Committee: Advisory Street Management  
Date: 15th January 2007  
Agenda item:  
Wards: Wimbledon Park, Trinity and Abbey  
Subject: Proposed Parking Arrangements for Haydon’s Road – Formal Consultation  
Lead officer: Richard Rawes, Director of Environment & Regeneration  
Lead member: Councillor Tariq Ahmad, Environment & Street Management  
Key decision reference number: N/A  

Recommendations:  

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member:  
1) Notes the results of the formal consultation carried out in February/March 2006 to:  

1.1 The removal of the existing single yellow line restrictions on Haydon’s Road; Kingsley Road, Caxton Road, Tennyson Road, Dryden Road, Milton Road and Cowper Road to release kerb side space for unrestricted free parking.  
1.2 The conversion of the single yellow line (5m) in Kohat Road to double yellow lines.  
1.3 Retention of the existing single yellow line outside No 286.  
1.4 Conversion of existing single yellow line between 309/311 and 313/315 Haydon’s Road to double yellow lines.  
1.5 Retention of the single yellow line across crossover between 295 and 299.  
1.6 Convert 4.5m of existing single yellow line outside Nos 265 and 267 Haydon’s Road to double yellows lines.  
1.7 Retention of the single yellow line between 222/224 and the zig zag markings adjacent to Effra Road.  
1.8 To abandon the proposed double yellow lines outside 219 and extend the proposed parking bay.  
1.9 Retention of the single yellow line between 197/199 and 193/195 and convert single yellow line between 193/195 and 191 to double yellow lines.  
1.10 Retention of the existing single yellow line outside 117 Haydon’s Road.  
1.11 Increase the proposed parking bay between Nos. 83/85 and 101 by 1.6m.  
1.12 Extension of the existing double yellow lines from the southern kerb line of Deburgh Road to a point opposite the northern flank wall of No. 73; and extend the proposed double yellow lines from the northern kerb line of Gilbert Road to outside Nos 61/63.  
1.13 Remove double yellow lines outside 27 and 29 and allow parking.  
1.14 Convert 4.7m of single yellow line near its junction with Regent Place to double yellow lines.  

2) Notes the representations received and officers’ comments as detailed in Appendix 2.  

3) Agrees to the making of the Traffic Management Order and the implementation of the proposed measures as shown on plan Z78-128-07.  

4. Agrees to exercise his discretion to not hold a public inquiry on the consultation process.
1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

1.1 This report details the results of the formal consultation carried out in October / November 2007 on proposals to introduce the measures as detailed in section 5 of this report.

1.2 It recommends that the Cabinet Member:
- notes the representations received and officer’s comments as detailed in appendix 2.
- Considers the objections against the proposed restrictions and the argument for their implementation.
- Agrees to the making of the Traffic Management Order and the implementation of the proposed measures.

For full details see section 5 of this report and plan Z78-128-07.

2. INTRODUCTION

2.1 It is Council policy to improve the environment by regulating the number of parked vehicles in the area, thereby improving safety and access for all road users. The key objective of the proposal to introduce the recommended parking measures in Haydon’s Road is to provide kerb side spaces where residents, local businesses and visitors can park safely without compromising road safety or access for pedestrians, emergency services’ vehicles and buses, to improve traffic flow and discourage commuter parking and non-essential traffic in the area. This objective is in line with the Mayor for London’s Transport Strategy, which aims to tackle congestion and reduce traffic.

2.2 A controlled parking zone aims to manage kerb side spaces in an area in a way that gives priority access to parking spaces to residents, local businesses and visitors whilst promoting the safety of all road users. A CPZ comprises of various types of bays, such as permit holder bays (for either resident and/or business and visitor permit holders); shared use bays (permit holders and pay and display) and pay and display only bays (tickets must be purchased and displayed). The measures also include double yellow line (No Waiting at Any Time) restrictions at critical locations such as junctions, turning heads and bends where parking could be hazardous, cause circulation difficulties or impede traffic flow. Double yellow lines are also used on long narrow sections of road to provide a “passing gap” for opposing traffic.

2.3 The purpose of double yellow line restrictions is to maintain visibility and access at all times and provide safe conditions for all road users. Section 122 of the Road Traffic Regulation Act 1984 places a duty on the Council “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and provide suitable and adequate parking facilities on and off the highway” when exercising any of its functions under the Act. Road safety is therefore a matter that the Council pays regard to when considering whether to make an Order under S.6 of the Act.

3. BACKGROUND

3.1 Haydon’s Road is part of the route classified as the A218, which runs north to south, linking the A3 and A205 in Wandsworth with the A238 Merton High. It forms part of Bus Route 200 and although it is not a wide road, it is of significant traffic importance, carrying all classes of traffic. There are waiting/loading restrictions (yellow lines) operating Monday
to Saturday between 8am and 6.30pm along some sections of the road to facilitate general traffic flow and assist bus operation.

