

## NON-KEY DECISION TAKEN BY A CABINET MEMBER

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.

**1. Title of report and reason for exemption (if any)**

VNE CPZ – Seymour Road area

**2. Decision maker**

Cabinet Member for Environmental Sustainability & Regeneration

**3. Date of Decision**

14<sup>th</sup> February 2012

**4. Date report made available to decision maker**

23 January 2012

**5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel**

**6. Decision**

That the Committee considers the issues detailed in this report and recommends that the Cabinet Member for Environmental Sustainability & Regeneration;

- (A) Notes the results of the statutory consultation carried out between 11 November and 2 December 2011, on the proposals to introduce a Controlled Parking Zone (CPZ) in the Seymour Road area.
- (B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- (C) Considers the objections against the proposed measures and the arguments for their implementation as detailed in Appendix 2.
- (D) Agrees to proceed with the making of the Traffic Management Orders (TMOs) for the implementation of the proposed 'VNE' CPZ to include Alfرتون Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, and Seymour Road operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78/187/02 Rev D in Appendix 1.
- (E) To defer a decision regarding Queensmere Road until the affect of the displacement is determined and Wandsworth Council have completed their consultation with their residents.
- (F) To introduce 10.4m of double yellow lines adjacent to No 6 Castle Way. This is based on the demand received from the resident.
- (G) To replace the proposed double yellow line restrictions in Alfرتون Close (adjacent to Nos 37-45) to single yellow line restrictions.

- H) To invite a report and recommendations to initiate a statutory consultation on a proposal to issue permits for hospital staff, which are individually restricted to certain roads, or sections of roads, based on an early assessment of the spare parking capacity, road by road, within the CPZ following its implementation. I ask that this report and recommendations come forward as a matter of urgency.

## **7. Reason for decision**

This decision will meet the preferences and parking needs of residents and takes into account the issues raised by the Parkside Hospital. It will also improve road safety within the confines of the zone through the safer regulation of parking.

I am mindful of the situation both of the Wimbledon Synagogue and the Parkside Hospital. I accept that the Synagogue is an exemplary local faith and community institution (notwithstanding that it is actually within Wandsworth), which attracts people from far and wide, a number of whom, whether through infirmity or through being with children, are unable to park easily at a distance from the Synagogue. Queensmere Road (where the Synagogue is situated) has been removed from the current proposals: pending a consultation by Wandsworth Council and I expect any further proposals to take account of the Synagogue's parking needs.

In respect of the Parkside Hospital, I note that it is a very substantial health facility employing several hundred staff conducting a busy programme of out-patient appointments and operations. For the purposes of this decision (subject to any further evidence) I accept the Hospital's contention that 50% of the referrals are through the NHS. Therefore, in the current mixed health economy, I consider that Parkside Hospital is supporting an essential public service. I note the Hospital's contentions that the parking spaces on site are currently entirely taken up by patients' parking and by consultants. I further note the Hospital's view that their business depends upon a parking model where the bulk of the staff park in neighbouring streets.

I am also conscious that a large part of the parking problems identified by residents are probably caused by hospital staff and I am of the view that in some local roads and parts of roads there will be no spare parking capacity for hospital staff once this CPZ is implemented. E.g. I envisage that Alfreton Close will not have spare capacity.

However, I anticipate that once the scheme is implemented, there will be spare capacity in some roads or parts of roads. Therefore, whilst I retain an open mind on all further issues, I would welcome, as a matter of urgency, a report and recommendations addressing the possibility of using identified spare capacity to assist in accommodating the hospital's stated needs for staff parking. I envisage that such permits would be restricted to permit bays in some roads, or parts of roads, where there is established to be spare capacity following implementation of the CPZ.

Further, I would envisage that an assessment of parking capacity takes place as soon after the implementation of the current scheme as is practicable in order to minimise any impact on the Hospital's current operations.



**8. Alternative options considered and why rejected**

- 8.1 Do nothing. This will not address the parking difficulties in the area and would not address the wishes of the residents in respect of their views expressed during the formal consultation.
- 8.2 To include Queensmere Road within the proposed zone. This would not be in line with what has been agreed with Wandsworth and would be unprofessional.

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

Statutory consultation documents, drawings and representations

**10. Declarations of Interest**

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

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

\*There is no need to resend Street Management Advisory Committee reports.