

Committee: Cabinet Member Report
Date: 13th February 2024
Agenda item: N/A
Wards: Raynes Park
Subject: Spencer Road – Proposed parking bay removal and ‘at any time’ waiting restriction extension, as part of planned junction improvements.
Statutory consultation outcome

Lead officer: Dan Jones, Director of Environment, Civic and Climate Department

Lead member: Councillor Stephen Alambritis MBE, Cabinet Member for Transport

Forward Plan reference number: N/A

Contact Officer: James Geeson james.geeson@merton.gov.uk

Recommendations:

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

A. Notes the results of the statutory consultation carried between 11th January and 2nd February 2024, for the proposed removal of a single permit holder parking bay (*CPZ ‘RP’, Mon - Fri, 8.30 am - 6.30 pm*) in Spencer Rd outside property no. 51 and the extension of the existing ‘At any time’ waiting restriction (double yellow lines), as shown on the plan, attached in Appendix 1.

The proposal also includes narrowing the junction which is not subject to a statutory consultation.

B. Considers the representations received in the response to the statutory consultation, as detailed in Appendix 2.

C. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for implementation of the proposed changes to the parking provision, to accommodate the junction improvements, as shown on the plan in Appendix 1. And agrees to the implementation of the junction narrowing.

D. Agrees to exercise his discretion not to hold a public inquiry on the statutory consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 This report presents the results of the statutory consultation, as detailed in Appendix 2.

1.2 It seeks approval to progress with the above recommendations.

2. DETAILS

2.1 Spencer Rd and Richmond Rd junction is considered to be excessively wide with an acute angle in Spencer Rd. To improve road safety by reducing speed of traffic at the junction and reducing the crossing distance for pedestrians, it is proposed to narrow the junction which would also involve the removal of a single permit holder parking bay.

2.2 This scheme is funded through the Borough’s LiP allocation and aims to primarily improve pedestrian accessibility and safety.

3. PROPOSED MEASURES

3.1 The measures include improved pedestrian accessibility and safety by building out both corners of the junction and the installation of a new pedestrian refuge island to reduce the crossing distance for pedestrians and to reduce vehicular entry speeds into Spencer Rd. This will be safer for pedestrians to cross, with added improvements to the dropped kerbs with guidance tactile paving to assist those with visual impairments. It will make the junction and pram ramp DDA complaint.

- 3.2 To accommodate the pedestrian refuge island and unobstructed access for service vehicles such as refuse vehicles turning right into Spencer Rd, the existing single permit parking bay (*CPZ 'RP', Mon - Fri, 8.30 am - 6.30 pm*) outside property no. 51 Spencer Rd needs to be removed and replaced with 'At any time' waiting restrictions, which would be an extension to the existing double yellow lines.
- 3.3 The proposed refuge island will not obstruct vehicular entry or egress from the adjacent private properties; the vehicle sweep path are shown on plan in Appendix 3.
- 3.4 It should be noted that the proposed junction improvements do not require any form of consultation, but the removal of the Permit Holder parking bay and extending the double yellow lines are subject to a statutory consultation which has been completed.

4. CONSULTATION

- 4.1 The statutory consultation was carried out between 11th January and 2nd February 2024. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local papers and the London Gazette. These documents were available at the Link, Merton Civic Centre as shown in Appendix 1 and on the Council's website <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations/spencer-richmond>
- 4.2 The statutory consultation resulted in 2 representations from residents against the removal of the bay and the proposed alterations to the junction, as they believe the junction realignment would interfere with their footway crossovers. Both representations are detailed in appendix 2.
- 4.3 All statutory consultees, which include the emergency services and TfL Buses, were formally consulted of the statutory consultation with no objections received.
- 4.4 All ward Councillors have been fully engaged during the consultation process.

5.0 RECOMMENDATIONS

- 5.1 To deliver the Council's various policies and commitment to road safety, access, safe and improved cycling and pedestrian provisions, and in line with TfL's Healthy Streets and Vision Zero initiatives, it is recommended that the Cabinet Member considers the representations against the proposed improvements and approves the removal of the permit bay removal, the extension of the double yellow lines and the proposed changes to the junction layout.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do Nothing. This, however, will not meet the Council's various policies and aspirations for improving general safety and access for all road users, more specifically for pedestrians and cyclists; and it will do nothing to reduce speed of traffic at the junction. This will not contribute to TfL's Healthy Streets and Vision Zero initiatives which Merton has committed to within its LiP.

