

Committee: Cabinet Member Report

Date: 27th October 2023

Agenda item: N/A

Wards: Abbey

Subject: Statutory Consultation – Milner Road - Public Realm Improvements

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: Paul Miles paul.miles@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation that was carried out between 14th of September and 5th October 2023 on the proposals to introduce the statutory elements of the wider scheme to include the introduction of a junction entry treatment; a lamp column charging point with the associated electric vehicle parking bay; a 5m bay for electric hire bikes and the introduction of double yellow lines. These proposed measures are shown on the plan attached in appendix 1.
- B) Considers the representations received in response to the statutory consultation attached in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed measures as shown in plan attached in Appendix 1.
- D) To further promote sustainable transport, it is proposed to introduce a car club bay which will provide a much needed facility for the local community. Officers are therefore, seeking Cabinet Member approval to undertake the necessary statutory consultation. Plan is attached in appendix 3.
- E) To accommodate the proposed car club bay, it is necessary to relocate the proposed cycle hire parking bay and officers are, therefore, seeking Cabinet Member approval to undertake a new statutory consultation for the proposed location as shown on the plan attached in appendix 3.
- F) 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 that was carried out to introduce a junction entry treatment; a lamp column charging point with the associated electric vehicle parking bay; a 5m bay for electric hire bikes and the introduction of double yellow lines as shown on the plan attached in appendix 1.
- 1.2 This report seeks approval to proceed with the implementation of the above proposed measures.
- 1.3 This report seeks approval to proceed with the statutory consultation to implement a car club bay and for the new location for the cycle hire parking bay.

2. DETAILS

- 2.1 Following the completion of the development in Milner Road, residents of neighbouring properties sought investment in terms of planting and measures to limit impacts upon parking that they attribute to the development built in the area including Spur House. The need for environmental improvements to the public realm was identified in connection with Spur House development. The Council was allocated CIL funding for the improvements in Milner Road.
- 2.2 Milner Road (between its junction with Morden Road and its point of closure) is within a CPZ; accommodates crossovers and historically has been subject to single yellow line restrictions. Due to the developments in recent years, the public highway has deteriorated. Due to the road closure and crossovers, there was only one space for a parking bay which is a disabled parking space for a blue badge holder resident.
- 2.3 The overall scheme provides an improved public realm on Milner Road between the road closure and its junction with Morden Road. The objectives are to incorporate both visual public realm enhancements in the form of buildouts and trees whilst incorporating safe access and movement and encouraging sustainable transport in the form of an EV charge point / parking bay and E-bike hire bay.

3. PROPOSED MEASURES

- 3.1 The measures maximise the use of available public highway space without compromising access.
- 3.2 The measures include:
- 1 Narrowing of the junction and installing a junction entry treatment to improve safety for all user groups.
 - 2 Resurfacing of the footway and carriageway with buff coloured stone chips.
 - 3 Widening the footway on both sides of Milner Road and introducing trees with tree grills.
 - 4 Installation of an EV lamp column charge point along with the associated electric vehicle parking bay that can be used by S1 permit holders during the CPZ operational periods and by any electric vehicle owner outside the CPZ operational periods. Parking will be permitted whilst the vehicle is charging and there will be a maximum stay of 12 hours.
 - 5 Installation of a 5m bay allocated for electric hire bikes.
 - 6 Converting existing single yellow lines to double yellow lines as shown on the plan.
- 3.3 Elements 1-3 of the measures does not require consultation and therefore these works started on 18th September 2023 and have been completed.
- 3.4 Elements 4 - 6 of the proposed measures, however, are subject to a statutory consultation which concluded on 5th October 2023.
- 3.5 Since the road is within a CPZ, during the CPZ operational periods, the proposed electric vehicle bay can only be used by permit holders and non-permit holders can use the bay outside the CPZ operational periods. To do otherwise would mean that the bay could potentially encourage non-permit holders and commuters to use this bay as a long term and daily parking facility particularly since it is so close to South Wimbledon tube station.
- 3.6 The proposed E-bike hire bay will be located in a strategically visible and accessible location given the proximity to South Wimbledon Tube Station, the CS7; surrounding transport links and Morden and Wimbledon Town centres. It should be noted that during the statutory consultation, it was considered that it would be appropriate to introduce a car club bay which can be incorporated by the relocation of the cycle hire bay and a reduction of the build out. It is therefore proposed to undertake a statutory consultation for the introduction of the two bays.
- 3.7 The proposed double yellow lines will ensure that access is maintained whilst providing a space and opportunity for service vehicles to stop to load and unload, particularly since before the

improvements started, it had become a free car park after 6.30pm Mon-Sat and all day Sunday which adversely impacted deliveries.

