WHAT HAPPENS NEXT
A Notice of the Council’s intentions to introduce the above measures will be published in the local newspaper and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or by email (details below) by no later than 29 October 2010. quoting reference ES/SGE/SWBA. Any objections should relate only to the elements of the scheme that are a subject to statutory consultation.

Officers’ comments and recommendations will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for a decision.

Please note that responses to any representation received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the draft TMO, a plan identifying the area affected by the proposals and the Council’s ‘Statement of Reasons’ can be inspected at Donald Hope Library in Colliers Wood.

This information can also be viewed on Merton Council’s website, www.merton.gov.uk/swba

CONTACT US
If you require further information, please contact Ashley Heller on 020 8545 4675 (ashley.heller@merton.gov.uk) or Edward Quarey on 020 8545 4869 (edward.quarey@merton.gov.uk).

PROPOSALS

Lombard Road (two way section)
• Northbound advisory cycle lane towards Morden Road.
• Right turn traffic signal phase for northbound cyclists into the existing traffic signalised junction of Lombard Road/Modern Road/Nursery Road from Lombard Road into Morden Road towards South Wimbledon Station.
• Replace the existing traffic island within the vicinity of no. 9 Lombard Road with a raised speed table with uncontrolled pedestrian crossing facilities.

Lombard Road (one way section)
• Westbound mandatory contra flow cycle lane towards Morden Road.
• Raised speed table with uncontrolled pedestrian crossing facilities within the vicinity of nos. 2, 6, 10-12 Lombard Road and at its junction with Deer Park Road.
• Loading bays within the vicinity of nos. 9, 13-15, 17, 25 and 27 Lombard Road.
• ‘At any time’ waiting restrictions along both sides of Lombard Road, except within the loading bays.
• ‘At any time’ loading/unloading restrictions along the mandatory contra flow cycle lane.
• Motorcycles parking bay adjacent to its junction with Deer Park Road.

Deer Park Road (western arm)
• Replace the existing traffic island (at the entrance into the pedestrian tunnel) in Deer Park Road at its junction with Lombard Road with a raised speed table.

Deer Park Road (eastern arm)
• Raised speed table with uncontrolled pedestrian crossing facilities within the vicinity of 8 Deer Park Road.
• ‘One way’ southbound traffic flow from the southern boundary of no. 8 Deer Park Road to the existing ‘one way’ within the vicinity of 24 Deer Park Road.
• ‘At any time’ loading/unloading restrictions from its junction with Lombard Road to Deer Park Road.

Windsor Avenue / Deer Park Road / Jubilee Way
• Mini roundabout at the junction of Windsor Avenue/Deer Park Road/Jubilee Way.
• ‘At any time’ waiting restrictions on approach to and within the vicinity of the mini roundabout.

Jubilee Way
• Pedestrian refuge island within the vicinity of no.16 Jubilee Way.

Other proposals, which were also approved by the Cabinet Member but do not require statutory consultation are listed below:
• Landscape embankment between Modern Road and Lombard Road.
• Relocate the ‘burger kiosk’ within the footway outside of no. 13-15 Lombard Road to the southern footway outside no. 9 Lombard Road.
• CCTV coverage of the footpath leading to Deen City Farm from Deer Park Road.
• CCTV coverage of the footpath from the junction of Windsor Avenue/Jubilee Way leading to Merantun Way.
• CCTV coverage to enforce proposed restrictions.

A drawing showing the locations of directional signs to the individual estates within the area is attached for your information.

The proposals for the ‘bus only height restriction’ will be formally consulted once an agreement has been reached with Transport for London.
## Summary of informal consultation in June/July 2010

<table>
<thead>
<tr>
<th>Bus related proposals</th>
<th>Support %</th>
<th>Oppose %</th>
<th>No Opinion %</th>
<th>Comments</th>
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<tr>
<td>Height Realignment</td>
<td>90</td>
<td>10</td>
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<td></td>
</tr>
<tr>
<td>Additional CCTV</td>
<td>80</td>
<td>20</td>
<td>0</td>
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<tr>
<td>New Bus Stops</td>
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<tr>
<td>New Pedestrian Refuge</td>
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</table>

**Windsor Av to Merantun Way**

- Enhanced Signage: 80 (5) 10 (10)
- New Mini roundabout: 71 (10) 19 (12)
- Additional CCTV: 75 (10) 19 (18)

**Lombard Rd to Monson Road**

- Speed Table: 47 (20) 26 (26) Concerns about impact on range
- Orientation Map: 75 (5) 20 (20)
- Pavement Realignment: 60 (25) 15 (15)
- Cycle Lane: 55 (20) 20 (20)
- Right turn for cycle to Monson Rd: 48 (33) 19 (19) Vehicles often jump these lights
- Landscape Embankment: 50 (20) 30 (30)

**Lombard Rd Pedestrian Tunnel**

- New fencing: 75 (5) 20 (20)
- Pavement Realignment: 42 (26) 32 (32)
- Contra Flow Cycle Lane: 53 (26) 21 (21)
- Enhanced Signage: 80 (0) 5 (15)
- Remove Traffic Island: 60 (10) 30 (30)
- Trees and bollards: 55 (35) 10 (10)

**Lombard Road Section 1**

- Remove Parking: 50 (46) 5 (5) Parking enforcement concerns
- Contra Flow Cycle Lane: 37 (42) 21 (21)
- Trees and bollards: 50 (40) 10 (10)
- Loading Bay outside No: 42 (39) 28 (28)
- Speed Table: 45 (20) 35 (35)

**Lombard Road Section 2**

- Remove parking: 52 (43) 5 (5) Concern about parking enforcements
- Loading Bay outside No: 40 (39) 30 (30)
- Relocate burger van: 52 (14) 33 (33) Move to own on road pitch
- Pavement Realignment: 53 (37) 11 (11)
- Contra Flow Cycle Lane: 53 (37) 11 (11) Opposition on Safety grounds
- Trees and bollards: 50 (40) 10 (10)
- Speed Table: 55 (25) 20 (20)

**Lombard Road section 3**

- Remove Parking: 50 (46) 5 (5)
- Loading Bay outside sub station: 40 (38) 25 (25)
- Motorcycle bay: 49 (29) 27 (27)
- Electric Vehicle Recharging Bay: 48 (28) 26 (26)
- Trees and bollards: 48 (38) 14 (14)
- Speed Table: 50 (25) 25 (25)

**User Path Road to Wandle Trail**

- One Way Southbound from: 75 (10) 18 (18)
- Shared cycle lane/footpath: 50 (15) 35 (35)
- Additional CCTV: 70 (10) 20 (20)
- Lighting upgrade: 80 (0) 0 (0)

**Entrance Dean City Farm**

- Street furniture: 82 (14) 24 (24) Could attract litter and anti social
- Orientation Map: 70 (5) 30 (30)
- Gateway Feature: 70 (5) 25 (25)
- Additional CCTV: 71 (10) 19 (19)