7.0 TIMETABLE

- 7.1 Should approval be given to proceed, implementation would be carried this financial year 2023/24. The work is expected to take 2-3 weeks to complete, subject to weather conditions.

8.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementation is estimated at £25,000. Costs will be met by TfL (LiP) funding allocation for 2023/24. Failure to deliver the scheme would mean that all allocated funding would be returned to TfL.

9.0 LEGAL AND STATUTORY IMPLICATIONS

- 9.1 The required Notices for the parking bay and waiting restrictions made under 6 and 124 Traffic Regulation Act 1984

10.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

The implementation of any scheme endeavours to meet the needs of all road users particularly the more vulnerable such as pedestrians in particular those with disabilities and children. In this case other vulnerable road users such as cyclists will also benefit from the safety improvements.

11. CRIME AND DISORDER IMPLICATION

11.1 NA

12.0 ENVIRONMENTAL IMPLICATIONS

12.1 The proposed improvements will improve road safety and access for all road users particularly vulnerable road users such as pedestrians and cyclists. The proposed changes to the road layout will discourage drivers from travelling at high speed thereby reducing risk and harm to all road users.

APPENDICES

The following documents are to be published with this report and form part of the report:

Appendix 1 - Statutory Notice & plan

Appendix 2 - Statutory consultation representations & officer's comments

Appendix 3 - Vehicle sweep paths



LONDON BOROUGH OF MERTON

AMENDMENTS TO CONTROLLED PARKING ZONE RP

THE MERTON (PARKING PLACES) (RAYNES PARK) (AMENDMENT NO. *) ORDER 202*
THE MERTON (WAITING AND LOADING RESTRICTION) (RAYNES PARK) (AMENDMENT NO. *)
ORDER 202*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Merton propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to:-
 - (a) remove the length of parking place outside No. 51 Spencer Road, to facilitate the construction of a footway build-out as part of safety improvements at the junction of Richmond Road with Spencer Road; and
 - (b) introduce a no waiting 'at any time' restriction (double yellow lines waiting restriction) in the roads or lengths of road specified in the Schedule to this notice.
3. A copy of each of the proposed Orders and other documents giving more detailed particulars of the Orders, including a plan which indicates the roads or lengths of road to which the Orders relate, can be inspected Mondays to Fridays during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden. Documents are also available for viewing at <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations>.
4. Any person desiring to make representations or to object to the proposed Orders should send a statement in writing of their representations or objections and the grounds thereof, to the Environment, Civic Pride and Climate Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ES/SPENCER-RICHMOND**, no later than 2 February 2024.

Dated: 11 January 2024.

