree that rat running drivers is an issue that needs addressing. I feel that this problem needs be be looked at over all and not just pushing the problem into another area. As a resident of Ashcombe Road I am more than aware of the dense traffic and lack of flow in this area. I sympathise with the residents of both Hayden's Park Road and Cromwell Road but pushing traffic onto Ashcombe Road is not the answer to the bigger issues. The volume of traffic remains the same in the area congestion on Ashcombe Road at peek times is already at a standstill and I feel increasingly getting worse without this proposal.

Ashcombe Road	Strongly disagree	No	<p>1. Very poor you've not consulted residents of Ashcombe Rd when we will be hit hardest! 2. Please provide model (NOT during COVID lockdown) on how it will negatively effect us - air pollution, traffic jams, speeding vehicles. 3. Displacing traffic to next residential street doesn't solve the problem! The amount of traffic won't lessen but be confined to the one road if using a rat run, this will be worse for the whole community especially our road. 4. Negatively impacts Ashcombe Rd which already suffers hugely at peak hours. Queues often tail back to Trinity Road. Can be challenging to cross the road with children when cars continue to speed down. Traffic can be at a standstill and car engines idling creates much higher fumes and would mean greater air pollution. 5. A large number of young children travel down Ashcombe Road to schools at either end AND Crown Nursery. Greater traffic without any flow would be a nightmare. 6. Emergency services (Council and 999) are negatively impacted due to closed off routes not allowing greater flow of traffic and therefore takes them longer to reach St George's Hospital. Data supports this. 7. Trying to reduce or further slow the traffic on Ashcombe would be a better option because there will always be non residents using this road as a cut through. Perhaps ANPR actually on Ashcombe Road instead! 8. Parking cars will become harder for us all. 9. Ashcombe Road resident cars should be exempt from all ANPR cameras in the proposed LTN vicinity or we are unfairly penalised re accessing our own properties/parking. Or curfew for proposed LTN. 10. Better traffic calming measures needed in Ashcombe or reroute at Queens Rd, Gap Rd and Haydons Rd instead. 11. More greenery on Ashcombe Road to reduce the pollution and the ability to park our cars off the pavement creating single file road may help reduce traffic. 12. What happens when Ashcombe Rd needs to be shut off (Bridge work/gas works etc)?There would be no easy rerou</p>
Ashcombe Road	Agree	No	<p>This will hugely affect traffic on Ashcombe Road and will make it impassable at busy times. You're cutting off routes out of the road which will just push more traffic onto Ashcombe Road and make it a nightmare for residents.</p>
Ashcombe Road	Strongly disagree	No	<p>The scheme has not consulted properly those who are likely to be detrimentally impacted (residents on Ashcombe Road, Gap Road, Haydons Road and possibly Queens Road). I am intending to raise as much awareness as possible as the above roads are already congested leading to harmful pollution for all pedestrians. The proposals seek to grid lock these roads entirely leaving a perpetual traffic jam. Numerous families have children on these roads and the councils proposal will increase the risk of harmful traffic accident or death. If the planned LTN is introduced how is the impact due to be measured? This consultation is flawed, as those most affected are unaware of these proposals. During the "experimental period" how is the impact going to be quantified? what monitoring has been carried out before and after lockdown, which in itself is not a balanced view. I vehemently oppose the proposal and will raise as much awareness as possible concerning its terrible impact. Regards Hugo.</p>
Ashcombe Road	Strongly disagree	No	<p>This scheme appears to ignore the existing significant problems regarding traffic on Ashcombe Road, the lack of safe crossing spaces, and the unintended and dangerous consequences of forcing traffic back onto Ashcombe Road. It also appears to be an unnecessary cost to the council, at a point when funds are limited, with no evidence of likely benefits stated in the information provided.</p>

Ashcombe Road	Agree	No	1. I strongly disagree with the proposed LTN solution. The overly complex Left & Right Turns ONLY from Haydon's Park Rd & Cromwell Rd into Avondale Rd would be a nightmare for local residents & drivers trying to navigate such an overly complex route just to get from 1 Rd to another. If anything it would likely increase congestion in the local area as drivers try to navigate their way around such a labyrinth. 2. I predict increased congestion and increased pollution should this LTN proceed. If you wish to reduce traffic in this area, please come you design a simpler and better solution than the one proposed.
Ashcombe Road	Strongly agree	No	I strongly disagree with the current proposal for the following reasons. 1. Traffic reduction to Haydon Park Road and Cromwell Road will result in additional traffic to Ashcombe Road as drivers seek alternative routes. 2. Ashcombe Road is already super congested throughout the whole day and the whole week, not just the busy hours! And it has much more traffic than Haydons Park Road and Cromwell Road. The bollards next to the ashcombe bridge get knocked down almost every couple of weeks. 3. There is a nursery school on Ashcombe Road. The existing traffic is already making the road crossing very dangerous. It is not safe for those toddlers who sometimes run outside the front gate of the nursery. Not to say the impact of additional noise and pollution has on children's development. 4. If the residents living on those two roads can be exempted from restrictions themselves, it is against the purpose of encouraging all to travel less.
Ashcombe Road	Agree	Unsure	Local residents should be permitted to use all roads surrounding their home address.
Ashcombe Road	Disagree	No	It is clear that this LTN will inevitably increase traffic along Ashcombe Rd. which is a residential road of very similar characteristics to those roads which will gain limited benefit from this scheme. Significantly over-burdening one residential road to the dubious benefit of others is an inequitable solution to an ill-perceived 'problem'. I, as do my Ashcombe Rd neighbours, vehemently oppose the introduction of this ill considered LTN

Ashcombe Road	Strongly agree	No	<p>I understand the overall strategic purpose of such schemes however I believe this proposal fails to respond to the local context. Ashcombe Road is the primary "rat run", that has spilled over to Haydon Park, Avondale and Cronwell Roads in recent times. In Ashcombe Road the speeding ramps installed in the mid 1990's are dated and not that successful, contemporary interventions could be done to slow traffic and stop the acceleration and breaking that occurs. Gap Road has major traffic flow that in recent years has seen a ridiculous number of very heavy articulated lorries, skips and dumper trucks. This road with the frontage onto attractive housing and Wimbledon Cemetery deserves attention. The actual time of heavy traffic in our "block" is primarily rush hour/ school hours in the morning and afternoon/evening. Other times traffic is more manageable. Perhaps a time activated bollard system that comes up to block a road and then go down would be a more appropriate intervention? Overall the block formed by Gap Road, Ashcombe Road, Cromwell Road and Haydons Road would benefit from a strategic traffic management and environment approach. Perhaps this should also consider potential change at the Dairy and trade yard between Ashcombe Road and the railway lines and opportunities this might create in the future. How south Amsterdam's "mid urban" late 19th century streets transited away from mass car use is compelling. Have Merton been? Personally I would have no problem with Council officers visiting such schemes to really capture best practice and insights for Merton. I believe you applied for mini Holland funding in the past. I believe our "block" would be an opportunity to test progressive ideas of traffic management and crucially placemaking (not just road traffic engineering) that are appropriate to our piece of Wimbledon. Interventions that are appropriate for our context plea</p>
Ashcombe Road	Strongly disagree	No	<p>The surrounding areas are already heavily congested and can create issues when needing to travel, for residents especially during peak times. Installation will make an already problematic situation unbearable both with traffic but also pollution (noise and air). Surrounding roads including gap road, durnsford road, plough Lane and Haydons road will be significantly impacted and will have a detrimental effect to emergency services. Which are often seen on Ashcombe Road. The detriment in implementation LTN measures would be of more far reaching than any potential benefit.</p>

Ashcombe Road	Disagree	No	<p>Since the introduction of such schemes, there is no evidence that LTNs produce any significant benefits while there is clear evidence that they delay emergency service vehicles and will penalise last mile delivery drivers whose targets will not be adjusted. These two services have proved essential in this current COVID world. Residents also report massively extended journey times and increased air pollution on major routes as traffic is diverted onto them. Ella Kissi-Debrah's death in Lewisham was directly caused by poor air quality. Her mother states the issue with low-traffic neighbourhoods is air quality and fairness. "For people who live in an LTN, yes, life is better, I don't deny that. But their traffic is going somewhere. And this brings up all sorts of issues: social justice and environmental justice. You cannot live in a neighbourhood where one part has an LTN and children are cycling and playing outside and the roads are safe, then pop along a couple of roads later and there's gridlocked traffic. We cannot live in a society like that." Let's not let that happen in Wimbledon. Lewisham Council is rethinking the introduction of such schemes. This particular scheme is not about safe streets and active travel, it's the result of a long running campaign particularly on social media by residents of Haydons Park Road, Avondale Road and Cromwell Road who wish to stop intermittent congestion. The issue occurs at peak times of the day – it's not a 24 hour a day, 7 day a week problem: the short queues (no more than 5-10) annoy the residents of those streets, who interestingly will be exempt from the restrictions themselves. From a cynical view: with a cash strapped Council, developing new streams of revenue through the installation of ANPR equipment and the ensuing fines for flouting LTNs is overriding sense and pragmatism. I urge you to reconsider the introduction of a LTN in this location and reach a more creative and acceptable solution. Thank you.</p>
Ashcombe Road	Disagree	No	<p>I witness numerous serious issues on Ashcombe Road. I live at the T-junction on Ashcombe and Cromwell and this is a serious accident waiting to happen, and the proposed LTN will encourage this further. There is no doubt that LTN will push the traffic onto Ashcombe Road. Currently, on a daily basis I witness (i) HGV's / skip hire vans who fail to take notice of the Width restriction, and subsequently have to perform multiple maneuvers to reverse back over the bridge, reverse into Cromwell, and turn back right onto Ashcombe to exit onto Gap Road. Often we have moved our parked cars to facilitate the HGVs turning or had to assist guide the driver out of the situation (ii) Delivery vans who do 3-point turns on Cromwell/Ashcombe for convenience (iii) cars and lorries exceed the speed limit of 20MPH. Overall, the HGVs maneuvers makes it seem they are going to plough through my living room window. During these maneuvers all Ashcombe traffic is held up, creating tensions and noise pollution. The drivers often require assistance to guide them out of the very tight maneuvers. A large tree has already been knocked down on Ashcombe/Cromwell due to a HGV reversing incident. At peak times, Ashcome is a very busy road, and is worsening over time. It is a primary access route for all neighboring schools and school run routes, and many primary and senior school children using the pedestrian route. Crown Nursery is also on Ashcombe, which means there are young families and additional cars on drop off/pick up adding to this dire situation. Cars are using the other streets out of necessity as opposed to choice. I strongly believe introducing this LTN will cause a fatality, by adding increased limitations to an existing pressured situation. Please feel free to contact me for additional details. Tel: 07899 982633. Thx</p>

