

## **NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY**

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**

Proposed GC1 CPZ (Streatham Road area) – statutory consultation

### **2. Reason for exemption (if any)**

### **3. Decision maker**

Councillor Martin Whelton, Cabinet member for regeneration, environment and housing

### **4. Date of Decision**

22 December 2016

### **5. Date report made available to decision maker**

21 December 2016

### **6. Decision**

A) Notes the results of the statutory consultation carried out between 27 October and 18 November 2016 on the proposal to introduce a Controlled Parking Zone (CPZ) GC1 to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way.

B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.

C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed GC1 CPZ to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No.Z78-237-01A in Appendix 3.

D) Agrees to proceed with the making of an Exemption Order to allow footway parking.

E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

### **7. Reason for decision**

Support for the introduction of a controlled parking zone following consultation with residents living in the proposed zone.

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

Not to introduce a controlled parking zone would go against the opinions expressed in the consultation.

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

None

**10. Declarations of Interest**

None



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

22 December 2016

# Committee: Cabinet Member Report

**Date:** 16<sup>th</sup> December 2016

**Agenda item:**

**Wards:** Graveney

**Subject:** Proposed GC1 CPZ (Streatham Road area) – statutory consultation

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

**Forward Plan reference number:** N/A

Contact Officer: Barry Copestake; Tel 020 8545 3840

Email: [barry.copestake@merton.gov.uk](mailto:barry.copestake@merton.gov.uk)

## Recommendations:

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

- A) Notes the results of the statutory consultation carried out between 27 October and 18 November 2016 on the proposal to introduce a Controlled Parking Zone (CPZ) GC1 to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed GC1 CPZ to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way, operational Monday to Friday, between 8.30am and 6.30pm as shown in Drawing No. Z78-237-01A in Appendix 3.
- D) Agrees to proceed with the making of an Exemption Order to allow footway parking.
- E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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## 1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce a CPZ in the Streatham Road area of Graveney Ward, to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMO) for the proposed GC1 CPZ to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic

Avenue and Rural Way, operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No.Z78-237-01A in Appendix 3.

## 2 DETAILS

2.1 The key objectives of parking management include;

- tackling of congestion by reducing the level and impact of traffic in town centres and residential areas,
- making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures,
- managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy,
- improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas and
- encouraging the use of sustainable modes of transport.

2.2 CPZs aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:

Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.

Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.

2.3 A CPZ includes double yellow lines (no waiting 'at any time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.

2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are

arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

### **3 INFORMAL CONSULTATION**

- 3.1 The Council received a petition on 25 April 2014 from some residents of Streatham Road requesting parking restrictions in their road.
- 3.2 The informal consultation on proposals to introduce parking controls in the Streatham Road area commenced on 20 May 2016 and ended on 10 June 2016. 117 premises were consulted via documents containing a newsletter explaining the proposals; an associated plan showing the proposed parking layout and a sheet of frequently asked questions. Residents were directed to the Council website to fill in the online questionnaire. The consultation document was posted to all properties within the boundary of the proposed scheme.
- 3.3 The consultation resulted in 22 questionnaires being returned (after removing duplicates / multiple returns from some households), representing a response rate of 18%. Of the 22 who responded, 86% support a CPZ in their road, compared to 5% who do not and 9% who are unsure. Residents were also asked which days of operation they would prefer if a CPZ was introduced in their road. Results show that 45% of respondents prefer Monday – Friday and 55% support Monday – Saturday. Residents were further asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show that 77% of respondents prefer 8.30am – 6.30pm, while 9% prefer 10am – 4pm and 14% prefer 11am – 3pm. To summarise, 86% are in favour of a CPZ to operate Monday – Saturday 8.30am – 6.30pm.
- 3.4 The results of the consultation along with officers' recommendations were presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration on the 16 September 2016, after which the Cabinet Member approved the undertaking of the statutory consultation for a GC1 CPZ to operate Monday – Friday, between 8.30am – 6.30pm. Reason for this decision was to have a CPZ operating Monday – Friday to match the operating times of the neighbouring CPZ.