3.2 In recent years, the west side of Haydon’s Road and all side roads on the west of the road between Gap Road and Merton High Street have become part of either CPZs 3E, 3F or S2. Only the east side of Haydon’s Road and roads east of it remain uncontrolled. The displacement of parking from Haydon’s Road and other roads west of it has resulted in extra parking pressure on the uncontrolled area to the east of Haydon’s Road resulting in illegal parking and pressure on the local residents and businesses.

3.3 Feedback from the various consultation exercises that the Council conducted in the area, included many requests for the Council to review the current parking arrangements and the extent of the existing yellow line restrictions along Haydon’s Road with a view to providing parking facilities for the residents and reducing the parking pressure on the side roads.

3.4 Between 2003 and 2004, the Council received letters from residents in the Poets Area complaining of parking difficulties in their streets and requesting for more parking to be allowed on Haydon’s Road.

3.5 Businesses have also expressed concern over the lack of parking spaces on Haydon’s Road and the consequent loss of passing trade. They were of the view that the current yellow line restrictions along the road discourage short stay parking, which was essential for their businesses.

3.6 To address these parking difficulties, the Council proposed the introduction of a controlled parking zone in the ‘Poets’ area and undertook the informal consultation on it in April / May 2004. In that exercise, a majority of the respondents rejected the proposal and consequently a CPZ was not introduced. However, in August 2005, double yellow lines were introduced in the area to address visibility related accidents and to improve the general road safety along Haydon’s Road, especially between its junctions with North Road and Caxton Road. Council officers had a meeting on 8th September 2005 with Ward Members, Poets Residents’ Association, Haydon’s Bridge Residents’ Association and South Park Residents’ Association at which it was agreed for the Council to undertake a public consultation on proposals to address the parking issues. Consequently, in October / November 2005 the Council consulted the section of Haydon’s Road between Plough Lane and Merton High Street on proposals for new parking arrangements for the road.

3.7 The results of the informal public consultation were reported to the Cabinet Street Management Committee on 6th December 2005, who, after considering the report, gave approval to proceed with formal consultation on proposals to:
  - Reduce the extent of existing single yellow line restrictions at various locations to allow free parking.
  - Introduce double yellow lines (junction protection) at all the junctions along Haydon’s Road.
  - Introduce double yellow lines at other key locations where a parked vehicle could pose a danger to road users and/or impede traffic flow or cause difficulties for buses pulling in/out of bus stops.
  - Introduce free parking bays.
  - Extend CPZ 3E to include Nos. 189 - 317 Haydon’s Road.
  - Introduce additional bays in the existing Zone 3E.
  - Introduce additional bays in the existing Zone 3F.
3.8 Following these decisions, the formal consultation was undertaken in February/March 2006 and the representation period ended on 10th March 2006. This formal consultation resulted in a total of 12 representations. Seven were in support of the proposals, 3 were against and 2 provided general comments.

Table 1: tabulated result of the first formal consultation

<table>
<thead>
<tr>
<th>Representation</th>
<th>Support</th>
<th>Objection</th>
<th>Comments</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haydon’s Road</td>
<td>5</td>
<td>2</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>Neighbouring Streets</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>7</strong></td>
<td><strong>4</strong></td>
<td><strong>1</strong></td>
<td><strong>12</strong></td>
</tr>
</tbody>
</table>

3.9 During the formal consultation an audit was carried out by another engineer and at that time it was realised that a number of mistakes had been made. This along with the results of the previous formal consultation were reported to the Street Management Advisory Committee and the Cabinet Member on the 11th September 2006 where by the Cabinet Member agreed for officers to undertake a formal consultation on the revised scheme.

4. FORMAL CONSULTATION

4.1 Result of recent/second formal consultation

4.1.1 The most recent formal consultation was carried out between 2nd October to 3rd of November 2006. The consultation included the erection of the Notices on lamp columns in the area; the publication of Council’s intentions in the Local Guardian and the London Gazette. The documents were also available at the Link, Civic Centre. A Formal consultation newsletter (attached as appendix 4) was also distributed to all the premises in the consultation area. It detailed the Council’s intensions and the undertaking of the formal consultation on the proposed restrictions and invited all to make representations. The information was also available on the website.

4.1.2 The formal consultation resulted in 11 representations from Haydon’s Road of which 3 were in support, 4 against and 3 were confused in that they objected to a measure that is not being proposed. There was 1 representation, from a statutory consultee, regarding a bus cage and concerns over the removal of existing restrictions in Tennyson Avenue. Representations and officer’s comments have been detailed in Appendix 2.

Table 2: tabulated result of second formal consultation

<table>
<thead>
<tr>
<th>Representation</th>
<th>Support</th>
<th>Objection</th>
<th>Comments</th>
<th>Confused</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haydon’s Road</td>
<td>3</td>
<td>4</td>
<td>0</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Statutory consultees</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3</strong></td>
<td><strong>4</strong></td>
<td><strong>1</strong></td>
<td><strong>3</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

5. RECOMMENDATION

5.1 It is recommended that the Cabinet Member considers the representations received as a result of the formal consultation along with officer’s recommendations as set out in appendix 2 and section 5 of this report and agrees to the making of the Traffic Management Order and the
implementation of the proposed measures as shown on plan Z78-128-07 and detailed below:

5.1.1 The removal of the existing single yellow line restrictions on Haydon’s Road; Kingsley Road, Caxton Road, Tennyson Road, Dryden Road, Milton Road and Cowper Road to release kerb side space for unrestricted free parking.