Ashcombe Road	Don't know	No	<p>1) If this scheme is implemented I think residents of Ashcombe Road would see increased traffic and therefore accompanying pollution. 2) If the scheme is implemented I foresee residents of Ashcombe Road having problems in negotiating our side streets to access our homes and the 'wider world' of London. 3) I fear it would cause a problem in accessing Cromwell Road for parking. Ashcombe Road has limited parking availability. 4) I think the scheme if implemented will see desperate drivers causing accidents while navigating this complex arrangement. I do not see it diminishing the daily incidents of excessive speed in Ashcombe Road. 5) Ashcombe Road is a residential street and I do not wish to see any more traffic in it. LTN schemes are notorious for diverting traffic to neighbouring areas and often unforeseen consequences coming to light. 6) If I have to park in Cromwell Road I would not be able to 'nip round the block' via Haydons Park Road to quickly return to my home to pick up necessities and proceed with my daily activities. I would have to negotiate the labyrinthine scheme to return to Ashcombe Road. 7) If the scheme goes ahead I strongly wish for me and my neighbours to have APNR exemption.</p>
Ashcombe Road	Agree	No	<p>I live on Ashcombe Road. There is already a substantial amount of traffic in the mornings on our road, so I don't know why these plans do not also include Ashcombe Road - it seems odd that they do not since most of the traffic (I suspect) that is causing the trouble in the proposed area is likely to come from Ashcombe Road itself. These plans would likely keep more traffic onto Ashcombe Road rather than sharing the burden. I would very much hope that the council has data on the current road usage (on the roads where restrictions are proposed as well on surrounding roads) and on the modelled impact on traffic on other roads... and that this data is taken from a time when car usage is considered 'normal' (i.e. outside of any form of lockdown/partial restrictions). My fear is that, since the council has not published any detailed information in the context setting to this consultation - that this has not been carried out. It would be madness to continue with this without some decent modelling of expected traffic pattern changes. For example - how do you know even know the right roads are included in this for maximum impact? I want to remind you of your stated aim of any such measure - it is 'aimed at removing rat running and to encourage safe walking and cycling within Wimbledon Park'. My guess is that it would not remove rat running, but concentrate the burden onto other roads that are similarly unable to cope with the extra traffic - e.g. Ashcombe Road. Would it encourage safe walking and cycling on Ashcombe Road? Ashcombe Road is within 'Wimbledon Park' and so should be considered just as much as any benefit on other roads.</p>
Avondale Road	Agree	No	<p>I believe that the rat run will now come down Avondale road onto gap road. This road is already busy and I think this change will cause blockages as people try to turn our right onto gap road. There are no speed bumps on the road either and people drive very fast which is worrying with a small child.</p>
Avondale Road	Agree	No	<p>I can only see this increasing the rat run traffic on Avondale road. The only winners here seem to be those at the lower end of Cromwell Road. Will traffic wishing to go to Haydons Road not just go down Cromwell along Avondale and continue on down HPR. And for those cutting out the mini-round about will continue to go down HPR and along Avondale out to Plough Lane, with the latter flow likely increasing as traffic mounts up due to the new layout.</p>
Avondale Road	Agree	No	<p>I would prefer to see a one way system introduced on Cromwell Road and Haydon Park Road. I do not believe the suggested proposal will do anything to ease traffic.</p>

Avondale Road	Strongly agree	No	I have objected as can't see how this will solve the issue of cars turning off Cromwell down HPR and left onto Avondale to Gap Road which is the rat run to avoid the mini roundabout. I see the new proposals as More of a nuisance than the rat run (which is a pain)
Avondale Road	Disagree	No	The traffic problems in the Avondale, Cromwell and Haydons Park Roads are only caused by large heavy lorries e.g. skip lorries and those from the waste companies using these roads. These vehicles should not be using these small back roads anyway, so measures to enforce the existing regulations should be introduced by the Council - not this new traffic restriction scheme. The proposed scheme is supposed to make the area safer for cyclists and walkers, but they are not currently at specific risk apart from the danger from these over-sized vehicles. And this proposed scheme will in fact increase the danger to cyclists and walkers. This scheme will also cause serious and unacceptable additional noise and pollution problems for the local residents as well as great inconvenience and increased congestion. It will also increase the likelihood of damage to properties from the vibrations these heavy vehicles create. Please introduce measures to control these vehicles and prevent them from using these identified roads, rather than imposing a totally unnecessary and unjustifiable traffic redirection scheme that will cause enormous additional problems especially for local residents, and won't solve the issue it purports to address.
Avondale Road	Agree	No	You are forcing all the traffic along Avondale Road, at the detriment of the residents of Avondale!!!! So Cromwell and Haydon Park Road win and Avondale loses out. We paid a premium for our houses to live off a main road, don't turn it into even more of a rat run!!!! If you want to make a LTN in the area then it should run around the perimeter. Keep all the traffic on Ashcombe, Gap and Haydon's Rd and do not allow it to enter onto Cromwell, Haydon Park Road and Avondale. I would very much like to see rat run traffic reduced, but this plan is ill thought out and will make the traffic WORSE on Avondale. This is NOT fair. I do not support the proposition as it is, but would wholly support a scheme that keeps the traffic off Avondale too, not just Cromwell and HPR.
Avondale Road	Strongly disagree	No	This is insane, I own a house (2 Avondale Road) which is a very quiet street, I specifically bought this house on this road for this exact reason years ago. I paid a premium for this road as it currently has low traffic & is quiet. This plan is not to go ahead it would devalue my property and not only that would cause a huge increase in traffic & noise & pollution which is unacceptable. On another note making it so we cannot access Gap/ Ashcombe & Haydons road would mean that we our drive to our local hospital would be severely impacted! This would also add about 15mins both ways (30mins) to my daily commute. I will do everything in my power to ensure this ridiculous plan get rejected as soon as possible.
Avondale Road	Strongly agree	No	The scheme only addresses traffic down the lower part of Cromwell Road and Haydon Park Road heading towards Haydons Road. It does nothing to address the problem of traffic coming down Cromwell Road and Haydon Park Road from Ashcombe Road and turning left into Avondale Road to cut through to Gap Road. This scheme risks INCREASING traffic using Avondale Road, and the upper parts of Cromwell and Haydon Park Road as a rat run.
Avondale Road	Disagree	No	We suggest that the existing rules concerning 7.5t lorries, HGVs and skip lorries are enforced fully. For instance installing ANPR cameras to fine those breaking the law. We see no need for the proposed LTN which would cause congestion on Avondale Road, which we don't have at the moment.

Avondale Road	Strongly disagree	No	<p>I have lived in Avondale Road for 26 years. I have yet to see a traffic jam here, except for a maximum of 3 cars very occasionally in rush hour in the morning (Avondale Road turning on to Gap Road), the surrounding roads are quieter. I rarely see more than one moving car in the road or the surrounding roads at any time. I have never heard a neighbour complain about the weight of traffic in all the time I've lived here. I do think that unnecessarily adjusting right of ways will cause more traffic in some roads which would entirely defeat the object. HGV traffic (Cappagh, Reston) do use these roads as a cut through occasionally which is noticeable as they speed and do not secure the chains on their skips - I would suggest restricting those lorries using signs and cameras as necessary and am very surprised this has never been done despite complaints. The current proposal seems like a completely pointless waste of time, money and effort at a time when funds should be more effectively used elsewhere. Thank you for reading, I do hope sense prevails.</p>
Cromwell Road	Disagree	No	<p>I believe the scheme should be abandoned. Cromwell Rd is a quiet & safe residential road to live, walk and cycle on. The proposed restrictions would force all Cromwell Rd residents living between Ashcombe & Avondale Rd to exit via Haydons Park Rd or do 3 point turns in our Rd. Neither seem appropriate: Haydons Park Rd is wide enough only for 1 car with few places to easily pull in to pass cars in the other direction but is currently 2 way. Already it suffers from bottlenecks as there aren't sufficient places to pass & will still likely bottleneck at peak times. The alternative for residents would be to turn our cars around & exit out of Cromwell Rd directly onto Ashcombe Rd. However with cars parallel parked on the street, requiring us all to do a three point turn to change direction to exit the street seems an impractical slightly dangerous solution especially for cyclists. With children I know I wouldn't want them to navigate our street with cars regularly reversing across the width of the road. Next, either proposal require residents on my part of Cromwell Rd to only access & exit onto Ashcombe Rd -a busy main road, with often queuing traffic at peak times tailing back from the roundabout with Gap road all the way past Cromwell Road to the railway bridge. A right hand turn out of Cromwell or Haydons Park Rd is hard & potentially dangerous if we have to try & push our way into queueing traffic. This is already a problem & so the vast majority residents currently only enter Cromwell from Ashcombe & exit by turning onto Avondale Rd & then feeding into the main Gap Road via a left hand turn. This is a far safer option with little contra-flow traffic & good visibility. The current proposals would remove this route which is the most concerning element of the whole proposed scheme. Pls abandon or consider alternatives - make part of these streets one way? Or use width restrictions to ensure no lorries use the roads as rat-runs instead of current proposa</p>

Cromwell Road	Disagree	No	This appears to be a resident's campaign for one particular road (Haydons Park Road) only. There is no doubt that traffic coming from Trinity Road across Ashcombe Road use Haydons Park Road and Cromwell Road as cut throughs but I do not see major traffic incidents in Cromwell Road. What I do believe is that this will push the issue on Gap Road and Haydons Road which are already too congested in rush hour times, particularly with the building of new flats on Plough Lane and a new set of traffic lights introduced. In reality I think this will create one Low Traffic Road (Haydons Park Road) and push all the traffic into the other local roads - Cromwell, Avondale and Gap Road. A simpler solution would be to make Cromwell and Haydon's Park Road no left turn onto Haydon's Road. This would potential stop tipper / skip lorries from using the roads as a short cut. Whilst I am fully supportive of traffic reduction measures I do not believe this LTN will encourage more people to walk or cycle or make the roads any safer. I think the current 20mph do not work as many cars do not obey them and this will not help the surrounding area.
Cromwell Road	Strongly agree	Yes	There should be a resident exemption so we can drive up and down Cromwell Road. We should stop the road being used as a rat run for people cutting from Ashcombe to Haydons Road. Have we considered blocking the roads (Cromwell and Haydons Park) with bollards at the Haydons Road end instead of this proposal?
Cromwell Road	Strongly disagree	No	I do not support the proposed changes and do not think they are necessary.
Cromwell Road	Agree	Unsure	I strongly oppose being restricted as a resident in not being able to make certain turns within this area. Residents should be exempt from these restrictions.
Cromwell Road	Disagree	Yes	I will ONLY agree with the scheme on the basis that residents are exempt from the ANPR regulation of turns on to and off Cromwell/Avondale/Haydon Park Roads. I am concerned that this might push traffic onto other roads, but as long as the APNR covers all 3 roads and we as residents are exempt I will support the scheme accordingly. For some reason Cromwell Road doesn't see as much traffic as Haydons Park Road but that is most likely because we are lucky.
Cromwell Road	Strongly disagree	No	I have lived on Cromwell road for 40 years. The current system has not caused any problems. I believe the suggested scheme could lead to more accidents. For people living on Cromwell Road (easterly side of Avondale Road) who need to travel via Gap Road/ Ashcombe Road junction, we will be forced to turn right onto Haydon's Road either via Gap Road traffic lights or the junction of Haydon's Park Road and Haydon's Road - which is always busy and potentially dangerous. Then right again in order to get home. This is adding a frustrating amount to the journey (the main roads are always busy) and adding to the risk of a journey. Please leave Cromwell Road as it is.
Cromwell Road	Agree	Yes	I agree with the proposed scheme to introduce LTN.
Cromwell Road	Strongly agree	Yes	About time as during school terms especially drivers speed down Cromwell Road from Ashcombe Road Bridge and into Avondale Road to get to the junction of Gap Road, Haydons Road, Durnsford Road, Haydons Road. This also occurs with the rat run to Haydons Road bridge from Gap Road .This is also with some drivers speeding between 25mph to 30mph . Sooner the better.