### **4. STATUTORY CONSULTATION**

- 4.1 The statutory consultation on the Council's intention to introduce parking controls in Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way, included in the GC1 CPZ, commenced on 27 October 2016 and ended on 18 November 2016. 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 Guardian 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, see Appendix 1, was also distributed to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:
  - The outcome of the informal consultation
  - Cabinet Member decision
  - The undertaking of the statutory consultation
  - A plan detailing the following

- Hours of operation of the zone (Monday to Friday between 8.30am and 6.30pm)
- Double yellow lines operating “at any time’ without loading restrictions
- Single yellow lines (mainly between parking bays and across dropped kerbs)
- The various parking bays
- Zone boundary

4.3 The statutory consultation resulted in 7 representations received which included 2 representations in support, 1 in support but also requesting application for a disabled resident parking bay, 3 representations with suggested amendments and 1 objection with concerns for parking availability resulting from the proposed scheme. Details of these representations along with officer’s comments are detailed in Appendix 2.

4.4 In accordance with the Greater London Council (General Powers) Act 1974, parking on any part of a footway is illegal; although there are occasions where provided there is sufficient footway width (minimum 1.5m) parking on footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway comprises of a grass verge. The Bungalows, Rustic Avenue and Rural Way have sufficient footway width to allow partial footway parking (two wheels on the footway). See section 5.3 for this recommendation.

#### **Ward Councillor comments**

4.5 The Ward Councillors have been engaged during the consultation process and following the conclusion of the consultation, they are supportive of the recommendations made and have no further comments to make.

#### **Revised design layout**

4.6 With the closure of the coach garage on the corner of Streatham Road and Caithness Road (south of the railway bridge) the existing coach parking bay on Streatham Road are no longer necessary and therefore it is proposed to introduce 64 metres of parking places consisting of 30 metres of permit parking and 34 metres of shared use parking, in its place. Additionally in response to a representation received requesting an additional parking place at the southern end of Rural Way, it is proposed to introduce a parking bay outside No.31 Rural Way.

4.7 The revised design layout of the proposed GC1 CPZ scheme layout is in Appendix 3.

### **5. PROPOSED MEASURES**

5.1 The proposed GC1 CPZ, to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way operational Monday to Friday between 8.30am and 6.30pm as shown in Drawing No.Z78-237-01A in Appendix 3.

5.2 The CPZ design comprises of mostly permit holder bays to be used by residents, and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

5.3 An element of pay and display parking to facilitate visitors / shoppers to the area for local amenities has been included as part of the proposals.

5.4 It is recommended that the footway parking exemption be approved to maximise parking for residents and also create sufficient access for all road users including the emergency services.

#### 5.5 Hours of operation

Proposed operational hours are Monday to Friday, between the hours of 8.30am and 6.30pm.

#### 5.6 Permit issue criteria

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The cost of the first permit in each household is £65 per annum; the second permit is £110 and the third permit cost is £140. An annual Visitor permit cost is £140. The new Diesel levy will not be applied to the first permit that will be issued to this new CPZ but will be applied to renewals. Permit holders will be advised accordingly.

#### 5.7 Visitors' permits

All-day Visitor permits are £2.50 and half-day permits at £1.50. Half-day permits can be used between 8.30am - 2pm or 12 noon – 6.30pm. The allowance of visitor permits per adult in a household shall be 50 full-day permits, 100 half-day permits or a combination of the two.

#### 5.7 Pay and display parking

To provide parking for visitors to the local amenities pay and display will be proposed with a tariff of £1.20p per hour, with a minimum payment of 40p for 20 minutes. Maximum stay for pay and display parking will be 2 hours with a no return period of 2 hours. This facility will be in the form of shared use parking bays that can be used by permit holders and pay and display users.