4. CONSULTATION

- 4.1 A statutory consultation to introduce elements 4 - 6 of the proposed measures was carried out between 14th of September and 5th October 2023. 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. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 1, was also circulated to all the properties within the catchment area.
- 4.2 The consultation resulted in 7 representations which are included in appendix 2 along with officer's comments. Of those who responded 4 object (2 of which are from the same property) and 3 are in support of the measures.
- 4.3 There were some concerns that the works had commenced prior to the conclusion of the statutory consultation. As detailed in the newsletter, only some elements of the measures were subject to a statutory consultation which will only be implemented after a final decision is made by the Cabinet Member for Transport. Those elements that were not subject to a consultation were implemented as they are independent of those subject to the statutory consultation.
- 4.4 All Emergency Services have been consulted and no objections have been raised.
- 4.5 All the ward Councillors have been engaged during the consultation process.

5.0 RECOMMENDATIONS

- 5.1 To meet the schemes' objectives it is recommended that the Cabinet Member approves the following:
- Installation of an EV parking bay that is necessary to gain access to the EV lamp column charge point.
 - Converting the existing single yellow line to double yellow lines which will ensure service vehicles would have the opportunity to gain access and stop to load and unload.
 - To undertake a statutory consultation to introduce a car club parking bay.
 - To repeat the statutory consultation for the introduction of the cycle hire bay at a new location.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would not address the overall objectives of the scheme. It will do nothing to:
- facilitate service vehicles / waste collection requirements.
 - Maintain access at all times.
 - Promote cycling and use of sustainable and alternative modes of transport.
- 6.2 To exclude the EV bay from the CPZ. The road is in an existing CPZ and as per all other EV bays within CPZs throughout the borough, the bay should be available to permit holders only during the CPZ hours of operation; otherwise the bay will be subject to misuse by those who reside within Spur House who are likely to monopolise the bay and given its close proximity to the tube station it will attract commuter parking whereby EV owners would be able to park for 12 hours.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposals is estimated at £105k. Costs will be met by CIL funding.

8.0 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The required Notice for the junction entry treatment will be made under section 90C of the Highways Act 1980.

- 8.2 The Traffic Management Orders would be made under Section 6 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). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.3 The Council has discretion as to whether to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.4 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of any scheme endeavours to meet the needs of all road users particularly the more vulnerable such as those with disabilities and children. Within the proposal, the provision of the EV infrastructure and associated bay, cycle hire bay and car club bay will provide a number of alternatives and opportunities for the local community to utilise. The public realm improvements creates a better environment particularly for the residents.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11.0 ENVIRONMENTAL IMPLICATIONS

- 11.1 Proposing electric vehicle and electric bike bays benefits the environment by encouraging sustainable transport.

APPENDICES

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

Appendix 1- Newsletter / Plan

Appendix 2- Representations

Appendix 3 – Plan - New arrangements for Car club and cycle hire bay.

MERTON COUNCIL

Milner Road Public Realm Improvements

Statutory consultation
September 2023

Cllr Stephen Alambritis MBE
Cabinet Member for Transport



Dear Resident / Business,

The purpose of this newsletter is to inform you that Merton Council will be carrying out some public realm improvements on Milner Rd between its junction with Morden Road and the closure point.