5.1.2 The conversion of the single yellow line (5m) in Kohat Road to double yellow lines.

5.1.3 Retention of the existing single yellow line outside No 286.

5.1.4 Conversion of existing single yellow line between 309/311 and 313/315 Haydon’s Road to double yellow lines.

5.1.5 Retention of the single yellow line across crossover between 295 and 299.

5.1.6 Convert 4.5m of existing single yellow line outside Nos 265 and 267 Haydon’s Road to double yellows lines.

5.1.7 Retention of the single yellow line between 222/224 and the zig zag markings adjacent to Effra Road.

5.1.8 To abandon the proposed double yellow lines outside 219 and extend the proposed parking bay.

5.1.9 Retention of the single yellow line between 197/199 and 193/195 and convert single yellow line between 193/195 and 191 to double yellow lines.

5.1.10 Retention of the existing single yellow line outside 117 Haydon’s Road.

5.1.11 Increase the proposed parking bay between Nos. 83/85 and 101 by 1.6m.

5.1.12 Extension of the existing double yellow lines from the southern kerb line of Deburgh Road to a point opposite the northern flank wall of No. 73; and extend the proposed double yellow lines from the northern kerb line of Gilbert Road to outside Nos 61/63.

5.1.13 Remove double yellow lines outside 27 and 29 and allow parking.

5.1.14 Convert 4.7m of single yellow line near its junction with Regent Place to double yellow lines.

5.1.15 Introduce double yellow lines (junction protection) at all the identified junctions along Haydon’s Road and other key locations between Gap Road and Merton High Street as shown in plan 1 Z78-128-07

5.1.16 Introduce limited free parking bays, as shown on drawing Z78-128-05 with a 1 hour maximum stay and no return within one hour outside Nos. 341 – 347 Haydon’s Road; Nos. 321 – 333 Haydon’s Road; Nos. 286 – 294 Haydon’s Road.

5.1.17 Extend the existing boundary of Controlled Parking Zone 3E to include the properties on Haydon’s Road, east side, between Cowper Road and Caxton Road (Nos 191 to 317 Haydon’s Road); west side between South Park Road and Effra Road (Nos 156 to 224 Haydon’s Road) and to introduce additional bays as shown on drawing Z78-128-07.

5.1.18 Introduce pay and display bays and shared use bays to Zone 3F.

5.1.19 Introduce additional parking bays in Zone S2.

5.1.20 Replace some of the yellow line restrictions with free parking bays on Haydon’s Road’s east side between North Road and Merton High Street between Nos 29 and 51; between 55 and 77; 83 and 102 Haydon’s Road; outside No 117 (Public House) Haydon’s Road;

5.2 In deciding whether or not to implement the proposed measures, Members will need to consider the following:

- **On site conditions** – there is a high level of demand for on street parking on Haydon’s Road from the residents, businesses and visitors. It is considered that the proposed arrangements will give residents, businesses and visitors access to safe parking spaces. The proposals currently under consideration, would provide the following extra parking bays in Haydon’s Road:-
• **Free unlimited parking spaces**
  Between Nos 29 & 53 - 11 spaces
  Between Nos 63 & 73 - 5 spaces
  Between Nos 85 & 101 - 8 spaces
  Total No of new bays - 24

• **Free limited 1 hour parking spaces**
  Between Nos 321 & 333 - 6 spaces
  Between Nos 341 & 347 - 4 spaces
  Between Nos 286 & 294 - 3 spaces
  Total No of new bays - 13

• **Additional bays in Zone 3F**
  Between Nos 100 & 106 - 2 extra P&D bays
  Between Nos 140 & 144 - 2 extra shared use bays
  Total No of new bays - 4

• **Additional permit holder bays in Zone 3E**
  Between Nos 199 & 207 – 4 spaces
  Between Nos 194 & 224 - 13 spaces
  Between Nos 213 & 221 – 4 spaces
  Between Nos 271 & 309 - 15 spaces
  Between Nos 170 – 188 - 8 spaces
  Total No of new bays - 44

• Council’s duties and powers – Section 122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the Act. Road safety is therefore a matter that the Council should pay regard to when considering making an Order under S.6 of the Act.

5.3 It is considered that the proposed measures will improve the parking difficulties currently encountered by the residents, businesses and their visitors without compromising safety and access.

5.4 Road Safety Audit Stage 1/2 has been carried out by WSP on the amended recommendations/proposals. This was carried out in accordance with the Departmental Standard HD 19/03.

6. **Timetable**

6.1 If agreed, the Traffic Management Order will be made and the measures will be introduced no earlier than 6 weeks after the making of the Order.