### **6. TIMETABLE**

6.1 If a decision is made to proceed with the implementation of the proposed CPZ, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

### **7. ALTERNATIVE OPTIONS**

7.1 Do nothing. This would not address the current parking demands of the residents in respect of their views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users

### **8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

8.1 The cost of implementing the proposed measures is estimated at £13k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by the Environment and Regeneration revenue budget for Parking Management schemes.



## **9. LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 The Traffic Management Orders 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). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 9.2 The Council has discretion as to whether or not 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.
- 9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 9.4 The Exemption Order for the footway parking will be made under section 15 of the Greater London Council (General Powers) Act 1974.

## **10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

- 10.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 10.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

## **11. CRIME AND DISORDER IMPLICATIONS**

- 11.1 N/A

## **12. RISK MANAGEMENT IMPLICATIONS**

- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 12.2 The risk in not addressing the issues from the informal consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.



### **13. ENVIRONMENTAL IMPLICATIONS**

- 13.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 13.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as 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. These powers must be exercised so far as practicable having regard to the following matters;
- a) The desirability of securing and maintaining reasonable access to premises,
  - b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,
  - c) The national air quality strategy,
  - d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers,
  - e) Any other matters appearing to the Council to be relevant.

### **14. APPENDICES**

- 14.1 The following documents are to be published with this report and form part of the report.
- a) Appendix 1 - Statutory consultation document and Drawing No.Z78-237-01
  - b) Appendix 2 - Representations with officer's comments
  - c) Appendix 3 – Drawing No.Z78-237-01A (Revised scheme layout)

# Proposed Controlled Parking Zone (CPZ) GC1 Streatham Road Area



Councillor Martin Whelton  
Cabinet Member for  
Regeneration, Environment and  
Housing.  
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ISSUE DATE: 27 OCTOBER 2016

## Dear Resident/Business

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between June 2016 on the proposal to introduce a controlled parking zone (CPZ) in your road.

## VSW CPZ CONSULTATION RESULTS

The consultation resulted in a total of 22 questionnaires returned from the roads within the proposed CPZ area representing a response rate of 18%. A detailed road by road analysis of the results show that 86% support a CPZ in their road, compared to 5% who do not and 9% who are unsure or did not comment. Residents were also asked which hours of operation they would prefer should the CPZ be introduced in their road. Results show 77% of respondents prefer 8.30am – 6.30pm, 14% prefer 11am – 3pm and 9% prefer 10am – 4pm. On the days of operation, the results shows that 45% of respondents prefer Mon – Fri, and 55% support Mon – Sat.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Environment, Regeneration and Housing on the 16 September 2016. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzgc1](http://www.merton.gov.uk/cpzgc1).

After careful consideration of the consultation results and officers recommendations the Cabinet Member has agreed to proceed with a statutory consultation to include Streatham Road (between the rail bridge south of The Bungalows and the borough boundary), The Bungalows, Rustic Avenue and Rural Way, into the proposed GC1 CPZ, operational Monday to Friday between 8.30am and 6.30pm. **Please see plan overleaf.**

## WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce

## GRAVENEY WARD COUNCILLORS

**Cllr Linda Kirby**  
Tel - 020 8545 3425  
Email: [linda.kirby@merton.gov.uk](mailto:linda.kirby@merton.gov.uk)

**Cllr Gregory Patrick Udeh**  
Phone: 0786 2735542  
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**Cllr John Dehaney**  
Phone: 07772 799 036  
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The contact details of ward councillors are provided for information purposes only

**Request for document translation**  
**PROPOSED CPZ GC1- STREATHAM ROAD AREA**  
If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

Nése ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.

এই সংকেতের মূল অর্থের ধর্ম এবং অর্থের (সহ) ধর্মের জন্য এই পত্রটি লিখুন এটি আপনার মাতৃভাষায় অনুবাদ করতে চান।

Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.

만일 본 서부의 어떤 부분이라도 귀하의 모국어로 설명된다면, 상거부에 표시하십시오. 우리에게 알려주세요. 서식으로 연락하십시오.

Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą listemną lub telefoniczną pod poniższymi danymi adresem lub numerem telefonu.

Caso voce necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.