The measures are shown on the plan overleaf and include:

- Narrowing of the junction and installing a raised entry treatment to improve safety for all user groups.
- Resurfacing of the footway.
- Resurfacing of carriageway with buff coloured stone chips.
- Widening the footway on both sides of Milner Road and introducing trees with tree grills.
- Installation of an EV lamp column charge point along with the associated electric vehicle parking bay that can be used by S1 permit holders during the CPZ periods of operation and by any electric vehicle owner outside the CPZ operational periods. Parking will be permitted whilst the vehicle is charging and there will be a maximum stay of 12 hours. This element of the scheme requires a statutory consultation.
- Installation of a 5m bay allocated for electric hire bikes. This element of the scheme requires a statutory consultation.
- Proposed double yellow lines (no waiting and loading restrictions) as shown on the plan. This element of the scheme requires a statutory consultation.

The statutory consultation will start on 14th September and conclude on 5th October 2023.

A Notice of the Council's proposals to introduce the electric vehicle parking bay, the hire e bike bay and 'At any time' waiting and loading restrictions, will be published in Wimbledon and Wandsworth Times and the London Gazette. Notices will also be posted on lamp columns along the road.

Representations against the proposals described in this Notice must be put in writing, either email Traffic.AndHighways@merton.gov.uk or write to the Environment, Civic and Climate Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than **5th October 2023**, quoting reference - **ES/RH/Milner Road2023** and please ensure you include your postal address.

Please note that a statutory consultation is not a vote or a tick box exercise. The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important when making a final decision. We also would welcome comments of support.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Please note that responses to any representations received will not be made until after the Cabinet Member has made a final decision.

This information is also available on Merton Council's website and will be updated as the proposal progresses.
www.merton.gov.uk/MilnerRoad

Please note that the statutory elements of this scheme will only be implemented once the consultation period has ended.

Date and Time of Works

The works are scheduled to commence on **18th September 2023** and are expected to take **3 weeks to complete**, weather permitting.

The construction work will generally be carried out between the hours of **8am and 5pm, Mondays to Saturdays**. FM Conway Ltd will carry out the works on behalf of the Council.

The junction with Morden Road will be closed to vehicular traffic during the construction of the raised entry treatment. During this period the central road closure bollards will be temporarily removed to allow for access only. A notice will be displayed on the street in advance of this closure.

Parking will be suspended within the work zone for the resurfacing of the carriageway and kerb installation and notices will be displayed along the street in advance giving the dates of the parking suspensions.

Further Information and Contact Details for the Works

The person looking after these works is
Cyril Sheahan FM Conway Ltd:
07881912816 / 020 8636 8822

The contractor will erect information boards on site and their staff will be able to update you on the progress as the works proceed. Please do not hesitate to ask the staff on site should you require any assistance. Merton Council and F M Conway Ltd apologise in advance for any inconvenience caused.

Your Abbey Ward Councillors (Contact details of Ward Councillors are provided for information purposes only)

Cllr John Braithwaite john.braithwaite@merton.gov.uk
Cllr Mike Brunt mike.brunt@merton.gov.uk
Cllr Klaar Dresselaers klaar.dresselaers@merton.gov.uk

Cllr Stephen Alambritis MBE, Cabinet Member for Transport stephen.alambritis@merton.gov.uk

I am the owner of Flat .. Spur House, Milner Road. I have seen a lot of unhappy emails this morning from fellow residents about the changes taking place on Milner Road.

I'd actually like to register my support of the changes being made

My thoughts are as follows:

- Flats in Spur House have never come with parking permits, parking has never been an expectation for those living in the building
- The vast majority of residents do not make use of Sunday parking, there are 3 or 4 car owners in the building, and presumably those are the ones who have been emailing you
- The flat is next to some of the best and most reliable public transport in the country
- Milner Road has always had an issue with cars idling in the road to pick up commuters from the tube station, I would like this to be reduced
- A narrower street and trees would be a net benefit to the vast majority of local residents and make the area a nicer place to be.
- Points made about loading/delivery vans are silly, nobody is going to fine a delivery van for pulling up on a Sunday, in the same way that they wouldn't do so any other day of the week

Comments have been made that if enough opposition is raised, all of the work will be reverted. Please do not do this, it is such a waste of taxpayer money

Thanks for the letter regarding the works at Milner Road. I think it will be good to lift the street up and having the street looking better. Although I'm a bit unsure about the congestion that will inevitably happen with supermarket deliveries and the refuse/recycling trucks on the narrower street - but I'm sure they'll work it out.

