The presence of vehicles parked nose to tail is more of an eye sore than some yellow lines. It should be noted that if the proposals are approved, the yellow lines will be marked at 50mm compared to the normal 100mm and that it will not be necessary to erect any signs.

Details of the junctions
- Woodhays Road junction with Enrile Road; (20m)
- Dunstall Road junction with Woodhays Road; (24m)
- Crooked Billet junction with Woodhays Road; (10m)
- Chester Road junction with West Side Common; (25m)
- Southside Common junction with West Side Common; (30m)
- Cannizaro junction with Causeway; (17m)
- Cannizaro Road junction with Westside Common; (14m)
- West Side Common at its junctions with Camp Road and West Place; (36m)
- The Causeway at its junctions with Westside Common and West Place. (30m)

What happens next
The Council is now undertaking a formal consultation in line with the decision made by the Cabinet Street management Committee to implement the proposed junction protection measures ("At any time" waiting restrictions). The outcome of this formal consultation will be reported to the Cabinet Street Management Committee on 6th December 2005 when a decision will be made to whether or not to implement the proposals.

An advert for the Traffic Management Order for the proposed restrictions will be placed in the local newspaper and posted on lamp columns in the area and we urge anyone who is either in favour or against the scheme to make representation in writing by no later than 12th October 2005, quoting reference ES/SGE. Please note that no response will be made to representations until the Cabinet Street Management Committee has made a decision. Anyone who opposes the scheme must state the grounds on which their objection is made. Address correspondence to: The Head of Street Management, Merton Civic Centre, London Road, Morden, Surrey. SM4 5DX.

A copy of the notice, a plan identifying the area affected, and the Council’s Statement of Reasons can be inspected at Merton Link in Merton Civic Centre and Wimbledon Reference Library.

We would like to thank you for the feedback provided on the initial proposals. Please let us have your views, they are important and will have a bearing upon the decision made, and note that this newsletter is independent of the formal consultation currently being carried out on controlled parking zone for Camp Road area.

If you would like more information in your own language, please contact us at the address shown in the bottom line.

Newsletter ~ Wimbledon Village Junction Protection (VSw)

This newsletter is to inform you of the decision made by the Cabinet Street Management Committee at its meeting of 8th June 2005 on the recent formal consultation the Council carried out in January/February 2005 in Wimbledon Village on proposed junction protection in the area known as zone VSw and the subsequent actions the Council intends to take.

As you are aware, a formal consultation was carried out on the Council’s intention to introduce selective junction protection (Double Yellow lines) in your roads (see list of roads at back of the leaflet). Residents Associations in the area protested that the information given was misleading; caused confusion and that they were not consulted and did not agree nor support the proposed measures.

Careful consideration was given to these comments and at the meeting of 8th June 2005 the Cabinet Street Management Committee made the following decisions:

- To abandon this formal consultation on the proposed double yellow lines at the junctions as detailed in the drawing within the newsletter and to undertake a further formal consultation on the proposed restrictions.
- The Cabinet Street Management Committee also considered the objections to the proposed restrictions for Peregrine Way and decided to go ahead with the proposals. It was agreed that the proposed restrictions in Peregrine Way be introduced as soon as possible. In any case, not later than end of October 2005.

Reasons for the proposed measures
- The Highway Code stipulates that motorists should not park within 10 metres of a junction, which is why the consultation documents previously circulated about proposals for a Controlled Parking Zone (CPZ) scheme included double yellow lines at every junction within the area. Due to lack of support for the CPZ, the scheme was abandoned. However, a number of junctions were identified to be in need of waiting restrictions and the Cabinet Member decision was that the proposed yellow lines at the junctions should be re-examined.
- The aim of the proposed double yellow line waiting restrictions at the junctions is to improve viability and to provide clear access for all road users particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerbs at junctions.
- The ‘At any time’ waiting restrictions are being proposed as part of a risk assessment / danger reduction and not an accident reduction exercise. That is being proactive and not reactive after the event. The proposal aims to remove obstructive and dangerous parking from key junctions in the area.

Two independent parking surveys were carried out over a period of two separate weeks at different time of the day (24th - 30th January 2005 & 2nd - 8th May 2005) to determine the parking pattern at the selected junctions. The survey showed that motorists are parking within 10 metres of these junctions included in this consultation (photographic evidence can be made available for inspection upon request).

The Council acknowledges that parking is a premium, however, safety and access take priority over the possible small loss of parking spaces.

Also there were comments regarding the visual impact of the proposed yellow lines. It is considered that