Haddii aad u baahan tahay in qayb dukaumentigan ka mid ah liguugu sharxo luqadahaada, fidan sax ku calaamadee sanduqa oo nagula soo xiriir warqad ama telefoon adigoo fahmayaha macluumaadka talaban hoose ku yaali.

Si desea que alguien parte de este documento se traduzca en su idioma, lo rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.

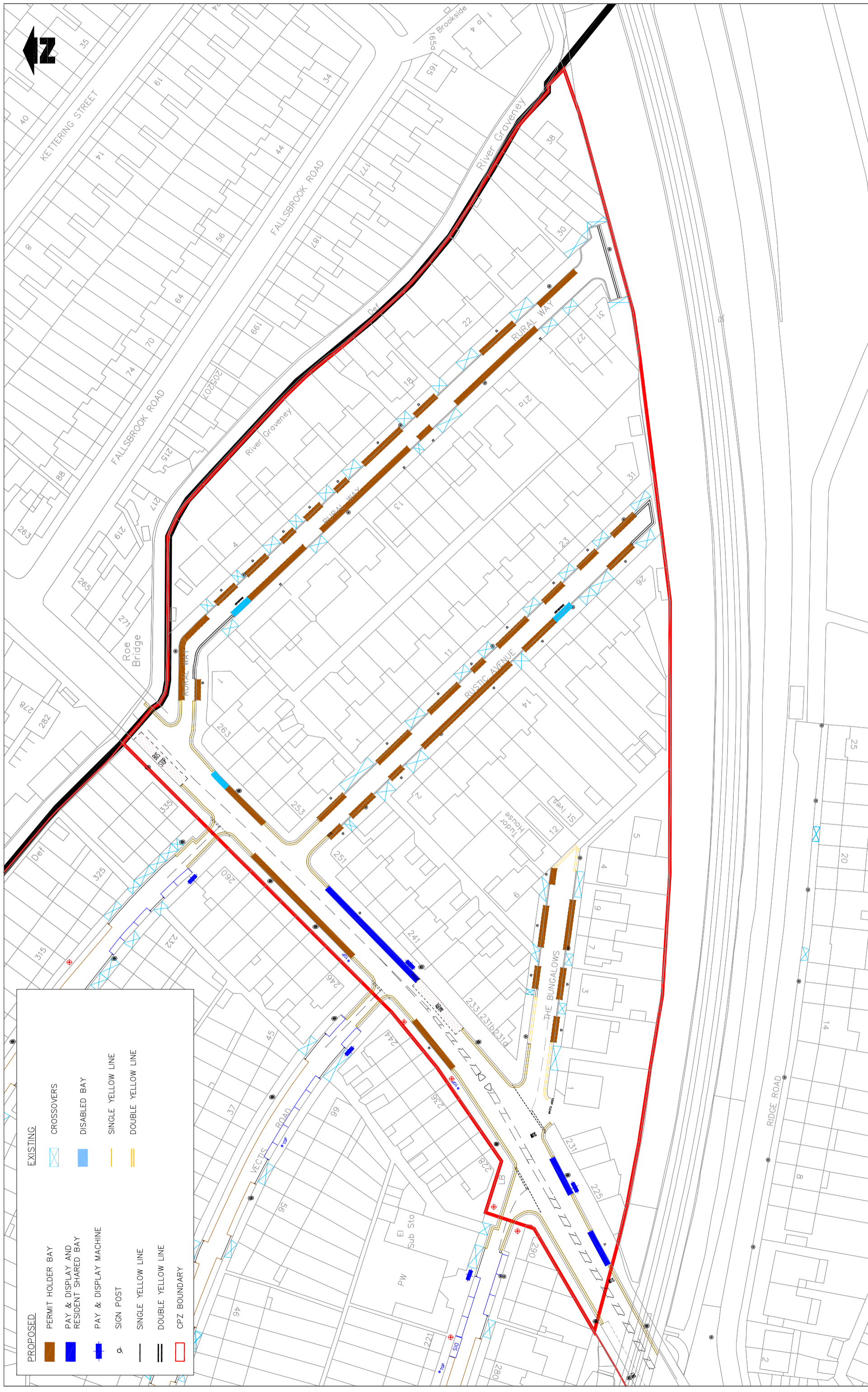
ദില്ലി ഉപജില്ലയിലെ ഏതെങ്കിലും ഭാഗം ഈ രേഖയെക്കുറിച്ച് വിശദീകരിക്കാനോ അതിന്റെ ഭാഗം മറ്റൊരു ഭാഷയിലേക്ക് തിരിയ്ക്കാനോ നിങ്ങളുടെ അഭ്യർത്ഥനയെ അംഗീകരിക്കാനോ ഞങ്ങൾ സാധിക്കുമെന്ന് പ്രതീക്ഷിക്കുന്നു.