As part of the consultation for the works on Milner Road, I would like to suggest that the proposed EV bay retain the 12-hour limit, but not assigned to S1. As the old Merton Park S1 area already has 15 EV lamp column chargers. I also hope the EV charger will be provided by Char.gy.

Also is it possible for a limited number of Spur House residents with EVs to be granted parking permits? I have a job that requires business travel outside of London and this is the reason I have a car. Although I always take public transportation within the city, the car is my gateway for business travel to small towns outside of London.

Officer's comments

The property is car free and therefore legally residents / owners of Spur House are not entitled to permits. To do otherwise would be against the legal agreement; against policy and it would set a precedent.

To ensure that the EV bay is not subject to misuse and since it is within a CPZ, it is necessary for the bay to be subject to the CPZ operational periods. This means that permit holders will be able to use the bay during the operational periods and non-permit holders can use the bay outside the CPZ operational periods.

The residents are pleased to see your plans for Milner Road, but whilst carrying out this work can you stop the nuisance of motorcycles passing through the posts at the Morden Road end
The current signs do not stop them zooming through and one day a child will be injured when not expecting these motorcycles

I would be pleased if you are able to help whilst carrying out this work

Officer's comments

The existing signs are the appropriate legal signs. Such behaviour is an issue across the borough and even with ANPR camera enforcement, it has been observed that riders simply push their bikes through the restrictions and then continue their journey. Notwithstanding, a request has been made to Parking Services to undertake some enforcement at this location.

I am an owner and resident at flat Spur House.

I am writing regarding the Milner Road Public Realm Improvements which have commenced before we had a chance to even review and dispute the works?

Please can you stop these immediately until our concerns are reviewed as per the letter informing us of this was only received last Thursday? The letter states we have until the 5th October yet the work has commenced

immediately. This is a waste of our public money should this not go in your favour.

I would like to make the below points to be considered.

1. There is no allocation for the evening free parking & Sunday free parking we heavily rely on we want to understand why we are not being compensated for taking this away from us as you are devaluing our property?
2. My Mother is significantly immobile and for her to visit we need to be able to park a car outside for free so she has short and easy access to my home. Sundays were the only day she would travel from the midlands with my sister so she can visit me and my children. Now we have no parking she will be in too much pain to walk a distance once the car is parked without getting a fine!
3. This has a significant impact on our local economy the gym downstairs and yoga house which are open on Sundays will lose Sunday customers due to no parking
4. The bin men entering our road will now have to struggle more to get access to our bin rooms which looking at the plans you will block with trees & bike bays.
5. Most importantly there is no easy access considered for emergency services - do you know our building is currently at tribunal as we are not fire safe. Our solicitor can give you more detail about our case currently at Tribunal. Happy to provide evidence and proof should it be requested. We need to make sure there is easy access for the FIRE services to get through without any obstacles. Please pause the works until this is sorted.

I look forward to acknowledgment of this email and a very quick response within 24 hrs and please stop digging up our road until this is settled.

This is incredibly frustrating and not only that there has been a complete disregard to the process making a complete mockery of the system. Merton Council are showing a complete disregard to the process.

Officer's comments

The proposed scheme is a public realm scheme which incorporates highway and environmental enhancements, parking restrictions to ensure safe access and movement, EV charge points and e-bike hire bays. The Council is also proposing the introduction of a car club.

Spur House is permit free and all residents would have been informed prior to purchase of the property. The residents of Spur House are not eligible for a permit. This agreement is in place to ensure that the impact of any development on the local community is minimised.

The public highway is not a free car park and no one motorists should rely on free parking provisions. Traffic and parking restrictions on the highway can change at any time and no one resident or road user should consider on street parking as a permanent facility.

The proposed double yellow lines will ensure access for service vehicles and emergency vehicles are maintained at all times. With unregulated evening and weekend parking, service vehicles have no opportunity to stop to load and unload.