7 **ALTERNATIVE OPTIONS**

7.1 An alternative option would be to abandon the proposed scheme and do nothing. However, this would be contrary to the support from the majority of respondents in Haydon’s Road evidenced during the informal consultation. Also, it would be seen as failure on the part of the Council to address the local community’s concern about parking and access difficulties currently experienced in side roads and on Haydon’s Road. This option will not address the concern that has been raised by businesses about lack of parking provision on Haydon’s Road itself, a situation they perceive as damaging to their business.
8 RISK MANAGEMENT IMPLICATIONS

8.1 The risk of not introducing the proposed parking arrangements in Haydon’s Road is that the existing parking difficulties on this road and adjacent side roads would continue and it would do nothing to assist the residents and the local business community.

8.2 A further risk of not introducing the proposed parking arrangements in Haydon’s Road would be that the problem of obstructive and dangerous parking on the carriageway and footway would continue, with implications for bus operation, road safety and general traffic movement.

8.4 Not implementing the proposed parking arrangements in Haydon’s Road would be contrary to the support expressed in the consultation by the majority of respondents from Haydon’s Road and could this lead to loss of public confidence in the Council.

9 FINANCIAL IMPLICATIONS

9.1 The cost of implementing the proposals shown on drawing No. Z78-128-07 (including the publication of Draft Orders) is estimated at £23,500. This does not include staff costs.

9.2 The cost of implementing the proposals will be funded from the Capital budget identified for controlled parking zones.

9.3 The revenue financial effects will be reviewed as part of the 2006-7 and 2007-8 budget monitoring process and have been considered as part of the 2007-2010 Business Planning Process.

10 LEGAL IMPLICATIONS

10.1 These proposals are being dealt with under the Road Traffic Regulation Act 1984. The overriding obligation when exercising any function under the 1984 Act is to do so in such a way as to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate facilities on and off the highway and so far as practicable having regard to:

(a) the desirability of securing and maintaining reasonable access to premises;
(b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
(c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
(d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
(e) any other matters appearing to the local authority to be relevant.

10.2 Traffic Management Orders for the proposed double yellow lines 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 in a local newspaper and the London Gazette). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

10.3 In this case the council believes that 10.1(a) above is satisfied by these proposals. The relevant matters in 10.1(e) is the provision of controlled and uncontrolled parking facilities.

10.4 The proposed parking bays in existing CPZ can be introduced under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).

10.5 The Council has discretion as to whether or not to cause a public inquiry to be held or modifications to be made to the published draft order in respect of objections received before reaching a decision on making a traffic management order. A public inquiry should only be held if it would provide material information that would assist the Council in reaching a decision. It is considered unnecessary for the Council to hold a public inquiry in this instance since it has followed its consultation procedure by undertaking extensive consultation to ascertain the views of the local community and other stakeholders.

11. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

11.1 The implementation of controlled parking zones and consequent double yellow lines has implications for all sections of the community. These measures assist in improving visibility and access at road junctions and other critical locations, and assist in improving safety for all road users, benefiting most especially the young, the elderly and pushchair and wheelchair users. By minimising incidences of dangerous and indiscriminate parking and excluding non-essential parking in the area, the controls would assist in improving the street environment by minimising traffic movement, noise and pollution. The condition created would assist in enhancing residents' quality of life and contribute to achieving the aims of Government, Mayor for London and Merton Council’s transport policies.

11.2 The Council undertakes extensive and inclusive public consultation to ensure that all road users are given a fair opportunity to have a say on any proposals that may impact on them. In designing a parking scheme, special consideration is given to meeting the needs of the disabled, local residents and businesses, bus operators, emergency and refuse collection services as well as those of charitable, public services and religious establishments. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

11.3 At the statutory or formal consultation stage, people had a further opportunity, along with bodies representing various interests, to have a say on the proposals before the traffic management order is made and the scheme implemented. The statutory consultation is the final stage of the consultation process that any similar scheme has to undergo before it can be implemented. And undertaking a formal consultation as proposals are amended will provide further opportunity for the Community to air their views.

Appendices – the following documents are to be published with this report and form part of the report

Appendix 1 – Plans of Proposals – Drawing No. Z78-128-07 (on display)
Appendix 2 – Representations received in respect of the recent formal consultation
Appendix 3 – Schedule of amendments to original formal consultation
Appendix 4 – Recent formal consultation newsletter
Appendix 5 – Photographs
Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report:

Cabinet Street Management Committee Report of 6th December 2005 on Proposed Parking Arrangements for Haydon’s Road and the Street Management Advisory Committee report dated 11th September 2006 and the Cabinet Member’s decision.