*Paul Atie*

Large print  Braille  Audiotape

Your contact:  
Name..... Paul Atie,  
Address..... Merton Civic Centre,  
..... London Road, Morden,  
..... SM4 5DX  
Telephone.....





PROPOSED		EXISTING	
	PERMIT HOLDER BAY		CROSSOVERS
	PAY & DISPLAY AND RESIDENT SHARED BAY		DISABLED BAY
	PAY & DISPLAY MACHINE		SINGLE YELLOW LINE
	SIGN POST		DOUBLE YELLOW LINE
	SINGLE YELLOW LINE		
	DOUBLE YELLOW LINE		
	CPZ BOUNDARY		

**Notes**  
Do not scale from this drawing

Rev	Revisions	Drawn	Sig.	Date	Chkd.	Sig.	Date	App.	Sig.	Date

**Sustainable Communities**  
environment & regeneration

**TRAFFIC & HIGHWAYS**

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London Borough of Merton 100019259

**PROJECT**  
GC1  
CONTROLLED PARKING ZONE

**TITLE**  
PROPOSED  
DESIGN LAYOUT

**merton**  
Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
www.merton.gov.uk

Drawing No: Z78-237-01  
Revision: -  
Classification: CONSULTATION  
Scale: 1:500 @A1

## Appendix 2 - Representations and Officer's Comments

### ES/GC1/001

I am writing regarding my opposition to the proposed Parking Zone at the cul-de-sac end of Rural Way. As the proposal stands there will be just 2 parking bays which are to serve 11 houses. Some of the houses have a driveway where a single vehicle can fit however not all houses have this and there are a number of households that have two or more cars. One household has four cars.

We have lived in Rural Way for eleven years and we have always been able to park outside our house. We only have one car which we need as my youngest son is unwell and unable to take public transport. With the proposals as they stand, we would no longer be able to park either outside our house or by the side of our house as there will be single and double yellow lines. This means that we will be competing for the 2 proposed parking spaces across the road from us along with 10 other households. Due to my son's illness we cannot consider getting rid of the car.

My suggestion is that a parking bay be made outside our house which uses part of the pavement. The pavement is sufficiently wide so there is plenty of room for this leaving enough room for disabled access on the pavement. Although this is only one more space, it would at least help to reduce the pressure on car parking spaces a little.

I would be grateful if you could consider this suggestion as I am concerned that not only will this proposal be costly for anyone with a car but it will also cause animosity between neighbours with us all competing for so few car parking spaces.

#### **Officers Comments:**

***Giving consideration to the request for an additional parking and following further investigation it is proposed an additional 5 metre parking bay be introduced partly on the footway, this still maintains a carriageway clearance of 3.6 metres wide with sufficient clearance from the entrance to the turning head at the end of Rural Way.***

### ES/GC1/002

I received your notice about the above CPZ proposals and think that the hours of 0830 to 1830 Monday to Saturday would make life difficult for residents who have visitors and would suggest it would be more flexible to make it 1000 - 1600. This still stops people using it as a park and ride option, and would mean that locals wouldn't have to use visitor parking permits for pick up and drop off before and after school, and returning from work. I think Saturdays should be 1000 to 1300 approx.