Cromwell Road	Agree	No	The current scheme is ludicrous and appears wholly ill thought out - if any thought has been given to it at all? It will cause untold problems and appears to want residents to drive around in circles. The way the permitted movements are currently configured will lead to more delay and congestion for residents and is wholly illogical Or are residents exempt from the directed movements? Is it really the case that a resident of the western end of Cromwell Rd could not drive down the length of Cromwell Rd in a westerly direction and access Haydons Rd??! (or perhaps doing a u-turn immediately after entering Avondale Rd ???! Likewise various other scenarios! One of the key contributors / main contributor to congestion in the area is the exceedingly poor / ill thought out traffic light sequencing at the Haydons Rd junction with Gap Rd / Plough Lane. This has massive knock on consequences for traffic in the area. During "normal" i.e. non covid times there are nearly always significant queues approaching these lights from all directions. Sort the traffic lights and there will be far less of a problem / far less likelihood that drivers will seek to use adjoining streets to "rat run" and by pass the lights / congestion. Clearly less traffic on the local streets is desirable - and in particular preventing "rat running" but not to the significant detriment of the local residents Consideration should be given to width restrictions / and if feasible restrictions on the use of the roads other than by residents (ANPR can presumably be utilised for these purposes)
Cromwell Road	Agree	No	it will lead to greater congestion than now, and make our living conditions much worse than they are now. I do not see why we cannot travel up and down the street we live in...
Cromwell Road	Strongly disagree	No	There is barely any traffic on Cromwell Road - you will be causing a nightmare for delivery drivers if you implement this, not to mention it'll be a huge pain for residents at the lower end of Cromwell Road to access Wimbledon Town Centre and Waitrose. STRONGLY suggest you avoid implementing this.
Cromwell Road	Disagree	No	We feel this proposal is unnecessary and the money could be better spent on improving cycle lanes, pot hole reduction etc. There is no rat run issue on Cromwell Road.
Cromwell Road	Agree	Unsure	Support the principle of reducing the cut through. However the proposal will simply drive traffic from haydons park to Cromwell, along Avondale and then down haydons park. Seems overly complex and it would be simpler to block one end except for residents' access only.
Cromwell Road	Disagree	No	This scheme will only serve to be a nuisance , inconvenience for those who live in the area and for their loved ones when visiting. This is not the place for an LTN to be introduced. Those who live on the road will not even be able to drive to the other side. This will not be good for the residents who live in the area. Rat runners are not causing significant disruption. They are entitled to use the road and there is never an unreasonable amount of traffic in the area. There is no issue in the presenting areas so the LTN is not justified nor needed.
Cromwell Road	Agree	Yes	I agree with the principle and aims of LTN. Ultimately it seems to direct the traffic along Ashcombe Road, making it busier than ever. Has the idea of RESIDENTS ONLY been considered for traffic coming over Ashcombe Bridge from Queen's Road and from Gap Road into Ashcombe Road??

Cromwell Road	Disagree	No	My view is that the current proposals will only transpire in increasing traffic on surrounding roads and making it more difficult to go about our daily business such as going on the school run etc. The system works well as it is - the road does not have an excess amount of traffic and is quiet.
Cromwell Road	Strongly agree	Unsure	If system enforcement is ANPR led, then why can't registered (for parking enforcement purposes already) resident vehicles use the road in full, while non-residents are restricted from rat-running. It also seems like West to East traffic can just use the half Cromwell - half Haydon Park route, thus increasing the effective traffic by restricting it from other roads. Surely a better all-round approach would be to use the Avondale halfway mark in both W-E and E-W directions to have "Residents Only" with ANPR enforcement. Then rat runners are forced onto the B235 Gap Road where they should be.
Cromwell Road	Agree	No	The scheme appears to make the western end of Cromwell road (between Ashcombe and Avondale) one way. this would mean a very long detour to get out of the road for residents in this end of the road, whether travelling east or west. Why can't the proposed restrictions be put into force but allowing two way traffic on both ends of Cromwell Road? This is the only section of the roads affected for which one way traffic appears to be suggested!
Cromwell Road	Strongly disagree	No	Utterly ridiculous idea. There is not a problem. This will just increase the traffic and lead to traffic jams and vehicles turning around in the middle of the road. More traffic congestion , pollution and vehicle noise. The added expense far outweighs any benefits (but there arent any) You seem to have money to burn , my parking permit has doubled in the last year. I really think you should stop wasting your time and my money on some hypothetical problem that doesnt exist. Delivery drivers and building contractors need to use these roads to more easily access residents on a daily basis.
Cromwell Road	Agree	No	Whilst there is a 'Rat Run' issue on the street, the proposal will make 'car life' way more difficult for residents on the east sides of both Cromwell Road and haydown park road. There is no easy way home from Wimbledon now where we live as you cant get down eitehr Cromwell Rd or Haydon Park Road from the east having to eiteh rgo down Queens Road and turn onto a very busy Haydons Road or down Gap Road and turn right at a very busy junction. I personally use the West entrance to Cromwell Road and the North entrance to Avondale road all the time and always avoid the busy Haydons Road - thsi would make all my journeys use Haydons Road - nightmare - including the very dangerous "Cromwell turn right onto Haydons Road" junction. So a very strong "no" from me and alternative solution (not sure what that is) shoudl be pursued.
Cromwell Road	Agree	Yes	We support the proposals but with the condition that all of the grid's resident get an exemption for the ANPR-controlled 'No Left / Right Turn' signs, as has been confirmed in a phone conversation between Future Merton and Nicola Davenport. If traffic continues to use West end of Cromwell to East end of Haydon Park Road to access Haydon's Road then a No Left Turn at the East end of Haydon Park Road and Cromwell may need to be considered, again, with all grid resident exemptions.

Cromwell Road	Agree	Unsure	I'm not sure how this will work in practice, will I still be able to exit and enter Cromwell Road from both Haydon's Road and Ashcombe Road? As a resident it seems crazy that I can't drive all along my road, either enter via Ashcombe Road and then exit via Haydon's Road, this will mean me using my car more often not less. If I go to M&S I then can't go via my road to go to Lidl and would have to either get stuck in traffic down Queen's Road, where it's more difficult to get out onto Haydon's Road, or I'd need to do the other way around and go to Lidl first and then get stuck in traffic on Gap Road to then turn via Ashcombe Road to get to Queen's Road. Alternatively I'd have to go out on separate days which would be 2 days shopping rather than just 1. Seems like a waste of time when I could easily do in one go. I do walk when I can but if shopping is heavy it's too far for me to carry it so I have to take the car. I think I should also point out that traffic has got much worse here since the barriers were put in on Ashcombe Road near Queen's Road which limits the width of traffic that can get through. Previously skip trucks and other large vehicles only came down this road if they were visiting a property in the street for a delivery etc but now they have to come this way as they can't fit through the barriers. This diverts traffic down our street which didn't use to come this way before and there are definitely more cars using it at rush hour, I can usually see a whole stream of stationary traffic queuing in the street trying to get out at about 07:45 in the morning and this is during lockdown. I'm unsure if I fully support this or not as I think that it will be restrictive for residents who actually live here which is unfair but also not sure how it will work with the size limiting barriers on Ashcombe Road.
Cromwell Road	Disagree	No	Firstly, your description of the changes is very complicated and makes the potential (unintended) consequences quite difficult to assess. Secondly, as someone who HAS to drive to several different work sites (hospitals) if I can't drive up Haydon's Park Road to get to Ashcombe Road I will have to go round the block and into main road traffic to head off to the Wilson Hospital in Mitcham (unless I do a 3 point turn in Cromwell Road - hard with all the cars parked both sides).....and if I can't drive from Cromwell Road along Avondale Road to access Gap Road again my quickest way to get to St. George's/Springfield Hospitals is blocked off.
Cromwell Road	Disagree	Unsure	As long as residents would be exempt from the proposals then I have no objection. Otherwise my concerns would be that this would be problematic for Cromwell Road, where there is no problem at present as far as I am concerned.
Cromwell Road	Strongly disagree	No	There is no real problem on traffic on Cromwell road from rat runs, so not sure what we're trying to solve here. The proposals will make it complex to get off the street by car. It will also channel more traffic on to Haydons Road and Ashcombe Road, which are already chocked with traffic at rush hour. These proposals will make situation worse, not better.
Cromwell Road	Agree	No	I am all for change and managing this issues, making roads safer for cyclists and pedestrians and improving the environmental impact BUT I don't believe these proposals will achieve this and will significantly impact local residence. Please review what alternative options are available and more cost effective too. Have we learnt from the implementation in Wandsworth and Balham that went wrong and had to be removed again - a waste of money. Also implementing during pandemic traffic makes little sense as how are you planning to baseline against normal traffic?
Cromwell Road	Agree	No	I would only welcome these proposals if, as residents, we were still able to drive down our streets as we can at the moment and it was guaranteed to stay that way. It's quite ridiculous that I wouldn't be able to drive from Wimbledon to my house on Cromwell Road without going all the way to the Plough Lane junction to turn right and right again into Cromwell Road.