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  - email: press@merton.gov.uk
  - Tel: 020 8545 3181

- London Borough of Merton:
  - Address: Civic Centre, London Road, Morden, SM4 5DX
  - Tel: 020 8274 4901

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Merton Council’s Web site: http://www.merton.gov.uk

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http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
**Representations in support**

<table>
<thead>
<tr>
<th>Confirm No. / Road Name</th>
<th>Representation</th>
<th>Officers’ Comments</th>
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</thead>
<tbody>
<tr>
<td>22006995  Haydons Rd</td>
<td>I’m writing to say that I am in favour of the parking proposal on Haydons Road and welcome it. I would like to know the following: 1. Annual Permit parking fees proposed for residents in the area 2. Whether there are any objections to these proposals and if so what are they? I know in previous years some residents of this road had objected to the proposals (the ones who did not own a car and hardly contributed to the transport budget) However, the council did not publicise these to other residents and as a result this proposal was delayed. This caused considerable inconvenience to other residents for a lengthy period (well over a year) by selfish considerations of others. Please note you owe it to those residents in favour to be informed of any objections by others if any.</td>
<td>Support noted The fees for permits has been and will be forwarded to the resident who will also have access to this and previous report which detail the number of objections</td>
</tr>
<tr>
<td>22005356  Haydon’s Rd SW19 8TX</td>
<td>I am writing in my capacity as a resident of Haydon’s Road to fervently support the proposed changes to the parking arrangements in Haydon’s Road. I believe they will make the road safer, quieter and relieve pressure on the parking on the side roads off Haydon’s Road</td>
<td>Support noted</td>
</tr>
<tr>
<td>22007661  Haydons Rd</td>
<td>Are you aware that there are no double yellow lines on the corner of Gilbert and Haydons Rd SW19 to prevent cars parking on Haydons Rd. Therefore if you want to turn right onto Haydons Rd from Gilbert Rd the cars parked on the right obstruct the view to oncoming traffic. Myself and other residents have nearly on a daily basis incidents where we do not see oncoming traffic or they do not see us. A serious accident is waiting to happen there, I just hope you can do something about it. While I am writing, there are also serious potholes in Gilbert Rd, can you sort this out.</td>
<td>Support noted - This forms part of our current proposals.</td>
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**Representations in support from statutory consultees**

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<thead>
<tr>
<th>Confirm No. / Road Name</th>
<th>Representation</th>
<th>Officers’ Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>22007631  Police Traffic Garage</td>
<td>Police would have no objection to the proposal in principle. We would make observation that we feel that the bus cage at Haydon’s Road BR station should be laid in such a manner that traffic can pass stationary buses without having to enter the cross-hatched area, and that we would prefer not to see the yellow line removed in Tennyson Road in the vicinity of the access road crossover.</td>
<td>Comments noted. The single yellow line across the access in Tennyson Road is being retained.</td>
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</table>

**Confused Representation**

<table>
<thead>
<tr>
<th>Confirm No. / Road Name</th>
<th>Representation</th>
<th>Officers’ Comments</th>
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</thead>
<tbody>
<tr>
<td>22007534  Hotham Road SW19 1BS</td>
<td>My Father lives at No.25 and parks his car when he can between Nos.29 Haydons Road and 53 Haydons Road (the corner with Gilbert Road). He is often fortunate and parks in the first slot available behind the bus stop area, outside No.29. This is ideal as he is disabled and cannot walk far. If the parking were restricted to one hour or whatever, where would he park? My own road and Gilbert Road are often full up and that would mean he would be walking some distance between home and car. I would therefore like to object to any change in the existing arrangements between properties 25 and 53 on that basis.</td>
<td></td>
</tr>
<tr>
<td>22007372  Haydon’s Rd</td>
<td>As a resident and car user living in Haydon’s Road, I must strongly object to your proposal of restricting free parking to 1 hour. When I chose the option of free parking with restrictions I do not recall reading that the restriction was for one hour only. What good is this to residents living here and were do you propose that we park our cars. I feel that this proposal is totally unnecessary there are no shops on this stretch of the road so why penalize the residents by allowing us 1 hour only. You are taking away our parking area from us, and forcing us to park in other streets. Another effect of this proposal will result in more traffic noise of cars coming and going when we already live with horrendous amounts of traffic almost 24 hours a day. (so thank you very much). Why give us an option when really you are forcing our hand to agree to pay for residential parking permits. Being a single homeowner with plenty of overheads I would rather not have to pay extra for a parking permit. However I feel that I have no alternative, as I do not want to drive miles away to find a Parking space.</td>
<td></td>
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<tr>
<td>22007375  Haydons Rd</td>
<td>I have been living here since 1988 and have had no problem parking my car within a reasonable walking distance of my house? The current proposals will mean I cannot leave my car outside for more than 1 hour. As I quite often choose to use public transport instead of my car for shorter journeys it can be parked for a whole day or more. My alternative, if the new proposals are introduced, will be to park my car in another residential road e.g. Gilbert or Hotham Road which is already congested. Alternatively, I presume residents from our side of Haydons Road will be able be able to purchase residents permits to park on the other side of the road. As this is extremely busy and dangerous to cross (I have three children!) I feel this is not a safe option. The local businesses around the junction of Haydons Road and Merton High street would already appear to have available parking nearer to their shops on the High Street in pay &amp; display bays or private car parks. These are the main reasons for my objections. Why change what is not a problem? Please leave our part of Haydons Road as it is or...</td>
<td></td>
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</table>
Representations against

22007378  (22007666) Haydon’s Rd SW19 1HG
I am writing to inform you of my objection to the proposed free parking bay outside 53 Haydon’s Rd. I think the proposal is ridiculous, this part of Haydon’s Rd is residential not commercial who will be able to use these bays. The residents of 1-53 will have to park in the nearby streets. I am not a car owner but my family park on Haydon’s road when they visit. I can only assume that the councils aim to clear 1-53 of parking to improve traffic flow, as I take the 200 bus during peak times I don’t feel that the traffic flow is sufficiently bad to justify this sort of measure.