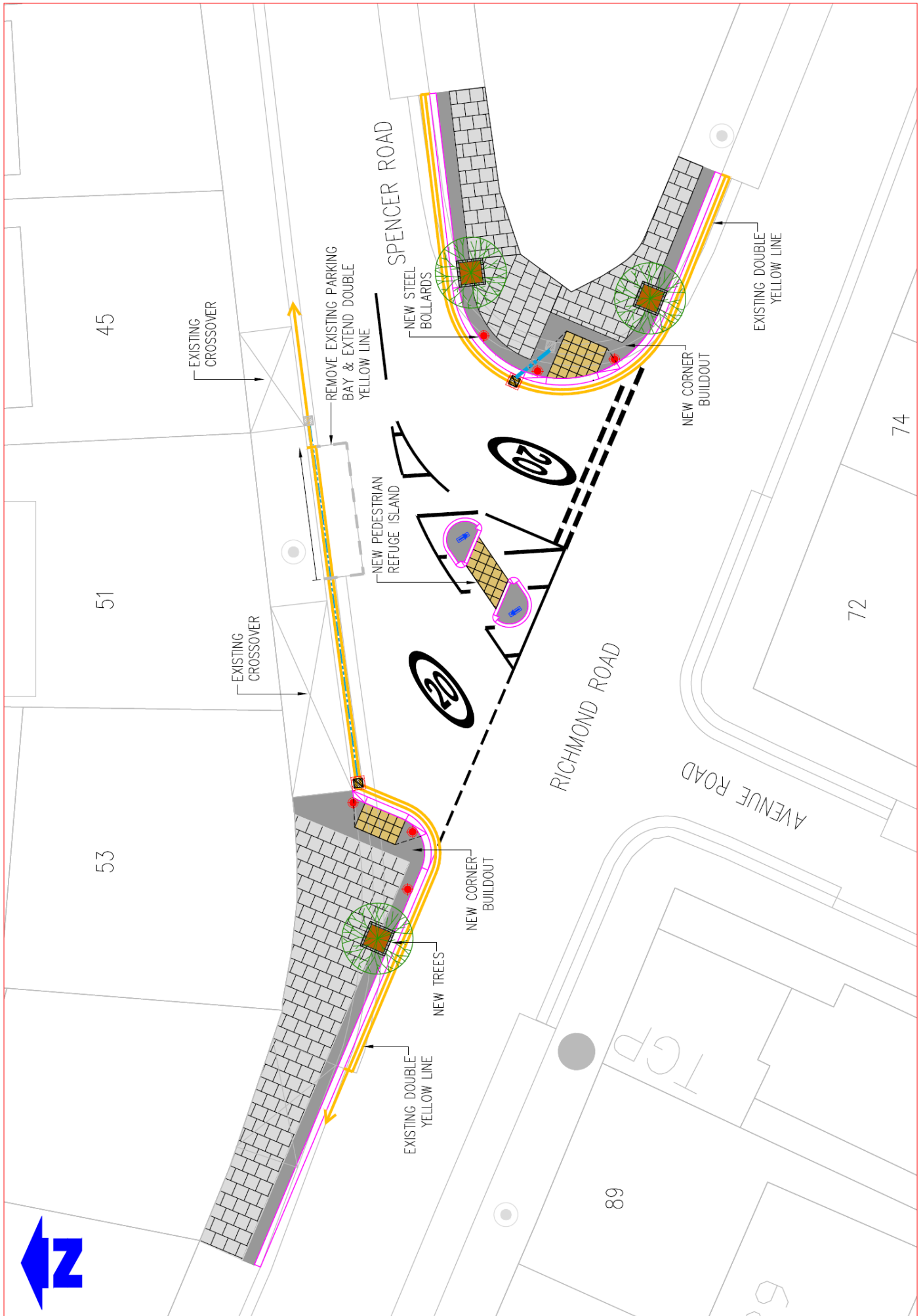
Paul McGarry
Head of FutureMerton
London Borough of Merton,
Merton Civic Centre, London Road,
Morden
SM4 5DX

SCHEDULE

SPENCER ROAD, SW20;

- (a) the north side, from its junction with Richmond Road to a point 0.5 metres west of the common boundary of Nos. 45 and 51 Spencer Road;
- (b) the south-side, from its junction with Richmond Road to a point 3.8 metres east of a point opposite the common boundary of Nos. 43 and 45 Spencer Road;

RICHMOND ROAD, SW20; the north-east side, from a point 4.8 metres south-east of a point opposite the common boundary of Nos. 66 and 68 Richmond Road to a point 4 metres south-east of a point opposite the common boundary of Nos. 74 and 76 Richmond Road.



Ref 001 – Spencer Rd

Referring to your notice I would like to object to the proposal to remove the aforesaid parking space. The area is already suffering from a reduction in the available car parking spaces making it very difficult for visitors, many of whom are senior citizen/people with reduced mobility and who hence depend on cars for mobility. This is particularly the case regarding visitors to the West Wimbledon Society which is located opposite the junction in Richmond Road. There is also an important need for car parking space for visiting trade professionals (eg electricians, plumbers).