Cromwell Road	Strongly agree	Yes	I THINK THIS IS LONG OVERDUE AND I SUPPORT THE COUNCIL IN SEEKING TO REDUCE THE RAT RUNNING TRAFFIC WHICH NOW INCLUDES LARGE LORRIES GOING DOWN OUR RESIDENTIAL ROADS.
Cromwell Road	Strongly disagree	No	<p>We confirm our strong objection to the proposal above and to suggest an alternative amendment to achieve proposal objectives. Proposal Objective The document states the objective of the changes are to “remove rat runs and encourage safe walking and cycling in the local area” We object to the current proposal due to Infringement of Access Rights The proposal as presented is unfair as it substantially reduces, i.e. 66% REDUCTION of the current road access to registered vehicles of the residents of about 60 properties situated in the east end of Cromwell Road (i.e. those running from number 47, (Avondale Road through to Haydon’s Road) This infringement of access rights is achieved in the proposal by removing vehicular access rights to properties in the east end of Cromwell Road from Ashcombe road and Gap Road (via Avondale Road) which has been a right of way for over 120 years This 66% REDUCTION of current access rights forces all residents of properties located in the east end of Cromwell road to access their properties solely via the A218 Haydon’s Road (or Haydon’s Road via the east end of Haydon’s Park Road). This reduced access means the sole access is to be provided from the section of the A218, Haydon’s Road, running from Queens Road up to the Plough Lane Junction and this section of the A218 is extremely busy, 7 days a week, with traffic frequently queuing back past Queen’s Road. This congested access is before the completion of the Wimbledon stadium and residential complex which will increase congestion on this section of the A218. Implications for residents of the East end of Cromwell Road,</p> <ul style="list-style-type: none"> • The proposal will add, (it is estimated) 5-10 minutes to all journeys from about 60 properties located in the east end of Cromwell Road going west on Gap Road and South on Ashcombe Road NB NO SPACE TO COMPLETE THE OBJECTION WHICH WILL BE E MAILED TO WIMBLEDON PARK COUNCILLORS
Cromwell Road	Strongly disagree	No	<p>This scheme is a complete and utter non sense. Your current plans must cease and dessist. They are not well thought through at all, and will add significant stress, strain, and burden to all on this side of Cromwell Road. it is complete idiocy and you have no practical way at all of limiting the issues for us. Nobody agrees that this is a good idea - there is outrage locally at this. the idea pushes the problem to the main road, which is already busy and will be grid locked when the (fraudulently passed) development on Plough Lane is finished. we will not pay for your disasters. the environmental impact is huge. if i want to go across the bridge on ashcombe road, 150 yards from my house, i need to take a 1 MILE DETOUR. this is a nonsense - environmentally and in the sake of common sense.</p>

Cromwell Road	Strongly disagree	No	<p>As a resident of Cromwell Road (no.56) I don't experience unnecessary travel flow in my day to day life living here. I have lived in this road over 25 years and this has never been an issue, so these changes seem completely unnecessary and I am strongly opposed to them. Indeed, the new layout proposed will create even more of a rat run in my opinion. Also as I live in the second half of Cromwell Road closest to Haydons Road, I am particularly concerned that I cannot approach my house from either Ashcombe or Avondale which I use very regularly and will be forced unnecessarily to always enter and exit by Haydons Road which is always the busiest. The traffic on Haydons will also only get worse as the new Plough Lane development becomes occupied and traffic flow there is considerably increased. If we are driving via Gap Road to Wimbledon Village or to Wimbledon Centre or out towards Bushey Road, then I can not conveniently drive to & from any of these, always needing to exit and enter via Haydons. Driving conveniently to and from the surrounding roads in order to park outside or to exit from my road, is a small luxury I would like to continue to enjoy, especially given the exorbitant fees which Merton charges for resident and visitor parking! The consultation notice encourages local walking which I understand and also encourage, walking my child to Holy Trinity School every day (when open). However as a single, working mother who needs to shop and ferry with a 5 year old child, walking is sometimes just not possible and as a resident, the ability to drive down your road from the centre of the place in which you chose to live, should not be removed. I feel the new access layout proposed just introduces a new, unnecessary rat-run down through Avondale Road and I would in no way be encouraging my child to walk and play in these roads as the consultation describes. I would be far more worried for her safety than I am now with the existing layout! I strongly</p>
Cromwell Road	Strongly disagree	No	<p>I believe the scheme is unnecessary and detrimental as it would add significantly to journey times (and therefore pollution) during the school run in rush hour</p>
Cromwell Road	Agree	No	<p>I live on Cromwell Rd and have a son with autism. Your proposal only takes into account the potential 'benefits' for people with physical disabilities, it does not consider the impact on people with cognitive disability. The traffic flow will be concentrated down Cromwell Rd, cutting through Avondale Road, onto Haydons Park road so they can still use our road as a rat run. You restricted access from HP road to Gap Rd so effectively pushed the traffic to Cromwell Rd. I perform the School run every day to a special school in Lambeth, the traffic is already very bad queuing down HP road. This will not reduce traffic flow it just funnels it down our road. My son needs constant supervision getting in/out of the car and this increase in traffic in Cromwell Rd will add further risk, noise and pollution with lorries and commercial vehicles still using our road as a rat run onto HP road and then onto Gap Road. Suggestion: there is only an issue during peak hours so why don't you restrict access from Ashcombe Road into Cromwell Rd and Haydons Park Road between 7-9 am, this truly stops the rat run issue if that is your desired outcome. I also assume the no right turn from Avondale rd into Cromwell rd does not apply to residents in Cromwell Rd if it does it would further time to our school run adding great anxiety to our journey as we will suddenly be changing his set routine. I can't see how your current proposals meet your desired outcome. It will just funnel traffic flow down Cromwell Rd which adds risk and pollution. We have been verbally abused for just trying to get into our car in the morning by commercial vehicles. It really is the vans, lorries and trucks during peak times that are the main problem.</p>

Cromwell Road	Strongly agree	Yes	I would be happy to see the proposals implemented under an experimental traffic management order as soon as possible. However, to gain general support the council may have to state that residents will be excused the fines and that if need be a no left turn on Haydon Park Road to Haydon Road will be adopted if asked for.
Cromwell Road	Disagree	No	The proposals will simply shift traffic to surrounding roads (Gap and Ashcombe) making life unpleasant for residents there. The real problem in Cromwell and Haydon Park are HGVs and skip lorries driving at speed. Maybe a better solution would be some form of restriction on larger, heavier vehicles. And please stop describing this as "covid 19 temporary safety measures". This has absolutely nothing to do with Covid and will in fact make cycling, walking and social distancing more dangerous and difficult on Gap and Ashcombe roads.
Cromwell Road	Strongly disagree	No	The proposed measures seem confusing and ill considered as the most likely outcome will be to just move the problem from one road to another and create pinch points and air pollution. Our household strongly oppose the presented plans and respectfully request a more inclusive consultation process for all residents that will be effected.
Cromwell Road	Strongly disagree	No	The plan aims to stop HGV vehicles using Haydon Park Road (HPR) as a cut through at all times and cars doing so at rush hour. Neither are problems I have observed and these proposals will in fact cause additional problems. HPR, Cromwell Road (CR) and Avondale Road (AR) are extremely quiet roads with little traffic. This plan does not solve the identified concerns, increases emissions and makes transport worse in every way for residents. The plan shows a one way route from CR, up AR and to HPR. The plan just therefore concentrates traffic onto one route, increasing traffic on CR and increasing journey times for residents who would find themselves on a one way road. The right turn onto Haydons Rd from HPR is dangerous, crossing two lines of stationary traffic with no visibility of traffic approaching. The right turn from Gap Road to Haydons Rd is limited by traffic regulations and lights, with traffic tailbacks frequently as far as Ashcombe Rd. The most attractive route south will therefore be via Queens Road, putting even more traffic past one of the only primary schools in Merton without an LTN. Residents on CR and HPR will have to drive further, sitting in traffic jams and significantly increasing their emissions just to leave their houses by car. Residents at the west end of CR will need to leave the area via Haydon Road. This does not address queuing traffic on HPR, particularly as traffic slows turning. Rush hour traffic is bad enough on Ashcombe, Gap and Haydons Roads without adding extra cars who would now need to drive around in a circle to start heading in the desired direction. We take our daughter to school near the common and this would now involve heading in the opposite direction to HR before doubling back through slow traffic to the top of AR. We may park elsewhere in the zone. A simple solution would be to ban HGVs except for deliveries at all times, and all cars at peak times like other LTNs. Enforced by ANPR and exemptions for residents

Cromwell Road	Strongly agree	Yes	My wife and I support this proposal strictly on condition that ANPR exemptions for residents apply. The email from FutureMerton stating that 'Unlike School Streets, the LTN streets remain open and accessible to all residents, so ANPR exemptions aren't really needed' is simply NOT correct. I live at the eastern end of Cromwell Road and, without exemptions, I could only reach the other end of the road I live in by turning into Haydon's Road, queueing at the highly-congested traffic lights to turn left into Gap Road, driving down Gap Road, and turning left into Ashcombe Road and then left again into Cromwell Road. So, to say that ANPR exemptions aren't really needed is just plain wrong. With that proviso, we strongly support the proposal.
Cromwell Road	Agree	Yes	I strongly agree that measures should be taken to deter rat-running through the Cromwell /Haydon Park/Avondale grid, which has increased in recent years due to rise in London traffic generally, use of apps such as uber, and usage of waze & similar route-finding apps. A number of residents have long pressed publicly for action, so we are pleased Council is considering measures which may help. Resident lobbying has helped reduce the number of HGVs from local firms using our streets as a shortcut / means of avoiding main road congestion despite the existence of weight restrictions on these roads already. These restrictions are still, however, often ignored. Haydon Park Rd suffers more from through-traffic than other streets in this grid, with problems worst at peak times. Ashcombe Rd already has speed tables and a width restriction. Cromwell has humps. Haydon Park Rd has nothing. If action is taken to mitigate the Haydon Park Road situation, this will likely have a knock-on detrimental effect on Cromwell Road; hence if measures are introduced on one street, they should be introduced on both. Are the measures as suggested the right ones? This household would be happy to see them introduced on a trial basis. A simpler yet effective option would be a new 'no left turn' rule, enforced by ANPR cameras, at the Haydons Road end of both Haydon Park and Cromwell Roads, applying to ALL motor vehicles (emergency services vehicles excepted). This would cause some short term confusion but could solve much of the problem (although not the rat-run east-west issue for Haydon Park Rd). Long-term, this household favours road-narrowing measures at the Haydons Rd end of Cromwell Rd and Haydon Park Rd, in the form of parklets/rain gardens, to deter much heavier through-traffic and contribute to a greener look and feel for the neighbourhood. This could potentially be translated later into roadblocks at these points, with rising bollards to permit entry to service and emergency vehi
Cromwell Road	Disagree	No	The scheme as prosed will not reduce rat running. It will infact significantly increase traffic on the western end of cromwell road where a number of the residents include families with young children who walk to school and nursery. It will also increase the number of right turns into cromwell from ashcombe on an already dangerous junction, right next to crown nursery. We would support traffic calming measures but this proposal would make traffic worse on cromwell road whilst significantly complicating and extending resident journeys. We also feel this is been done in haste and should be held until traffic normalises in a post covid world.

