

## 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)**

MP1 CPZ extension – Cranleigh Area

**2. Decision maker**

Cabinet Member for Environmental Sustainability & Regeneration

**3. Date of Decision**

12/04/2016

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

11/04/2016

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

N/A

**6. Decision**

I, Andrew Judge, the Cabinet Member for Environmental Sustainability and Regeneration;

- A) Note the result of the statutory consultation carried out between 04 December 2015 and 8 January 2016 on the proposals to extend the existing Controlled Parking Zone (CPZ) MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm.
- B) Note and considers the representations received in respect of the proposals as detailed in Appendix 2.
- C) Have considered the objections against the proposed measures as detailed in Appendix 2.
- D) Agree to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of a proposed 'CPZ' MP1 to include Cranleigh Road, Keswick Avenue, Kenley Road (between Circle Gardens and Mostyn Road), Mostyn Road (the unrestricted section), Tybenham Road and Poplar Road South operational Monday to Friday between 10am and 4pm as shown in Drawing No. Z78-208-01 and attached in Appendix 1.

- E) Agree to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions (as consulted) in Cranleigh Road, Keswick Avenue and Tybenham Road as shown in Drawing No. Z78-208-01 and attached in Appendix 1.
- F) Agree to undertake a statutory consultation to re-site the Permit Holder bays in Keswick Avenue from the west side at its junction with Kenley Road to the east side of the road.
- G) Agree to undertake a statutory consultation to change the pay and display bays opposite St Georges Square entrance to shared use bays.
- H) Agree for officers to make minor amendments to the proposed parking arrangement as requested by the ward councillors and residents to further improve the scheme.
- I) Agree that in the absence of any objections to the statutory consultation for items F, G and H to proceed to implementation.
- H) Agree to exercise my discretion not to hold a public inquiry on the consultation process.

## **7. Reason for decision**

To respond to residents' concerns about obstructive parking by preventing it from occurring.

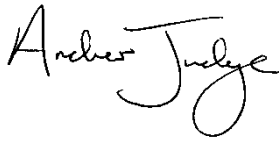
To remove obstructive parking that prevents emergency vehicles being able to access these residential roads.

I have considered all the objections to the proposed scheme and the officer responses and have walked the length of Cranleigh Road.

In respect of Cranleigh Road, I am mindful that fire brigade vehicles were not able to drive through the road on two occasions (7<sup>th</sup> and 13<sup>th</sup> May).

I accept the response of the officers to the objections to the 'At any time' waiting restrictions in Cranleigh Road. In particular it is apparent that since other roads in the neighbourhood were subject to a CPZ in 2003, the size of fire appliances has increased and the width standards for unobstructed carriageway are now more exacting. When the original CPZ roads are reviewed amendments to the existing layout of the roads are likely to be recommended. Having walked through Cranleigh Road, I accept the officer advice that fire appliances would be unable to drive through the road if parking bays are 'staggered' on both sides of the road and that a more practicable solution is to place waiting restrictions mainly on the North side (except at each end of the road where the context is different). I also accept that the waiting restrictions must be 'At any time' double yellow lines rather than single, because to allow informal parking during unrestricted hours

opposite parking bays is likely to lead to continuing obstruction of the road for emergency vehicles outside of 10am-4pm Mon-Friday and at weekends.



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

- 8.1 Do nothing. This would not address the current safety issues raised by residents in respect of their views expressed during the formal consultation, as well as the Council's duty to provide a safe environment for all road users.
- 8.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

**9. Declarations of Interest**

**10. 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.