There is a huge issue in Rural Way with people parking in the turning area at the cul-de-sac end. It would really help if this was made DOUBLE yellows rather than single for some of it. If people park in the turning area, delivery vans and emergency vehicles and refuse lorries cannot turn or gain access. This has been a problem for many years and I (as a Rural Way resident of the cul-de-sac!) make myself very unpopular asking people to move their cars.

#### **Officers Comments:**

***During the informal consultation stage the majority of respondents of the local community expressed favour for operational hours of 8.30am – 6.30pm, Monday – Saturday. After consideration of the informal consultation results and officers' recommendations the Cabinet Member approved the undertaking of the statutory consultation for a GC1 CPZ to operate Monday – Friday, between 8.30am – 6.30pm. Reason for decision was to have a CPZ operating Monday – Friday to match the operating times of the neighbouring CPZ.***

***It is likely that following the introduction of the CPZ an increase in vacant parking places and regular turnover will be available and reduce pressure to park in places that may cause an obstruction. It is proposed no waiting 'at any time' (double yellow line) be introduced along the southern Eastern extremity of the turning head in Rural Way to assist with vehicle movements.***

**ES/GC1/003**

I am in favour of the controlled parking zone, but I would like to have a marked disabled bay outside my house as I have a disabled badge. Please can you tell me how I would go about doing this?

**Officers Comments:**

***If you are a Blue Badge holder with no usable off-street parking space and have difficulty in parking on the street near your home, we may be able to provide a disabled parking bay near your house. For further information and to apply for a disabled residents parking bay please use the following link;***

***<http://www.merton.gov.uk/disabledbays>***

**ES/GC1/004**

I am writing to say that I totally AGREE with the proposal to install the above CPZ for the hours of 8.30am to 6.30pm Monday to Friday.

**ES/GC1/005**

My parents bought and moved into this property in 1972 after they got married. They then raised myself and my older brother here. During the 30 years that I first lived at this address, my family have suffered many crashes to our vehicles whilst they have been parked on Streatham Road, outside our property during the night. Generally, the culprit never stops to leave their details, and in the few more serious events where ambulances and police were called with the culprit still at the scene, they have managed to avoid any blame. This has resulted in one of my parents' cars being written off and many other repairs at cost to my parents in one way or another.

In June, this year, I moved back into the property with my wife and young daughter since inheriting the property in 2012, after my mother passed away. In the 5 months that I have been living back here, our cars have been hit 3 times whilst they were parked on Streatham Road. For this reason, we prefer to park on Vectis Road as there is far less traffic passing our vehicles. Since an existing CPZ was in place, we purchased permits to allow us to park in this road. We have had no such incidents as of today, whilst parked on this road.

Additionally, as the number of vehicles on the road has increased, we have seen that it has become much harder to find a parking space outside our property. My father always managed to park directly outside our house, but this isn't always possible now. This was also a catalyst for purchasing the permits as my wife is at home caring for our daughter and is unable to guarantee a parking space when she returns from going out. Something that is not a problem on Vectis Road because of the current CPZ GC. Sometimes there are spaces on the opposite side of Streatham Road to our house, but since we have a young daughter, it isn't the best idea for my wife to have to cross a very busy road, with my daughter in her arms and sometimes with shopping too.

When we received the survey about the newly proposed parking zone on Streatham Road, we were very pleased, hoping it was an extension of the existing GC zone. We have since learnt that it will be an entirely new zone, and that we will no longer be able to purchase permits for the GC zone on Vectis Road. This means that we are being forced to park on Streatham Road, where our cars are much more likely to be crashed into, as we have already seen in the 5 months since moving into this property. Alternatively, we could park further away from our house on one of the side roads (The Bungalows, Rustic Avenue, or Rural Way), but as with parking on the opposite side of the road to my property, it is not a great position to be in, having to cross a very busy road, with a young daughter. There are crossing points, but only one of them is a zebra crossing which would require a greater distance to walk and the other is just an island in the road. Cars travel along this section of Streatham Road at speeds that are far quicker than the speed limits, making this not a very safe place to cross the road.