Cromwell Road	Agree	No	The scheme proposed would be a nightmare for residents of Avondale Road. The rat run occurs during the morning 'rush-hour' and not at other times, as your recent traffic monitoring will have confirmed. It is due to backing up of traffic on Ashcombe Road failing to access Gap Rd. The current mini-roundabout has improved this junction, but traffic travelling west along Gap Rd failing to yield at the roundabout, causes jams along Ashcombe Rd. Part-time (8am-10am?) traffic lights at this junction could alleviate the problem if the timing of the lights was correct. An alternative would be 'No Right turn Access to Avondale Rd (say) 8am to 10am Monday - Friday' signs at the west end of both Cromwell Rd and Haydon Park Rd. Monitored by ANPR. Comparable to roads adjacent to local schools. Both of these alternatives would work and cause significantly less inconvenience to the residents of Cromwell, Avondale, and Haydon Park Roads than the LTN proposal.
Cromwell Road	Strongly agree	No	I support the idea of the scheme as the through traffic at the top end of Cromwell Road (be Ashcombe) is awful during morning rush hour. I am not convinced the proposed scheme will address the issue for us though as cars / vans will still be allowed to turn right into Cromwell Rd from Ashcombe and use this as a cut through to Haydons Rd (via Avondale). It is a different story for the residents of Cromwell road beyond Avondale as they will no longer have the through traffic from Ashcombe. I would have thought a far better scheme would be to bar non resident traffic (except emergency vehicles) from accessing Cromwell or Haydons Park Rd from either Avondale or Haydon's Rd and Avondale from Gap Road during rush hour periods. This would better achieve the aims of the scheme whilst allowing necessary flows of traffic outside the most congested periods as well as being simple to understand and administer.
Cromwell Road	Disagree	No	The traffic mainly backs up on Ashcombe Road between 8am-9am weekdays. This is due to the traffic not being allowed to exit Ashcombe Road at the Gap Road roundabout. The backup experienced is caused by the dreadful junction at Haydons Rd/Gap Rd/Plough Lane intersection, to which excessive traffic backs up in every direction. In the last year, the extra traffic involved in building the stadium/housing development on Plough Lane has exacerbated the situation. In addition, the recently installed bike lane on Plough Lane is significantly reducing traffic flow through that junction which then backs up along Gap Road. I don't want restrictions imposed on my ability to access my house on any level. Each morning, I need to travel by car to drop my children off at their 3 different schools between 7.30am-8.45am. I rely on being able to travel both ways up and down my road and turn both left and right at the top of Cromwell Road onto Ashcombe road. I will have to take a 1 mile detour via Haydons Road every time I leave my house to get back to my house! The anticipated delays from this would mean that a simple 10min journey could take me 30mins. If everyone is affected in the same way, it will result in more cars on the roads for longer and therefore more local car pollution, as a result. The air is already heavy with toxic exhaust particulates when walking over Ashcombe Road Bridge at these times, without adding extra cars into the equation. I think your proposals will cause undue traffic on Avondale Road, in particular and will frustrate local residents on all effected roads. I am furthermore, concerned that the calculations that have led to these recommendations have been taken during a period of lockdown, whilst extensive traffic impacting building works are taking place on Plough Lane. What is undoubtedly a well-meant proposal, falls short at best and at worst, is unnecessary medalling.

Cromwell Road	Strongly agree	Unsure	I am in favour of some scheme being implemented but am unsure that the present suggestion is the best option, as any scheme must stop through traffic from ashcombe road to haydons road and visa versa , with exemptions for residents . A plan to stop traffic turning left into HR is also insufficient as many vehicles make a right turn at the east end of Cromwell into HR. To stop large commercial vehicles cutting through I would be in favour of width restrictions at the northern end of both ashcome and avondale. I would also be in favour of blocking off both CR and HPR at the junction of HR.
Cromwell Road	Strongly disagree	No	Ridiculous scheme that has caused nothing but increased pressure on already jam packed roads, even causing emergency services delays. These restrictions have no proof of increasing cycling or walking down these streets, they only cause frustration and road rage elsewhere
Gap Road	Don't know	No	It makes absolutely no sense to limit traffic on Haydon Park Road and Cromwell Road where the traffic is already very light compared to the the surrounding roads. You need to keep in mind that Haydons Road, Gap Road and Alexandra Road are all residential roads and cars on those should be reduced, not pushed to even greater numbers but limiting traffic elsewhere.
Gap Road	Strongly disagree	No	- Any restrictions on these roads will result in increased traffic on Gap Road, Ashcombe Road, Haydons Road and the surrounding area hugely decreasing our quality of life with added traffic and pollution Once the schools go back in September this will be emphasised as people will still be reluctant to adopt public transport due to covid. - Cancelling free travel for under 18's will exacerbate the above. - Those who will be most affected by this LTN should have been actively invited by the council to contribute at an earlier date. This apparent shady oversight has afforded us only one week to gather support for our case, despite this being in the pipeline for nearly a year. - The money for ANPR's should be put towards focusing on technology to develop schemes to reduce single occupancy vehicles, which account for most traffic during rush hour. App based car sharing, accommodation for single person electric vehicles such as e-bikes and e-scooters, better cycle lanes, development of local bike and e-bike, app based hiring schemes. These must be adopted with safer road pushes. - Much more money spent on cycle proficiency exams giving people more confidence to cycle on roads - Moving waste services such as Reston to non residential areas should be an urgent priority. - Exempting Haydons Park road, Avondale Road and Cromwell Road residents from any LTN scheme is very insulting to us who will be disproportionately affected. Either we share the pain together and everyone is included or we don't go ahead with the LTN. This is a red line for anyone whose road will be negatively impacted by these restrictions. - Motorbikes should be excluded from any restrictions. - install flashing speed limiter signs - Key workers at St Georges hospital will be impacted by increased travel times, something they could do without particularly in the current climate. - Clear monitoring and ongoing resident access to comparable data during the experimental period is vital

Gap Road	Strongly disagree	No	<p>This LTN creates something of a 'gated community' for those inside it but the costs of it are paid for by those outside of it. How can this be in anyway considered fair? It is not fair. It is divisive. It separates the haves and the have nots. It is regressive, unkind and unneighbourly. There is no need for the proposed traffic restrictions. The 'problem' has been grossly exaggerated. Whilst in any road and at any junction one can expect occasional build up of traffic in any single day, the levels of traffic on Cromwell Road, Avondale Road and Haydons Park Road are insignificant. I know because I live and work here and will often start a car journey by heading down Avondale Road and taking a left at the cross roads down Haydons Park Road before joining Haydons Road at The Co-Op. If these roads were full of traffic I wouldn't choose to use them. They are not full of traffic by any stretch of the imagination. They are more often than not completely empty save for the street parking of the residents. The initiative is profoundly unfair on the significant numbers of people who live in Ashcombe Road and Gap Road who will carry the full burden of extra traffic passing their front doors and driveways but gain none of the so called benefits. The term 'rat run' is pejorative and frames all discussion around car usage that utilises local knowledge as undesirable whereas the local cut throughs are the vital arteries that enable this city to operate and breath. Block them and the city will grind to a halt. If all local traffic is funnelled onto the main arteries and into traffic jams there would be a significant and negative impact on local business, considerable inconvenience to those going about their legitimate everyday activities and it would unfairly concentrate exhaust pollution outside the front doors of those who live on these roads.</p>
Gap Road	Strongly disagree	No	<p>The proposed scheme will increase the traffic in Gap road and make circulation with motor vehicle more dangerous for residents in Gap Road. It is very difficult to integrate the traffic at times and using avondale road to join Haydons road might be the only safe option at times. Every resident and motorist know that it is not the best option as the roads are too narrow and that is a natural deterrent to rat running in that part. Cleaner air and safer road can be achieved by enforcing the 20 miles per hour speed limit on gap road! It's revenue generating as well...</p>
Gap Road	Disagree	No	<p>This will undoubtedly bring more traffic and more importantly even more pollution to one of the busiest roads in Merton</p>
Gap Road	Agree	No	<p>I understand some residents are frustrated that cars use these roads as a short cut. You need to consider why this happens. The development on Plough Lane has caused huge traffic delays on Gap Road. Drivers are avoiding these queues by taking a shortcut to Plough Lane via HPR. I've seen this on many occasions. It occurs Mon-Fri during peak times. A simple and cheap alternative is to implement a 'no right turn' on Cromwell & HPR during peak hours. Add cameras (revenue stream for the council). The wider issue is the HGVs. These residential roads are not built to withstand the weight, speed and sheer number of HGVs, including Gap Road. What about the pollution for the residents of Gap Road - its appalling. What about the safety of residents on Gap Road, I don't feel safe walking with a buggy and small children. One of the main concerns associated with the Cromwell/HPR proposal is the adverse impact it will have on adjacent roads which are already busier but just as residential. By closing roads traffic is shifted elsewhere - it does not just disappear. Is this fair and really for the benefit of the community? How do you decide who should benefit and who should suffer? Please, find an alternative that works for all and not just some.</p>