Officer’s Comments:-
During the informal consultation the majority of these residents opted for free all day parking. It is considered that the proposed measure is an improvement on the current parking provisions.

22007535  Haydon’s Road SW19 1HQ
We wish to register our objections to the proposed parking restrictions on Haydon’s Road, in particular between Gilbert Road and Deburgh Road. Double yellow lines are planned on the corner of Gilbert Road and Haydon’s Road (from no 57) and stretching to no 61. 24 hour parking bays will start from number 63 to the next corner. The restrictions are too stringent and extreme. For safety sake allowing parking in front of No 59 and 61 would still allow ample space and offer a view wide enough for cars turning into Haydon’s Road from Gilbert Road. We are told that the road changes direction very slightly and is therefore marginally narrower in front of these properties causing a traffic bottleneck. For buses and lorries passing each other on the road the bottleneck is at the bollards just after the turning into Deburgh Road. Numbers 59 and 61 are furthest from the bottleneck and therefore extending the 24 hour parking bays to the front of these properties would not exacerbate the problem. The other side of the argument is that living on a busy road is made somewhat bearable by the fact that traffic does not move too fast on the road. We are a family with very young children and having the traffic move much faster would increase the danger to children and other pedestrians generally. Having to park across the road would mean crossing the road more often with the attendant increased risk. As it stands access to Merton High Street through all side streets in the area has been blocked, driving all the traffic to Haydon’s Road. Considering that it is a residential street one would not want the traffic to move much faster. The other safety concern is loading and unloading the car with very young children. With double yellow lines this would not be possible in front of these properties. We would have to park round the corner either in Deburgh Road or Gilbert Road. The children would then either have to be locked in the house or in the car and out of sight whilst loading and unloading took place - not a very satisfactory position. In our discussion with the officer in charge of these proposals we were told that the fact that cars park on the pavement on the stretch of the road in question proves that the road is too narrow and that cars should not be parked there. One wonders when the council have repeatedly suggested controlled parking to the residents with the bays marked for parking on the pavement. We strongly urge the council to extend the parking bays to outside 59-61 failing this a single yellow line with parking restrictions only at busy periods of the day.

Officer’s Comments:-
To improve access and visibility it is necessary to introduce double yellow lines at junctions. It is not considered that by removing the obstructive parking would increase the speed of traffic at or near junctions. Evidence from elsewhere in the borough indicate that such measures improve safety and environment. Parking cannot be extended as requested as it will create a pinch point and cause congestion for traffic particularly for buses and larger vehicles. Loading and unloading can still be carried out on double yellow lines for up to 20 minutes as is currently the case. We are providing all day free parking where it was not previously allowed. It is considered that the proposed measures is a reasonable compromise in that it provides safe parking for residents while still meeting our obligation under the Traffic Management Act in improving and maintaining traffic flow and safety.

22007079 Haydon’s Rd
We have recently moved into the area (on July 29th) so were not involved in the initial consultation on this proposal. After reading through the proposed changes on Haydon’s Road put forward by Merton Council, we have become concerned by the proposed extension of the double yellow lines in front of 267 Haydon’s Road. The extension of the double yellow lines will remove the closest “waiting area” to our flat. My boyfriend and I have found this spot invaluable when we have had to move heavy objects between our car and our flat. The next nearest alternative areas where we can stop are either across the street or around the comer. Having to unload goods from a spot around the comer will be inconvenient as it is not possible not keep our eye on both the door to our flat and the car at the same time and so for security reasons we will either always have to have a friend help us or keep locking our car and front door between trips. Having to unload from across the street has security concerns as well but also we are concerned for our safety. Vehicles often speed down the road from the overpass making the pedestrian crossing in front of our flat dangerous even when not laden with heavy objects. Vehicles often do not stop for us at this crossing, even when we attempt to be assertive and put a foot into the road as if intending to cross right away. While we appreciate the importance of allowing easy access for emergency and service vehicles along this stretch of road we would appreciate it if this spot continued to be available as a temporary loading and unloading area. We are sure you will appreciate that making this spot a no waiting area will severely inconvenience us and possibly compromise our safety in the future.