Representation from same property as above

Writing to express my frustration at your recent letter concerning the works on Milner Road. Firstly I'd like to highlight how disingenuous the claim of a 'consultation period' is. We received letter on 14th September & the works started on the 17th. Apparently the proposed works will take 3 weeks. The end of the consultation period is stated as October 5th. By the end of the consultation period the works will be complete. So If after the consultation period some of our objections are upheld, do the council plan on reversing the works? I somehow doubt it, which makes the claim of a consultation period a sham.

With regards to the actual works themselves; my feeling is the proposals are not in the best interests of the residents of Spur House.

We will lose our ability to park on the street outside the building after 6.30pm in the evenings and all day on Sunday. For many of the residents of Spur house taking this away will greatly damage quality of life. Many of us including myself have elderly relatives & friends visit, and they will lose the ability to park nearby. It will also affect our ability to get crucial utilities individuals into serve us, Plumbers electricians etc....where will they park.

It will also affect our ability to get deliveries, be that from takeaways, or amazon etc as they will no longer be able to park outside the building on the double yellow lines proposed.

Also has the council considered the affect on the local economy? The Yoga Studio and the F45 Gym will lose business in the evenings and on Sundays as their customers will no longer be able to park on Milner Road.

Has the council considered how it will affect the ability of the bin men to get access to remove our bins now the

road will be narrower?

The installation of EV Charge point & bay for electric hire bikes will benefit the community as a whole, but why not place those on a part of Milner Road that already has parking. Residents of Spur House have no ability to get parking permits, and now our ability to park for free is being taken away at certain times is being taken away because of these installations. Seems incredibly unfair.

Officer's comments

The proposed scheme is a public realm scheme which incorporates highway and environmental enhancements, parking restrictions to ensure safe access and movement, EV charge points and e-bike hire bays. The Council is also proposing the introduction of a car club.

Spur House is permit free and all residents would have been informed prior to purchase of the property. The residents of Spur House are not eligible for a permit. This agreement is in place to ensure that the impact of any development on the local community is minimised.

The public highway is not a free car park and no one motorists should rely on free parking provisions. Traffic and parking restrictions on the highway can change at any time and no one resident or road user should consider on street parking as a permanent facility.

With the kerbside space being utilised by some of the Spur House residents, it is debatable that there would be sufficient road space remaining to accommodate deliveries and those visiting The Yoga Studio and the F45 Gym. This area is served extremely well by public transport and in line with the Council's various policies, visitors are discouraged from using private motorised vehicles.

The proposed double yellow lines will ensure access for service vehicles and emergency vehicles are maintained at all times. With unregulated evening and weekend parking, service vehicles have no opportunity to stop to load and unload.

As detailed within the newsletter, only certain aspects of the proposed measures are subject to a statutory consultation. The civil aspects of the scheme are not subject to a consultation and can be implemented independent to the statutory aspects of the proposed parking measures.

Although it is appreciated that some residents may consider parking a priority, the scheme is not designed to facilitate additional parking and parking provisions would compromise the objective of the improvements and it would be against Council's various policies in discouraging the use of private motorised vehicle; will do nothing to encourage a change in behaviour and attitude toward active travel and use of sustainable transport particularly in an area where it is well served by public transport. The proposed cycle hire bay will provide provisions for active travel and the car club will provide a good alternative for those who may need to drive.

I was most concerned to hear of the works being carried out in Milner Road, SW19 3BS without consultation to the residents of Spur House, Milner Road.

The narrowing of the road raises the following concerns:

Restriction of access by emergency services if the electric bays are taken up with charging cars/ebikes

Restriction of access for loading/unloading for residents moving or unloading heavy goods.

Restriction of access to delivery vehicles.

Restriction of access to tradesmen who may need to unload machinery to carry out their work for residents.

Restriction of access for refuse collectors to the bin store at Spur House

Loss of free parking for residents of Spur House on a Sunday or after peak hours

Loss of parking for the Yoga studio and gym which will greatly affect their customers.

Why have the residents who are directly affected by these changes not been consulted?

I object strongly to the changes being made for the above reasons.

Officer's comments

The proposed parking spaces are within a layby and therefore will not impede vehicular access.