Gap Road	Strongly disagree	No	<p>What is issue is the Council / residents of Haydon Park Rd (HPR)/ Cromwell Rd trying to address here? Speeding? Yes-add more speed ramps. Ratrunning? Yes-this only happens M-F between 7 & 9am and probably not at all right now due to lower pandemic traffic. For the rest of the day, there is no issue with traffic volumes. As a local resident, I know. If ratrunning is the issue, use a scheme similar to Parkside where low-cost signage advises no left turn into side roads during morning peak? No right turn & no left turn from Ashcombe into HPR & Cromwell 7-9am would stop this but allow use of these roads at all other times. Why prohibit use of these roads 24/7 when the ratrunning is time and day specific? However, this solution simply pushes traffic into longer queues, creating more pollution on Ashcombe & gridlocked Gap Rd. Is it skip trucks & vans? Implement 6'6" width restrictors (not 7') on entry to Ashcombe & Avondale. Again, this will add to a gridlocked Gap Rd where the biggest problem is the increasing volume of Reston, Cappagh and NJB Recycling trucks – particularly the no. of 40 ton 6-axle artics & 4-axle tippers. Is it pollution? This scheme will add to the congestion & queueing vehicles. Merton Council, if you really want to reduce pollution, congestion, noise & property damage in this area, show your true worth & relocate the waste recycling facilities off Weir Rd and Plough Ln away from residential areas. Queueing trucks all day are the heavy polluters. The scheme still allows traffic to enter Cromwell Rd from Ashcombe, turn left into Avondale and right into HPR. It does not stop the ratrun, it moves traffic from the two existing through routes to Haydons Rd onto one route & will make it worse for some residents! How is this fair or sensible? A few households in HPR & Cromwell will benefit at the expense of close neighbours. The scheme is unnecessary, divisive & a waste of money.</p>
Gap Road	Strongly disagree	No	<p>So you want to divert traffic from already super quiet roads to the already horrifically busy main roads just what we need more pollution and nothing being done about it I even offered to pay the council to plant a tree on the bottom of gap road to help with pollution but was refused</p>
Gap Road	Disagree	No	<p>It will push all the already busy road onto Gap Road, an awful idea, just put a width restriction in.</p>
Gap Road	Strongly disagree	No	<p>Dear all, I cannot understand why residents in streets that will be potentially DIRECTLY negatively affected by this proposal have not been consulted since July 2020 when I understand conversations first started on this topic. As I am sure you are aware - Gap Road traffic continues to increase since the developments on Plough Lane and due to HGVs going to/from the two near waste companies (cappagh and Reston). Even now, with no schools open to add to commuter traffic, and indeed vast numbers of us working from home, so not commuting on the roads - yet still most days there are cars queuing outside my house - with the relevant pollution seeping into our homes. This proposal will directly force still more traffic onto Gap Road, which never was a main road, but is already struggling with the volumes passing through it. Just because I live on a road that has somehow become a main artery for this side of Wimbledon, does not mean that my right to clean, unpolluted air, as a Merton Resident should be ignored against roads that have far less traffic to begin with.</p>

Gap Road	Strongly disagree	No	I do not think that rat running is a big issue on Cromwell and Haydon Park road. Since you can now turn right from Gap road to Haydon park road this is not really an issue - it is just as quick to do this and that is what most people do. You can also go down ashcombe road from gap road to get to queen's road. There is not advantage of cutting down cromwell or haydon park road. All this will do is push traffic round in circles and make the traffic much worse in my opinion - likely effect will be to increase traffic and pollution, so I strongly disagree with it.
Gap Road	Strongly disagree	No	We live on Gap Road with our two young children and my husband is asthmatic. You wouldn't even realise there was a pandemic on at the moment, judging by the amount of traffic on the road. So to increase traffic to an already congested road, makes my heart sink. I would like to know what tests have already been done to the levels of pollution on Gap Road as it is of huge concern for us. We also have to drive our children to nursery and school as they are not in walking distance. We did not get a place in any of the local schools within walking distance for our daughter so hence why we need to drive her.
Gap Road	Disagree	No	the proposal will result in an increase of standing traffic in gap road,together with increased pollution. It moves the problem from the side streets to the main road. it does not solve the problem, just moves it around IT IS NOT A SOLUTION !!
Gap Road	Strongly disagree	No	I don't like the term " rat run". If people are spreading the load on Gap Road by using others that's sensible. The main aim of the scheme is to stop people using cars thereby reducing pollution. Closing roads does not achieve this aim. More and safer cycle routes, more trees, more education about not using cars would make more sense. The traffic causing the greatest problem is the heavy duty lorries. Our houses literally shake as they pass. Please don't waste money on trying a scheme that will have no benefit to any one but the residents of two roads. I pass those roads daily ...on foot or on my bike!.... and have never perceived a large amount of traffic.
Gap Road	Disagree	No	TO ATTEMPT TO ANALYSE THE POSSIBLE REDUCTION IN TRAFFIC DURING A LOCKDOWN IS THE EQUIVALENT OF TRYING TO MEASURE THE STRENGTH OF THE SUN DURING A PARTIAL ECLIPSE. RAT RUNNING HAS NEVER BEEN A SERIOUS ISSUE IN THESE ROADS AND PUSHING TRAFFIC ONTO ALREADY CONGESTED MAIN THOROUGHFARES WILL ONLY EXACERBATE POLLUTION NOT REDUCE IT.
Gap Road	Disagree	No	As a resident on Gap Road with two young children the road is already extremely noisy, busy, overcrowded and dangerous with all the parked commuter cars mounting the pavements I'm struggling to get the pushchair past them along with all the pedestrians and runners and other parents with pushchairs there is absolutely no chance to observe any form of social distance. If the new measures are to come into force it will just make the situation on Gap Road worse while making the other roads quieter. Queens Road should be made into 2 way traffic to alleviate the already high traffic volumes on Gap Road (even during lockdown). The amount of large vehicles (buses & builders merchant lorries) make serious vibrations which must affecting the houses along the road.

Haydon Park Road	Strongly agree	Unsure	Whilst I fully support trying to prevent rat-running, which on most days causes a long line of traffic on Haydon Park Road at its junction with Haydons Road, I don't believe this proposal fully addresses the problem. The majority of vehicles looking to use Haydon Park Road and Cromwell Road as a rat run do so to avoid travelling eastbound on Gap Road towards the crossroads with Haydons Road and Plough Lane. Most cars travel from Ashcombe Road towards Haydons Road, in order to turn left onto Haydons Road, then right onto Plough Lane, causing queues of stationary cars along Haydon Park Road, heading east. This proposal still allows traffic to head east along Cromwell Road, left onto Avondale Road, and then turn right right onto Haydon Park Road in order to reach Haydons Road. Surely a better proposal would be to stop cars turning left out of Cromwell Road or Haydon Park road either during the hours of 7am and 10am and 4pm to 7pm, or stop it permanently. Also, under this proposal, there is nothing to prevent drivers cutting along Haydon Park Road, left onto Avondale Road, then right onto Gap Road, in order to cut down on queueing time eastbound along Gap Road. I hope you please take time to consider how this scheme is going to be implemented, in order to ensure these potential shortcomings in reducing rat-running are not overlooked.
Haydon Park Road	Strongly agree	Yes	The pollution and noise from cars/vans bombing down Haydon Park Road is very concerning, especially during rush hours in the morning and the evening, they never keep to the 20MPH speed limit either. The road definitely needs some traffic calming measures, especially for the young children living on this road and surrounding areas. This LTN is a great idea and will definitely reduce the amount of traffic rat-running down our road.
Haydon Park Road	Strongly agree	No	Your new planned scheme will not work. Please believe me as I have lived here over 12 years. Allowing cars to drive down Haydon Park Road and only turn left on Avondale will now mean we will have gridlock with constant car fume pollution. All the cars turn down our road and mostly turn left at Avondale to get on to Gap Road. Yes they all do this just to miss out a bit of traffic on Ashcombe because if you are waiting on Ashcombe in the morning it takes forever to be let out because you have to give way to the right because of the mini roundabout on Ashcombe/Gap junction. You really have to think about the whole picture. When there was no roundabout it was great - traffic flowed, people let each other in/out, no one cut down our road, the roundabout made it worse. HGVs - a complete No Entry for all of them. My car was damaged, house shakes, awful! You need to implement cameras and a time zone to stop rat runs. Signs up saying no rat runs from 6-10am. Please do not waste our tax on this new scheme that honestly will NOT work. It will be hell for all including us! I will be trapped in my parked car trying to get out. Please please listen. You should make Reston Waste pay for all the damage they do to our roads - an extra tax for these companies that ruin our lives. I am petrified of my cat/children walking out the front now. Time zone no entry's with cameras for AM and PM for rat runs and no entry HGV. Thank you.
Haydon Park Road	Disagree	No	This is not a solution that solves any problem. This is pushing traffic from one place onto already extremely busy areas, likely only to result in the roads it is supposed to improve being hemmed in, causing more pollution by increasing gridlock.
Haydon Park Road	Strongly agree	No	The proposed scheme will only direct traffic South down Ashcombe Road, East into Cromwell Road, North up Avondale Road and East along the East end of Haydon Park Road. All the traffic going East along Cromwell Road (East of Avondale) will then go into the East part of Haydon Park Road, thus doubling the traffic down there, which is already a nightmare.

Haydon Park Road	Disagree	No	I totally disagree with the proposals. Many people need to use their cars to get around and pushing the traffic to other roads is not the answer. It saddens me that in times of financial hardship, the council sees fit to waste its money on this.
Haydon Park Road	Strongly agree	Yes	I am in favour of any measures which will reduce through traffic on our street and fully support your current proposal. I would like to propose an extra measure in addition to your current plans. I live near the top of Haydon Park Road (near Ashcombe Road) and I would like the council to consider narrowing the entrance from Ashcombe Road into Haydon Park Road. At present, it is very wide and cars sweep round the corner at a great speed - this is particularly dangerous as it is a wide crossing for pedestrians and it is quite terrifying with small children as they have to look four different ways at once and then get across as fast as possible before a car sweeps round the corner from Ashcombe Road. I have myself been involved in a minor car accident outside my home, which was made considerably worse by the speed that the van was travelling at hit me. If the entrance were narrower, this would slow all the vehicles right down. I have also had two cats killed by cars within the last three years. I am very grateful that you are taking steps to solve the problem of through traffic and am fully in favour of Low Traffic Neighbourhoods.
Haydon Park Road	Strongly agree	Yes	There is no doubt that action needs to be taken, lorries and other overweight vehicles frequently use the road taking no notice of the weight restrictions because there are no consequences. However I believe there are some issues with the current plan. There is nothing to stop cars turning from Ashcombe Road into Haydons Park Road , subsequently turning left into Ashcombe Road and then onto Gap Road, in doing so they would avoid the roundabout at the junction of Ashcombe Road and Gap Road. This could be avoided by not allowing turns into Gap Road from Ashcombe Road apart from for residents enforced by ANPR Alternatively much stricter enforcement of the weight limit restrictions would alleviate the noise from the worst offenders. I think there would be wider support for this scheme if residents of HPR, Ashcombe, Cromwell and Avondale were exempt from these restrictions.
Haydon Park Road	Strongly disagree	No	It will take make traffic on other roads worse. I have lived on this road since 1976 and dont want any restrictions added to this road.
Haydon Park Road	Strongly agree	Yes	Whilst we are in complete agreement that something needs to be done to reduce the use of Haydon Park and Cromwell Roads as a rat-run, we do feel that the proposal will make it very difficult to both reach and leave our home when we need to do so. It would greatly help if residents could be given an exemption to the proposed ANPR camera-regulated No Left or Right Turn, so that when required we can easily drive either way along our road (as trying to turn round on our road is extremely difficult).
Haydon Park Road	Disagree	No	The restriction of cars driving down the roads will cause further traffic problems on Gap Road as well as Haydons Road. I also own a business on Haydon Park Road, and the diversion of traffic will reduce the number of customers at my convenience store and impact my business in a negative way.
Haydon Park Road	Strongly agree	Yes	The scheme seems to be the most viable solution to the problem of rat-running and morning rush-hour congestion. It would be helpful if residents could be granted exemption from ANPR enforcement to allow them to follow their customary exit routes from the neighbourhood.