Officer’s Comments:-
The objector appears to be confused regarding the proposed measures – the proposed parking is for all day free parking.
<table>
<thead>
<tr>
<th>22007362 Haydons Rd</th>
</tr>
</thead>
<tbody>
<tr>
<td>I note that you propose to extend the existing double yellow line covering the whole area in front of my shop Zone 3E No. 267. I am extremely against this as it is the double yellow lines which were not there in the first instance only leaving one vehicle to park on single for short period of time.</td>
</tr>
</tbody>
</table>

**Officers comments:**
The existing single yellow line does not allow parking not even for a short period of time. Double yellow lines tend to be self enforcing in that most people are reluctant to park on double yellow lines. This will not effect the loading and unloading facility outside the premises.
### Schedule of Variation to Original Proposals on Haydon’s Road

<table>
<thead>
<tr>
<th>Item</th>
<th>Initial Proposal</th>
<th>Variation to Proposal</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Proposed parking bay outside Nos. 286-294</td>
<td>Parking bay to start from a point 15m north of the northern kerb line of Cromwell Road northwards for a distance of 21m. The existing single yellow line outside No 286 to be retained.</td>
<td>Initial proposed parking bay to be reduced by 2m and single yellow line to be retained. See item 2 below for definition</td>
</tr>
<tr>
<td>2</td>
<td>Removal of single yellow line along southern kerb line of Kohat Road</td>
<td>Convert 5m length of single yellow line to double yellows</td>
<td>Any parking here would completely prevent the westbound traffic flow</td>
</tr>
<tr>
<td>3</td>
<td>To retain the single yellow line near Regent Place</td>
<td>Extend the double yellow line from the junction of Regent Place into Haydon’s Road to join the bus stop clearway.</td>
<td>This will not affect parking space but will ensure that this section will not suffer from any future parking pressure.</td>
</tr>
<tr>
<td>4a</td>
<td>Replace single yellow line with proposed parking bay between Nos. 271/273 and 311/315</td>
<td>To replace single yellow line between 309/311 and 313/315 with double yellow lines.</td>
<td>Due to the narrowness of the road and the close proximity to the pedestrian refuges (zebra crossing) parking at this location is likely to have safety implications on motorists travelling southbound.</td>
</tr>
<tr>
<td>4b</td>
<td>Proposed parking bay outside Nos. 295 and 299</td>
<td>To retain the single yellow line across the footway crossover between 295 and 299</td>
<td>A parking bay across crossover will cause obstruction.</td>
</tr>
<tr>
<td>5</td>
<td>Existing single yellow line outside Nos. 267-265</td>
<td>Convert this 4.5m length of single yellow line to double yellow lines</td>
<td>The 4.5m of single yellow line restrictions is insufficient to accommodate a vehicle and therefore this measure does not affect the provision of a parking space.</td>
</tr>
<tr>
<td>6</td>
<td>Proposed parking bay between 194 and 226/228</td>
<td>To retain the single yellow line between 222/224 and the zig zag markings adjacent to Effra Road</td>
<td>Previously proposed parking bay to be reduced by 9m to minimise risk to motorist travelling northbound at this critical section of road and to ensure a safe level of sightline from Effra Road</td>
</tr>
<tr>
<td>7</td>
<td>Proposed parking bay between Nos. 213 and 217/219; double yellow line outside 219; bus stop clearway between 219 and 229</td>
<td>To remove the proposed double yellow lines outside 219 and extend the proposed parking bay to meet the bus stop clearway which has been marked closer to Dryden Road providing more parking space</td>
<td>This will provide additional parking spaces</td>
</tr>
<tr>
<td>8</td>
<td>Proposed parking bay between Nos. 193/195 and 207</td>
<td>Proposed bay to be reduced to between 197/199 and 207; retain the single yellow line between 197/199 and 193/195 and convert single yellow line between 193/195 and 191 to double yellow lines which will meet the existing double yellow lines north of the northern kerb line of Cowper Road.</td>
<td>The existing pedestrian island was marked in the wrong location on the topographical survey and with its correct location parking where previously proposed would cause obstruction to flow of traffic. It is, therefore, necessary to reduce the previously proposed parking bay by 9.5m to provide a safer approach past the island</td>
</tr>
<tr>
<td>9</td>
<td>Proposed parking bay outside No. 117 (Marquis of Lorne Public House)</td>
<td>Due to the narrowness of the road and the close proximity to the bend and the zebra crossing and the associated pedestrian island, it has been deemed necessary to retain the existing single yellow line and not</td>
<td>This will ensure that road safety and traffic flow is not compromised and will accommodate the loading provisions for the pub.</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Action</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Proposed parking bay between Nos. 83/85 and 101</td>
<td>Extend parking bay northwards by 1.6m</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Proposed parking bay between Nos. 55/57 and 77</td>
<td>To reduce the proposed length of the proposed parking bay by extending the existing double yellow lines from the southern kerb line of Deburgh Road to a point opposite the northern flank wall of No. 73. Also to extend the proposed double yellow lines from the northern kerb line of Gilbert Road to outside Nos 61/63. Parking to be permitted between Nos 61/63 and 73. Due to the close proximity to the pedestrian islands; narrowness of the road and parking provisions on the western side of Haydons’ Road parking other than between 61/63 and 73 would cause obstruction to the flow of traffic.</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Proposed double yellow line outside 27 and 29</td>
<td>This double yellow line to be removed and parking to be permitted.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The bus operator consider the bus stop clearway of sufficient length and do not require additional restriction outside the bus stop clear way. This will also assist the resident who objected to the restriction.</td>
<td></td>
</tr>
</tbody>
</table>
This report details the results of the most recent formal consultation and officer's recommendations and seeks approval to make the Traffic Management Order and to implement the proposed measures.