Delivery vehicles are permitted to load and unload on double yellow lines. With all available space being used by

visitors and Spur House residents, it is extremely unlikely that there would be any space available for service vehicles to stop safely to load and unload.

Tradesmen will be able to load and unload on the yellow lines but they will not be able to park. This is no different to the current situation as currently parking is not permitted between 8.30 and 6.30 Mon-Sat.

Refuse collectors will still be able to have access to the bin store and the crossover.

With the kerbside space being utilised by some of the Spur House residents, it is debatable that there would be sufficient road space remaining to accommodate deliveries and those visiting The Yoga Studio and the F45 Gym. This area is served extremely well by public transport and in line with the Council's various policies, visitors are discouraged from using private motorised vehicles.

The public highway is not a free car park and no one motorists should rely on free parking provisions. Traffic and parking restrictions on the highway can change at any time and no one resident or road user should consider on street parking as a permanent facility.

The proposed double yellow lines will ensure access for service vehicles and emergency vehicles are maintained at all times. With unregulated evening and weekend parking, service vehicles have no opportunity to stop to load and unload.

Residents have been consulted on the statutory elements of the scheme. As detailed within the newsletter, only certain aspects of the proposed measures are subject to a statutory consultation; other aspects that started prior to the conclusion of the statutory consultation were not subject to consultation.

Following the letter dated September 2023 we are writing as part of the consultation for the Milner Road Public Realm Improvements. As residents of Spur House, we have an objection to parts of the proposal and would appreciate your consideration of our request.

By way of background, we have lived in Spur House since the building was completed in 2016. Upon purchase of our flat, we were aware that parking permits were not available for the development. With this in mind, we have used alternative parking, including locations which are far away from our property. We require a car for our occupations as they involve driving around the UK to areas which are not accessible via public transport.

We have now been in our property for seven years, during which time we have supported the local economy, paying our Council Tax and utilising the businesses in the borough on a daily basis. It is therefore disappointing that the Council have not considered the need to provide a limited number of parking permits for the Spur House flats. We understand the need to reduce emissions in the borough, which is why we took a decision to purchase a fully electric vehicle (EV). Given the increase in EVs - and the Council's ambition to reduce emissions - it would seem prudent to develop more forward-thinking policies in this area. There are a number of residents in our building who also own EVs and who, like us, are unable to park near to our property.

Would it be possible for Merton Council to provide limited permits to owners of EVs, particularly given they do not contribute to the carbon footprint in the area? This would be a tangible way of demonstrating a commitment to EVs, rather than implementing a policy which puts EVs in the same category as high emissions vehicles.

Even the EV charger outside the building will not be accessible to us as this is also permitted. Are you able to confirm why this is the case given there are EV chargers in the current S1 permit zone?

We would like to voice our objection to the double yellow lines as we need to leave early in the morning to attend meetings of a daily basis and this will prevent us from ever parking outside our own property. This will in turn add an additional 20 minutes every day to reach our car which is incredibly inconvenient and once again seems unfair given we own an EV. This will also impact on local businesses - including the F45 gym - as their members will not be able to park outside for the early morning or evening classes.

If you are familiar with the street, you will be aware that there is clearly space available for a limited number of cars.

If the Council are unable to provide some support with this, we will have no choice but to consider moving out of the borough. This would be a shame given we enjoy living here and contribute to many aspects of life in the area.

Hopefully you will be able to take into account our request and we would be happy to discuss further if needed.

Officer's comments

Spur House is permit free and all residents would have been informed prior to purchase of the property. This is a legal agreement designed to reduce car ownership (regardless of type of vehicle) and to protect existing residents from the impact of the development. The residents of Spur House are not eligible for a permit.

With regards to the EV bay, as per all other EVs in a CPZ, only permit holders will be able to use it during the CPZ operational periods and outside the CPZ hours, non-permit holders will be able to use it. To do otherwise would mean that the bay will be subject to misuse throughout the day and all day as it would encourage non-permit holders and commuters to use this bay as a daily parking facility.

Plan – Proposed Car club bay and cycle hire bay

Appendix 3