Haydon Park Road	Strongly disagree	No	I just don't think it's necessary at all
Haydon Park Road	Disagree	No	These proposals will cause severe delays on the major roads in the area leading to reduced air quality with the commensurate effects on local inhabitants health. It will increase the time it takes for ambulances to get to St.Georges Hospital, a major trauma centre. Absolute insanity.
Haydon Park Road	Strongly agree	No	The wording used in the proposal's permitted movement is confusing. The spelling of Haydon Park Road is incorrect (there is no apostrophe). The road junction diagram is incomplete (the number of left/right turn signs do not tally with that in those stated in the permitted movement). The 3D illustration is very poor quality and unclear. The proposal in its current form is unacceptable. The use of ANPR cameras and enforcement is the way ahead.
Haydon Park Road	Strongly agree	Unsure	Allow residents of Haydon park road, Cromwell road, ash Combe and Avondale to be exempt. Consider peak time restrictions. Width barriers.
Haydon Park Road	Strongly agree	Yes	We support the proposed restrictions to vehicular access. This will have a beneficial impact on air quality, traffic noise, safety, walkability, active travel and residents basic amenities on the street. We would recommend additional traffic calming measures in addition to the proposed plan - e.g. adding an additional speed bump on the section of Haydon Park Road between Avondale Road and Haydons Road; re-painting speed markings. We would support stricter measures aimed at creating car free neighbourhoods in Merton.
Haydon Park Road	Strongly agree	Yes	Thank you for addressing the ridiculous traffic jam on our road, which people use as shortcuts onto Haydons Road. Pre pandemic during busy times it is impossible for me to leave the house by car due to the traffic jam on our street. It would be good to exempt residents on the street from the restrictions. I would also support to simply close off Haydon Park Road and Cromwell Road onto Haydons road. It would stop all the crazy short cuts and would be simple to implement.
Haydon Park Road	Agree	Yes	I am aware that this may increase traffic in Gap Road and Haydons Road, a more comprehensive scheme to reduce traffic overall would be better, maybe something to deter the larger and heavier cars or cars with only one person in them.
Haydon Park Road	Strongly agree	No	Why not simply put a "NO LEFT TURN except emergency vehicles" at the eastbound Haydon Park Road junction with Haydon's Road? Perhaps giving local residents an ANPR exemption? The proposal Merton has put forward will not reduce traffic because it still permits a cut through via Ashcombe, Cromwell, Avondale and into Haydon Park Road. All drivers have access to navigation apps that will contradict the confusing and false signage proposal at Cromwell and Ashcombe. We live on the lower eastern end of Haydon Park Road and some mornings cannot leave the on-street parking space due to the eastbound traffic. I have encountered aggressive, speeding drivers, been disturbed by the sound of impatient drivers using their horns and been unable to open the street facing windows of my house until well after 10am due to the pollution. Two of my children are borderline asthmatic so the pollution from idling vehicles backed up along our residential street is a big concern.

Haydon Park Road	Strongly agree	Yes	<p>The current proposals are slightly overcomplicated and it would be good to see Ashcombe Road being part of any traffic reduction and some Gap Road air quality improvements. Other options: - still allow direction west along the east side of Haydon Park Road, turn left onto Ashcombe (south) and right onto Cromwell heading west (keeping two way) - add a no left turn at the end of Haydon Park Road and also investigate the timings on the traffic lights on the plough lane junction. - longer term reduce impact of HGVs /skips in the area by removing heavy industrial in Weir Rd area (and take to A3) time for a delivery warehouse there with electric vehicles? Or get those businesses to go green..... Does the area need a reduction in traffic - YES. Does the area need to be priority pedestrian and cyclists? YES. Does the area need less traffic (which is mainly through traffic) YES.</p>
Haydon Park Road	Strongly disagree	No	<p>If I compare the 'problems' caused by ratrunners versus the added inconvenience of the extra driving to get out of our neighbourhood, the proposals for this LTN are completely out of balance. We will be simply forced (one way) onto roads like Haydons Road, which will be even more busy (because of this LTN) and we may not even be able to go in the right direction. This leads to extra mileage (read extra traffic) and extra air pollution because of the larger number of cars stuck stationary on the main roads and cars having to make extra miles to go in the right direction. Yes - I acknowledge that there are a number of cars going through our roads that don't have our road as the final destination (or originate from our roads either), but by allowing these cars to keep on doing that, will release the pressure a bit of the main roads. Haydons Road during rush hour is already very busy and this LTN proposal will make that only worse. I would welcome proposals to make the flow of traffic better near the Wimbledon Sports Stadium as that seems to often cause delays on other main roads, like Haydons Road. This proposal however only makes things worse, not better. Please keep us informed about the further developments. I am happy to be actively involved in a process to look at alternatives for this plan. Many thanks, Christiaan Bijl 29 Haydon Park Road</p>
Haydon Park Road	Strongly agree	Unsure	<p>First point, I think it is great that this is getting consideration and time has been taken to put together these proposals. Whilst the proposed plans will certainly make it slightly more inconvenient for rat-runners to get from Gap Road to Haydons Road, it doesn't look like this is actually enforced if going from Ashcombe Road -> Cromwell Road -> Avondale Road -> Haydon Park Road and it won't take long for Apps like Waze to realise this and send drivers that way so I don't see this reducing rat-running significantly and the traffic volumes are only likely to get worse once the Plough Lane development is populated and the edge of the ULEZ zone creeps towards our area. Another equally serious issue is speed of vehicles, especially on the eastern end of Haydon Park Road (in the direction of Haydons Road), and this includes HGVs that shouldn't even be using these roads. Haydon Park Road is a very straight road, which promotes speed and I think any solution implemented should urgently address this issue. The plans already go to the trouble of installing ANPR, so could ANPR be used to monitor any vehicles entering the Ashcombe, Avondale, Haydon Park, Cromwell grid (from Gap Rd, Haydons Rd and Queens Rd) and monitor based on a minimum amount of time allowed to traverse and leave the grid? And use an average speed check to also penalise speeding drivers? A final point to note is that any measures put in place are probably better than nothing at all, but I really would like to see a way of slowing down and penalising speeding drivers added to this proposal.</p>

Haydon Park Road	Strongly disagree	No	The proposed scheme will inconvenience residents absolutely as much as non-residential traffic. What about local delivery services such as milk and shopping for people with less mobility (two of my neighbours), public services such as waste and recycling, and the community bus service that calls every morning? My feeling is that Haydon Park Road is quiet and traffic-free for the vast, vast majority of the day. As a local resident who often leaves the house at 7.00am, I find the Haydon Park Road/Haydons Road junction may typically have a queue of perhaps four cars, but it moves along perfectly well. What traffic data supports the LTN scheme? What is the environmental impact of adding one-way circuits to local trips? What is the energy, management cost, and carbon impact of implementing and operating the scheme? On balance, (a) adding the LTN scheme seems un-necessary and (b) the scheme itself looks confusing and not very helpful for local residents. For example, in my case it would make westbound journeys longer and add more pollution, and would add traffic to Cromwell Road, which seems counterproductive. Thumbs down!
Haydon Park Road	Disagree	No	improve parking spaces and therefore visibility on the road and the road entrances, reduce road speed, restrict access for lorries - they seem to be the main speeding vehicles, better street lighting for pedestrians all a better idea than a highly confusing redirection around already busy and dangerous junctions
Haydon Park Road	Strongly disagree	No	Please do not implement this. It is unnecessary and will make living in this area awful, inaccessible for friends etc with far more worry and concern and serve no benefit. The road is rarely used as a rat run only when there is roadworks on Gap or Haydons road. The surrounding area will be gridlocked so make going anywhere impossible.
Haydon Park Road	Strongly agree	Yes	1. LTN needs to be a combined plan of stopping people cutting through and improving the through roads that carry big traffic though. 2. ANPR camera experiment is a good idea. 3. Ideally block access to HPR (east of Avondale) to all but residents/visitors/services. Woonerf the street. Create turning area o/s 1 HPR; improved delivery point for Coop. 4. Cooperate and coordinate with residents on Avondale and Cromwell Rd. 5. the key issue here is the increase in volume of HGVs from Cappagh, Reston, NBJ and Hanson Cement. Why are they not operating from close to the A3/M25? The "dirty industrial" uses now on Weir Road could be replaced by "clean industrial" and urban logistics for last mile delivery. Or even "beds and sheds" mixed use – clean industrial at ground and basement level, residential above. See Zed factory proposal by Bill Dunster
Haydon Park Road	Strongly agree	Yes	I completely support this scheme as I believe it will improve the safety of children walking and cycling to and from school. It will also reduce the amount of air pollution generated by limiting the number of vehicles on the road.
Haydon Park Road	Strongly agree	Yes	The LTN measures (drawing number Z400-02-05-01) set out by Merton would appear to be helpful in solving the problem of rat-runners on Haydon Park Road. I would approve of it on condition a residents' ANPR exemption is in place. Thank you.