Also, I am sure you are aware of the new building that is soon to be erected on the corner of The Bungalows and Streatham Road, by the railway lines, that this new zone will include. Any reduction in cars being allowed to park here currently will surely increase once the properties in the new development have been sold and people are moving in. They will also require somewhere to park their vehicles.

Whilst we are all for making this Streatham Road Area a Controlled Parking Zone to prevent people parking their cars here and then commuting into Central London, we feel that the new zone will cause more



restrictions than it will remove. The survey that was sent around, did not make it clear that this would be a new zone and not an extension of GC, which swayed our decision as to when the CPZ should be enforced. To my wife and I, it makes much more sense to make GC1 an extension of GC and we are not clear why this wasn't the decision that was reached by the council. We would like to request that in the very least, the restriction of purchasing permits in CPZ GC is removed to allow us to continue to park on Vectis Road and avoid the many crash incidents that I can guarantee will occur to our vehicles whilst parked on Streatham Road, or putting my daughter at risk parking on quieter roads and having to cross Streatham Road.

**Officers Comments:**

***The purpose of the CPZ is to prioritise parking provision for residents to park in their own roads. It is likely that following the introduction of a CPZ an increase in vacant parking places and regular turnover will be available and reduce pressure to park in places that may cause an obstruction. During the informal and statutory consultation periods both consultation newsletters stated that the area was being proposed as a new standalone GC1 CPZ.***

***Following an investigation into road traffic accident records occurring in the past 10 years I can confirm there is no record of vehicles colliding with stationary parked vehicles at the location on Streatham Road between its junctions with Vectis Road and Seely Road.***

***The Cabinet Member gave approval to proceed with the proposed GC1 CPZ to operate Monday to Friday, 8.30am -6.30pm with reason for the decision being to have a new CPZ matching the operating times of the neighbouring CPZ.***

**ES/GC1/006**

I am writing to say that I totally AGREE with the proposal to install the above CPZ for the hours of 8.30am to 6.30pm Monday to Friday.

**ES/GC1/007**

We would be grateful if you could consider amending a couple of aspects of your proposals as follows:

Reducing the amount of double yellow lines especially in the area around the Streatham Rd / Links Rd junction to increase the amount of parking spaces.