Haydon's Road is part of the route classified as the A218, which runs north to south, linking the A3 and A205 in Wandsworth with the A238 Merton High. It forms part of Bus Route 200 and although it is not a wide road, it is of significant traffic importance, carrying all classes of traffic. There are waiting/loading restrictions (yellow lines) operating Monday to Saturday between 8am and 6.30pm along some sections of the road to facilitate general traffic flow and assist bus operation.

Feedback from the various consultation exercises that the Council conducted in the area, included many requests for the Council to review the current parking arrangements and the extent of the existing yellow line restrictions along Haydon's Road with a view to providing parking facilities for the residents and reducing the parking pressure on the side roads. Following a meeting on 8th September 2005 with Ward Members, Poets Residents' Association, Haydon's Bridge Residents' Association and South Park Residents' Association it was agreed for the Council to undertake a public consultation on proposals to address the parking issues.

The informal consultation resulted in three distinct preferences within the following specific sections of Haydon's Road:

- Section of Haydon's Road between Gap Road and Caxton Road; respondents mostly requested that free bays be introduced.
- Eastern side of Haydon's Road between Caxton Road and Cowper Road (between No 191 and No 317 Haydon's Road); The respondents in this section of Haydon's Road were mostly in favour of being included within the neighbouring CPZ 3E.
- North eastern side of Haydon's Road between North Road and Merton High Street (between No 5 and No 119 Haydon's Road); respondents mostly requested that free bays be introduced.

The results of the previous formal consultation were reported to the Street Management Advisory Committee and the Cabinet Member on the 11th September 2006 where by the Cabinet Member agreed for officers to undertake a formal consultation on the revised scheme. The most recent formal consultation was carried out between 2th October and 3rd of November 2006 and resulted in the following representations:

- haydon's road: 3 support, 4 objection, 0 comments, total 11
- neighbouring streets: 0 support, 0 objection, 1 comment, total 1
- statutory consultees: 1 support, 0 objection, 0 comment, total 1

The results are shown below:

<table>
<thead>
<tr>
<th>Representation</th>
<th>Support</th>
<th>Objection</th>
<th>Comments</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Haydon's Road</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
<td>Statutory consultees</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>11</td>
</tr>
</tbody>
</table>

It is recommended that the Cabinet Member considers the representations received as a result of the formal consultation along with officer's recommendations as set out in appendix 2 and section 5 of this report and agrees to the making of the Traffic Management Order and the implementation of the proposed measures as shown on plan Z78-128-07 and detailed below:

1. The removal of the existing single yellow line restrictions on Haydon's Road; Kingsley Road, Caxton Road, Tennyson Road, Dryden Road, Milton Road and Cowper Road to release kerb side space for unrestricted free parking.
2. The conversion of the single yellow line (5m) in Kohat Road to double yellow lines.
3. Retention of the existing single yellow line outside No 286.
4. Conversion of existing single yellow line between 309/311 and 313/315 Haydon’s Road to double yellow lines.
5. Retention of the single yellow line across crossover between 295 and 299.
6 Convert 4.5m of existing single yellow line outside Nos 265 and 267 Haydon’s Road to double yellows lines.
7 Retention of the single yellow line between 222/224 and the zig zag markings adjacent to Effra Road.
8 To abandon the proposed double yellow lines outside 219 and extend the proposed parking bay.
9 Retention of the single yellow line between 197/199 and 193/195 and convert single yellow line between 193/195 and 191 to double yellow lines.
10 Retention of the existing single yellow line outside 117 Haydon’s Road.
11 Increase the proposed parking bay between Nos. 83/85 and 101 by 1.6m.
12 Extension of the existing double yellow lines from the southern kerb line of Deburgh Road to a point opposite the northern flank wall of No. 73; and extend the proposed double yellow lines from the northern kerb line of Gilbert Road to outside Nos 61/63.
13 Remove double yellow lines outside 27 and 29 and allow parking.
14 Convert 4.7m of single yellow line near its junction with Regent Place to double yellow lines.
15 Introduce double yellow lines (junction protection) at all the identified junctions along Haydon’s Road and other key locations between Gap Road and Merton High Street as shown in plan Z78-128-07.
16 Introduce limited free parking bays, as shown on drawing Z78-128-05 with a 1 hour maximum stay and no return within one hour outside Nos. 341 – 347 Haydon’s Road; Nos. 321 – 333 Haydon’s Road; Nos. 286 – 294 Haydon’s Road.
17 Extend the existing boundary of Controlled Parking Zone 3E to include the properties on Haydon’s Road, east side, between Cowper Road and Caxton Road (Nos 191 to 317 Haydon’s Road); west side between South Park Road and Effra Road (Nos 156 to 224 Haydon’s Road) and to introduce additional bays as shown on drawing Z78-128-07.
18 Introduce pay and display bays and shared use bays to Zone 3F.
19 Introduce additional parking bays in Zone S2.
20 Replace some of the yellow line restrictions with free parking bays on Haydon’s Road’s east side between North Road and Merton High Street between Nos 29 and 51; between 55 and 77; 83 and 102 Haydon’s Road; outside No 117 (Public House) Haydon’s Road.