I understand the Council also has plans to alter the junction Spencer Rd/Richmond Rd in a way which will seriously affect access to and from our property (XX Spencer Rd, SW20 XXXX). The planned erection of an "island" in Spencer Road means that in order to exit into Richmond Road we have to first make a left turn into Spencer Road and then a U-turn back, a laborious manoeuvre which will make the exit more complicated and increase the related risks. The planned enlargement of the paving area in front of our property (including the erection of steel bollards and the planting of a tree) will furthermore severely reduce access to our property notably in times of larger deliveries eg of scaffoldings. Furthermore the planting of a tree will result in an undesired reduction in visibility from our south facing property and cause undesired shaded areas.

We have lived at our property for more than 35 years and we are not aware of any serious incidents at this junction and we can not understand why the Council is now planning to change the layout of the junction, notably as traffic in Spencer Road and Richmond is very limited. We therefore suggest that before making plans to alter the junction measures are undertaken to measure the intensity of traffic at this junction.

Ref 002 – Spencer Rd

Referring to your notice we would like to officially lodge our concerns about the new proposed junction layout. It is hard to fully envisage what this will look like, but we are concerned about how this will impact the access to our driveway. In order to get into our drive without scraping the pillars you need to approach the driveway relatively straight on, and this is even more so when reversing. We are concerned that the new island and narrowed junction may make it difficult for us to manoeuvre our car in and out, and this will be even more so for builders / tradesmen with larger cars. This may then make the junction quite hazardous as you will have us making very slow and awkward entries in and out of our drive at the corner of a junction. Is it possible for the council to put chalk drawings on the road so we can get an idea of scale and establish whether this will in fact affect access to our drive? We are also concerned that we can now only ever turn left out of our drive and will have to do clunky u-turns to go the other way, which is not ideal and potentially risky.

We notice that a sign is now up notifying that these works will take place soon (early Feb). We have some building works taking place 5th - 16th February with tradesmen needing to park in our drive. Can we check whether access to our drive will be affected when the works are being done.

Officer's Comments

Whilst the council appreciates the resident's wish for on-street parking places in residential roads for residents and visitors, it is also essential that pedestrian road safety and accessibility is not compromised, or for any highway improvement to be compromised.

In this case the loss of a single parking space from a road where properties appear to have ample off-street parking facilities and since this area is a CPZ, there are many other on-street parking bays, the

loss of a single parking space is considered to have an extremely low impact on parking availability in the area and is not considered to be a priority over the need to provide safety measures to safeguard pedestrians, particularly children, the elderly and the vulnerable with mobility and visual impairments. The improvement works is likely to provide a better and safer highway environment for those visiting the mentioned nearby social society.

Tradesmen requiring a place to park, can either utilise the private off-street parking or any nearby space. For larger vehicle deliveries of materials or equipment, loading/unloading will be permitted for up to 40 minutes on the yellow lines, if they do not obstruct traffic or cause any safety problems. For longer durations of loading/unloading, applications can be made to the council for a parking / waiting dispensation. Not to proceed with the improvements on the one-off occasions when the resident may require scaffolding is not a reason to abandon the proposed changes; in fact having such vehicles stopping at the junction or on the footway is not considered to be safe.

Exiting the private property safely, would currently require a slight left-turn and swing around to face the junction on the correct side of the road, otherwise residents will be existing at the junction on the wrong side of the road.

Although turning right straight out the property is currently physically possible, it is not considered safe, as drivers will be exiting the junction on the wrong side of the road, posing a safety risk to pedestrians attempting to cross on the side, and also a real risk of collision with on coming vehicles turning left into Spencer Rd, who may be doing so at higher than normal speeds which is currently encouraged by the long taper. The island will not affect egress from the property, with a left turn required then a turn around the island to the face the give way line. The corner buildout with bollards will not restrict vehicle access either. To satisfy any concerns, officers can arrange for the build out areas to be marked on the road, and if necessary, some minor adjustments could be considered, without compromising the proposed improvements.

The planting of trees on the public highway is not subject to individual resident's acceptance and is part of the council's strong commitment to provide improved air quality and healthy street in line in TfL and borough policy. The tree will not impact the resident as suggested.

The Council is reactive as well as proactive. The need to improve pedestrian safety and to reduce vehicle entry speeds is not necessarily based on accident or incident data, but instead the perceived risk and probability. These measures also provide better guidance and convenience for vulnerable users.