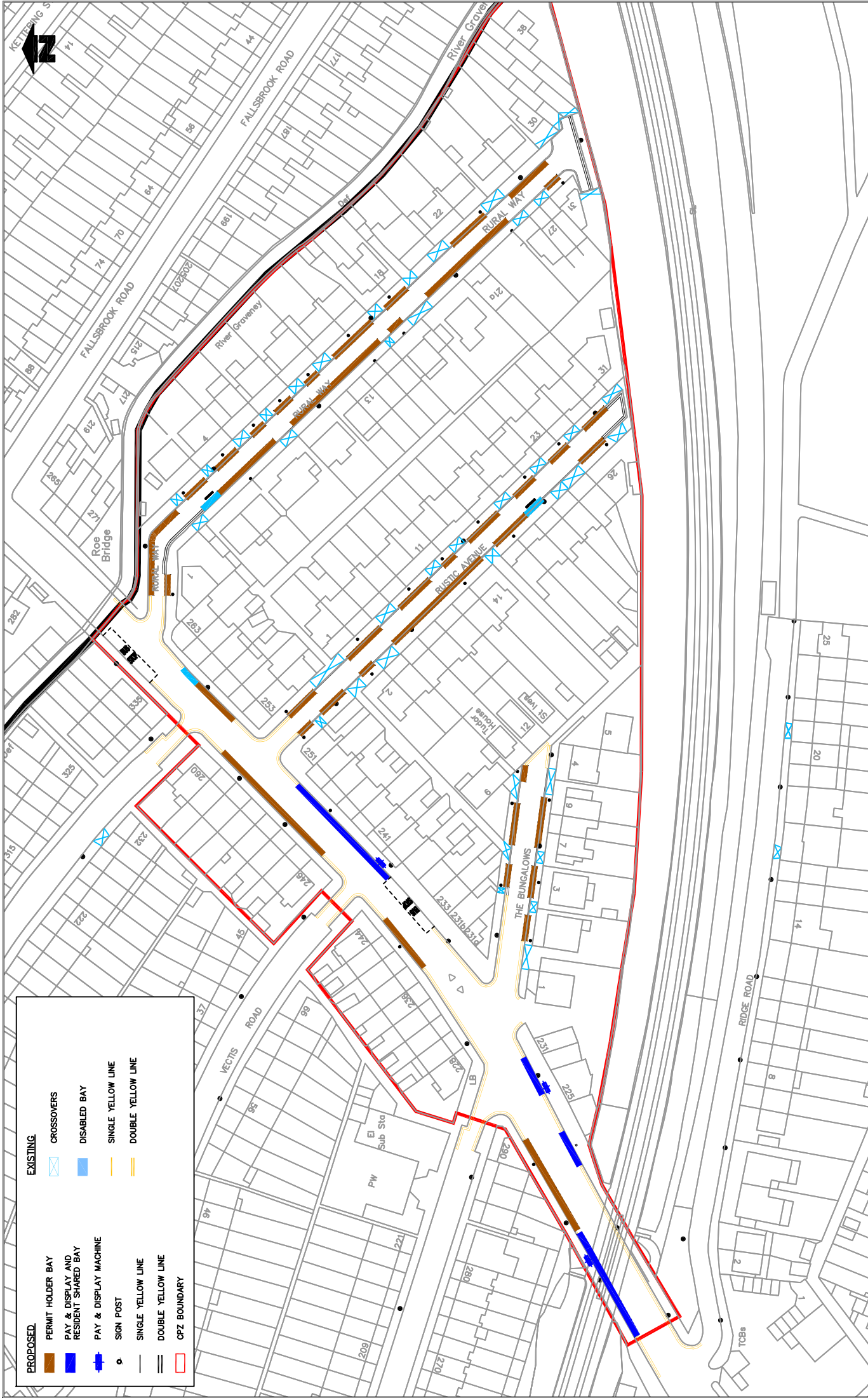
Reducing the amount of signposts – the rustic and rural feel of the two roads so named will be spoiled by unnecessary street furniture. One notice either side of the entrance to those roads would suffice.

**Officers Comments:**

***No waiting 'at any time' (double yellow line) restrictions are situated at the junction of Streatham Road with Links Road and The Bungalows due to the placement of the pedestrian refuge island, the only crossing point in the vicinity and the restrictions aim to provide clear unobstructed view to benefit both pedestrians using the crossing and oncoming traffic approaching the crossing.***

***With recent developments with the closure of the coach garage south of the railway bridge on Streatham Road, resulting in existing coach parking bay on Streatham Road becoming unnecessary, it is proposed to introduce an additional 64 metres (equates to additional parking for 11 cars) of parking bays, along the kerb line south of the junction of Streatham Road with Link Road, that can be facilitated by permits holders and visitors to the area.***

***As part of the operational requirements of a CPZ each parking bay requires appropriate signage to inform road users of the designation of the bay, however during the design stage of the scheme consideration is given to minimise the number of posts and the placement of signs on exiting furniture will be used where possible.***



EXISTING	
	CROSSOVERS
	DISABLED BAY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE

PROPOSED	
	PERMIT HOLDER BAY
	PAY & DISPLAY AND RESIDENT SHARED BAY
	PAY & DISPLAY MACHINE
	SIGN POST
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	CPZ BOUNDARY

Notes  
Do not scale from this drawing

Author	BC	Checked by	BC	Approved by	BC
Drawn	BC	Checked	BC	Approved	BC
Date	10/1/14	Date	10/1/14	Date	10/1/14

PROJECT  
GC1 CONTROLLED PARKING ZONE  
TITLE  
PROPOSED DESIGN LAYOUT

TRAFFIC & HIGHWAYS

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