Haydon Park Road	Strongly agree	Yes	<p>The traffic speed (at all times of day) and waiting (peak hours) through traffic "rat running" Haydon Park Road is extremely dangerous and a horrific accident waiting to happen. There are many families with children of all ages on the road. In addition to the undoubted potential for an accident is the horrendous air quality issues caused on a residential street. Those using the street are verbally abusive to residents trying to go about their business, such as crossing the road with children and frequently swear and can be threatening (I was told my face was "known," as was my address by one person who treated to return having tried to address their speed when crossing the road with an 8 year old and 6 year old to reach my car.) Inappropriately size vehicles frequently use the road and upon hitting speed bumps cause our house to vibrate, no doubt causing or contributing to internal cracking in our house. These issues will no doubt become a worse situation extended to weekends and evenings when the AFC Wimbledon stadium is permitted full crowds post COVID. I do not consider the proposal to be the best solution (simply closing Haydon Park Road at the junction with Haydons Road is to my mind the most appropriate and similar to other streets in the area) and ANPR recognition for residents would undoubtedly be required if this or a similar scheme were to be adopted, but action is definitely needed, warranted and welcomed</p>
Haydon Park Road	Strongly agree	Yes	<p>We very much support measures to reduce rat running through these residential streets. It has become very common, particularly in the morning, for long queues of idling traffic to form along the Eastern end of Haydon Park Road, queueing to turn left onto Haydons Road. Haydon Park Road was not designed to deal with this volume of traffic, and queueing traffic makes it very difficult to drive in the other direction (West) along Haydon Park Road. However, the scheme as currently proposed is flawed. One of the most common rat-run routes is to cut through east bound from Ashcombe Road to Haydon's Road using Cromwell Road and Haydon Park Road. The proposed measures do not remove this rat run route. In fact they would potentially make the rat run traffic in Haydon Park Road (east half) worse as this traffic will not be able to travel onto Cromwell Road (east half) but will be filter onto Haydon Park Road (East). If we as residents of Haydon Park Road (east) need to exit during rush hour we will be trapped in the queue of idling eastbound rat run traffic (as westbound exit routes from this part of the street will no longer be available). We note that it is proposed to place a "No access to Haydon's Road" sign at the junction of Cromwell and Ashcombe Roads, but we don't believe this will be effective in deterring rat runners, unless the no-through route is enforced with ANPR. We would therefore only be supportive of the scheme if the above problems could be prevented. A suggested modification would be to restrict exit from Haydon Park Road junction so that a left turn onto Haydon's Road is not permitted at peak times (since the vast majority of eastbound rat run traffic is looking to turn left from Haydon Park Road into Haydon's Road). Alternatively, the Cromwell Road (west)/Ashcombe Rd/Haydon Park Road(east) route could be made a no-through route enforced by ANPR at entry and exit.</p>

Haydon Park Road	Agree	No	I agree that the rat running is an issue however I am unsure whether the proposed plan is the best solution. It appears that this would cause a high level of disturbance and difficulty for residents and while it is all well and good to encourage people to walk rather than drive this just isn't possible and practical for all. We feel that a better solution would be a no left turn at the end of Haydon Park Road where it joins Haydons Road at it appears this is where most of the rat running traffic is going. Alternatively putting up no through traffic signs and using ANPR to fine those who drive straight along the road without stopping. The current proposal seems quite complicated but if there was some way to allow an exception for residents then maybe it would be better .
Haydon Park Road	Strongly agree	Yes	Please note that our house agrees with the scheme on the basis that 1) residents are exempt from the ANPR regulation of turns on to and off Cromwell/Avondale/Haydon Park Roads 2) we wish to see an alternative solution to the dog-leg route permitting traffic to cut-through from Ashcombe Road to Haydons Road via Cromwell, Avondale and Haydon Park Roads. We remain worried that Haydon Park Road/ Avondale Road remain a cut-through between Ashcombe Road and Gap Road We would also like you to address the safe crossing of adults and children over Ashcombe road. This is always busy and there is no safe place to cross to walk up to Bishop Gilpen school.
Haydon Park Road	Strongly agree	Unsure	I applaud the aims - but it still appears that people can rat-run from Ashcombe, into Cromwell, along Avondale into HPR and thence to Haydons Road. This would need to be prevented somehow. I also think that residents, like service vehicles, should be exempted. I think this is a great start - but the plan needs some fine-tuning. As it stands, not only will rat-runners still be able to rat-run - but their road capacity is halved - potentially doubling the volume on the route above. Moreover, this route will become, de facto, one-way - leading to increased speeding, danger and pollution.
Haydon Park Road	Strongly agree	Unsure	Not sure I fully understand it but: - I think they could still cut down Cromwell from Ashcombe to 1/2 way and then use Haydon Pk Rd for the second 1/2 of the cut through so it doesn't stop the through traffic. - Living on east 1/2 of Haydon Park Road it leaves it difficult for us to get to Wimbledon via Queen's Road. Have to drive much further. Should have a system where people who live on the road are exempt. We don't drive much but when we need to we don't want to have to hit Haydons Road traffic to get anywhere. Can local councils not work with Waze to flag roads as local residents only which would cut 1/2 the through traffic? What about entrance from Haydons Road to Haydon Park and Cromwell being entrance only? To get out have to go to Avondale to get to Gap, or Ashcombe to get to Queens?
Haydon Park Road	Strongly agree	No	I do not believe the solution addresses the issue the Council or residents of Haydon Park Road and Cromwell Road are attempting to address here? If it is Speeding, add speed ramps. If it is the undisputed issue of morning peak time rat running, add 0700-0930 no left turn and no right turn from Ashcombe into Haydon Park Road and Cromwell Road, as has been implemented on Parkside. If the issue is Skip trucks and large vans rat running, then introduce 6'6" width restrictors at the Cromwell Road and Haydon Park Road junctions onto Haydons Road. I do not believe it is a good time to test a LTN as traffic levels are already much reduced due to the lock down.

Haydon Park Road	Strongly agree	Yes	I overwhelmingly support the move the restrict traffic flows through Haydon Park Road and Cromwell Road. The scheme as proposed, however, needs to be amended as follows: - the current proposals do not achieve the stated intention to stop any through traffic from Ashcombe Road through Cromwell Road and Haydon Park Road onto Haydons Road. The restrictions proposed will channel traffic down Cromwell Road, across Avondale Road and then down Haydon Park Road more than doubling the vehicle usage on this route which completely defeats the intentions. The scheme needs to STOP ALL NON-EMERGENCY CUT THROUGH TRAFFIC FROM ASHCOMBE ROAD AND GAP ROADS DOWN TO HAYDONS ROAD. - residents of both Haydon Park Road and Cromwell Road should be exempt from the restrictions to ensure unnecessary additional traffic is not channelled onto Gap Road or Haydons Road. - it makes no mention that the ANPR will be used to enforce the weight limit on the roads, a key concern as Merton Council is currently unable to enforce. Also please note the spelling of the Haydon Park Road is incorrect. Thanks
Haydon Park Road	Agree	Unsure	I feel the proposals as they currently stand need tweaking. Residents' cars should be exempt from them. Registration plate recognition technology could be used to facilitate this. ANPR camera exemptions. Also, to really relieve the traffic jams that occur on the lower part of Haydon Park Road at the junction with Haydons Road, there should be no left hand turn allowed there. Most cars come down Haydon Park Road to avoid the queues on Gap Road and then turn left at the bottom onto Haydons Road. No left turn would stop this.
Haydon Park Road	Strongly agree	Yes	I live on the corner of Haydon Park Road and Avondale Road and hope this will stop heavy good vehicles and large lorries use the road as when they go over the speed bumps outside my house my house can shake. Thank you for doing this.
Haydon Park Road	Strongly agree	No	We agree that something needs to be done about heavy traffic that ignores weight and speed restrictions on Haydon Park Road, which in combination with current speed bumps and resulting vibration, is causing cracks in the fabric of our property. However, we expect this proposal will worsen the morning rat run between Ashcoome Road and Gap Road, via Haydon Park Road and Avondale Road, with potential for gridlock due to the number of residents cars parked on Avondale and Haydon Park Roads. Furthermore, the current proposal is overly restrictive and inconvenient for all residents of the impacted roads, in terms of their ability to travel to and from their homes, forcing them to use their own personal one-way system. We suggest that as you have NPR facility, and know residents number plates (from resident parking permits), it should be possible to track/count the number of non-resident number plates and the time(s) of day they rat run. If you provide "residents only" signage with mentions of fines, it should be possible to identify and fine repeat offenders.
Haydon Park Road	Strongly agree	Yes	Supportive of proposals. To be successful the scheme needs to prevent traffic cutting across the grid point to point. There is definitely an issue with traffic in the area, highly visible at peak hours. Anything that improves air quality and makes it safer by discouraging car use has to be a good thing, and so closing off the rat runs should discourage drivers to the whole area for the benefit of all. My only reservation is the proposals need to close off all point to point runs; as an example if traffic is allowed to enter Cromwell Road in an eastern direction, join Avondale and then continue east along Haydon Park Road to join Haydons Road then this will become a funnel.

Haydon Park Road	Strongly agree	Yes	I think it is brilliant. Looking forward to not having drivers using Haydon Park Road as a cut through. Has my full support.
Haydon Park Road	Strongly disagree	No	I don't believe rat running is an issue on our street but do believe that heavy vehicles are the main issue rather than normal traffic. I would propose that cameras are used to time check heavy vehicles using the roads instead, deliveries should be fine though so I wouldn't want to restrict their access completely
Haydon Park Road	Strongly disagree	No	I strongly feel that more restrictions should not take place, as it will considerably worsen the traffic in others area around Haydon Park road , which is very bad as it is. This scheme will make it very much worse.
Haydon Park Road	Strongly agree	Yes	Too many lorries and skip vehicles use Haydon Park Road and drive very fast, as do many other vehicles. This is a good and much needed initiative to reduce rat running.
Haydon Park Road	Agree	No	Concerns over access for taxis, hot food delivery and grocery shopping delivery access to my home. Further, concern over traffic backing up into residential streets (e.g. waiting to join Gap road from Avondale). Finally, access concerns as a resident, as narrow (single lane) street already - if my car is parked facing westbound and there is queue of traffic going eastbound, I will have no way to exit.
Haydon Park Road	Disagree	No	The proposal looks extremely dangerous at the Avondale Road-Haydon Park Road junction: there is not room to split the junction and safely have two sets of bi-directional traffic on the diagonal. The novelty of this may also confuse some drivers to make illicit turns - thus making it more dangerous for cyclists. It would also force all traffic from Haydons Road to my end of Haydon Park Road to use Gap Road - involving another major junction.
Haydon Park Road	Agree	No	Implementing such a traffic system is only going to complicate matters further. I do not support implementing this system.
Haydons Road	Disagree	No	This is not solving a traffic problem and merely moves the traffic elsewhere, causing other areas to become more congested and polluted and unsafe for residents, pedestrians and cyclists. The council need to invest in schemes that promote hybrid/ electric cars and cycle route maps. This is a money making scheme. This scheme also looks very complicated and will result in an accident at the junctions between Avondale/Cromwell and Avondale/Haydons Park Rd. The big issue in this area is the lorries speeding and taking no notice of traffic rules- nothing is done to deal with this issue. The schemes you plan to introduce penalise locals just trying to get on with their lives.
Haydons Road	Strongly disagree	No	My address is Haydons Road but my entrance is on Cromwell Road. I currently work from home (as of March 2020), and the window next to my desk, in my bedroom, faces Cromwell Road. The road is ALWAYS quiet and never seen it busy. The only time it's busy, it is on Monday Morning when the rubbish collection comes (and makes A LOT OF NOISE) and limits traffic slightly. Also someone makes calls from their car in morning before leaving for work on most days, and I can hear the phone dialing. This goes to show how well I can hear noises and traffic from my bedroom/desk/office.
Haydons Road	Strongly disagree	No	The traffic will cause absolute nightmare on haydons Road, which has been bad for a very long time, so this will make it worse. It is bad enough already with the fumes ,I live on haydons Road so I know

Merton Council - call-in request form

1. Decision to be called in: (required)

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

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

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

020 8545 3409