

STREET MANAGEMENT ADVISORY COMMITTEE
20 SEPTEMBER 2011

(7.15pm – 9.50pm)

PRESENT: Councillor Judy Saunders (in the Chair),
Councillors David Dean, Russell Makin, Miles Windsor,
Geraldine Stanford and Krystal Miller.

ALSO PRESENT: Councillors Mark Allison, Mark Betteridge, Richard Chellew,
Nick Draper and Rod Scott; and
Councillor Andrew Judge (Cabinet Member for Environmental
Sustainability and Regeneration).

Council Officers;

Paul Atie (Network Improvement and Renewal Senior
Engineer); Mitra Dubet (Network Improvement and Renewal
Manager); Ashley Heller (Senior Transport Planner);
Mario Lecordier (Traffic and Highways Services Manager); and
Leonardo Morris (Cad Technician); and
M.J.Udall (Democratic Services).

1 DECLARATIONS OF INTEREST (Agenda Item 1)

There were no declarations of interest made at the start of the meeting.

2 ORDER OF THE AGENDA

The Chair indicated that she intended to take items in the following order –
10, 7, 8, 9, 5 & 6.

3 TRAFFIC MANAGEMENT MEASURES TO FACILITATE THE RE-ROUTING
OF BUS 470 (Abbey & Lavender Fields Wards) (Agenda Item 10)

The Advisory Committee heard representations opposing the proposals from -

- (a) local residents Mike Parish and Logan Skinner; and
- (b) Ward Councillor Mark Allison, including drawing attention to opposition from local residents to the current proposals and also to previous proposals to re-route the 470 bus in 2003 and 2007.

During subsequent discussions officers responded to queries and outlined the differing roles of TfL (Transport for London) and Merton in relation to the proposals, including as regards consultation, and confirmed that greater weight was given to individual letters than to signed pre-printed letters or petitions, when considering the results of Merton's consultation exercise.

Officers confirmed that alternative measures to prevent access by unauthorised vehicles such as rising bollards or barriers were not proposed as they had a record of being unreliable.

Various Members expressed concern about the proposals and the lack of support from residents for the proposals. It was moved and seconded that proposed Recommendations (C) & (D) be rejected. As indicated below the motion was carried.

RESOLVED: That the Street Management Advisory Committee recommends

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that the Cabinet Member for Environmental Sustainability and Regeneration:

A. Considers the issues set out in this report related to the implementation of traffic management measures to facilitate the rerouting of bus route 470

B. Notes the outcome of the formal consultation conducted in July and August on the issues raised and the officer response to them.

C. Does NOT agree that the proposed scheme as set out in Section 4 of this report be taken forward to implementation in accordance with the timescales

D. Does NOT agree that the relevant Traffic Management Orders are proceeded with.

4 PROPOSED W7 CPZ (CONTROLLED PARKING ZONE) (THE DOWNS) -
INFORMAL CONSULTATION (Raynes Park & Hillside Wards) (Agenda Item 7)

1. Officers, whilst introducing the report, advised that the second sentence of paragraph 4.7 (on page 64) should be amended to read "Half day permits can be used between 8.30am & 2pm or 12pm & 6.30pm." (not 10am & 2pm or 12pm & 4pm as shown).

2. Declarations of Interest -

(a) Prior to making his representations, Councillor Rod Scott indicated that he lived in The Downs and so would be affected by the proposals, but that he was present as a Ward Councillor and sought to be neutral on the matter.

(b) During discussions, Councillor David Dean indicated that his children went to school in The Downs but that they walked there.

3. The Advisory Committee heard representations from -

(a) Suzy Brech and Penny Apthorpe (representing staff at Wimbledon College), including a request that if the CPZ were to be introduced, parking permits be made available to staff at Wimbledon College; and

(b) Ward Councillor Rod Scott, including drawing attention to the relative low percentage of consultees in favour of the proposed new CPZ and the need to consider the effect of the proposals on schools in the area and the issue of possible provision of permits to school staff.

4. Parking Permits for Schools - Officers explained that for parking purposes, schools were classed as a business; that at present there were no special parking permits for schools but this was currently being looked at; but that permits had been issued to a few schools on the same basis/cost as for residents.

4.1 Officers confirmed that if the CPZ was introduced, then possible issue of permits for schools in the area would be considered, but explained that the number of permits available for schools couldn't be determined until after the CPZ had been introduced and the demand for permits from residents/businesses became clear and could be assessed. Officers confirmed that the possible provision of permits to schools would only be considered in the event that it was assessed that there was spare capacity.

4.2 Members expressed concern at the effect on school staff being able to park in the area when the CPZ was introduced and it was suggested that perhaps the issue of

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permits for schools should be resolved before any CPZ was implemented. Officers explained that they had met with some of the schools and every effort would be made to accommodate schools depending on spare capacity.

5. Landsdowne Road – Members referred to the consultation showing the majority in a small number of roads, including Landsdowne Road, opposing being in the CPZ. Officers explained the reasons for Landsdowne Road's proposed inclusion in the CPZ, including that Landsdowne Road wasn't wide enough to allow parking on both sides leading to access problems and to vehicles parking half on the pavement so obstructing pedestrians (as shown in picture on agenda page 79), and it was therefore proposed on safety grounds to put yellow lines on one side of the road and only allow parking on the opposite side; and that if Landsdowne Road wasn't included in the CPZ then Landsdowne Road residents wouldn't have priority for parking (within the CPZ) and could also be affected by vehicles displaced from other surrounding roads included within the CPZ.

5.1 Officers confirmed that if the CPZ statutory consultation went ahead then Landsdowne Road residents would be given the results of the initial informal consultation and a full explanation of the situation in their road and the options available.

6. Lost Motion – It was moved and seconded that Recommendations (A) & (B) as shown in the report (on page 59) be rejected. The motion was lost by 4 votes to 2 (Councillors David Dean and Miles Windsor voting for the motion).

(NB. The report's Recommendations were subsequently amended and approved – see para. 7.1 below.)

7. Hours of Operation – Reference was made to the e-mail from Hillside Ward Councillor David Williams circulated earlier the same afternoon to all Advisory Committee Members indicating that Hillside Ward Councillors had only recently become aware that these proposals were going to this meeting, and were unable to attend but that all three Hillside Ward Councillors -

(a) noted that the consultation results appeared to show that the majority of residents were in favour of lesser hours than the proposed operational hours of 8.30am – 6.30pm; and

(b) requested that the proposed operational hours in Recommendation (B) be amended to be 10am to 4pm.

7.1 It was moved and seconded that the operational hours in Recommendation (B) be amended to be 10am to 4pm. The motion was carried by 4 votes to nil. As shown below, the amended recommendations were subsequently approved by 4 votes to nil (Councillors Russell Makin and Geraldine Stanford not voting).

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

A) Notes the result of the informal consultation carried out between 10 June and 01 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road,

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Delamere Road, Albert Grove, and part of Lower Downs Road.

B) Agrees to proceed with a statutory consultation to introduce the W7 CPZ to include The Downs, Lansdowne Road, Crescent Road, Southdown Drive, Cumberland Close, Thaxted Place, Southdown Road, Elthelbert Road, Delamere Road, Albert Grove, and part of Lower Downs Road operational Mondays to Fridays between 10am to 4pm as shown in Drawing No. Z78-189-02 sheet 1 & 2 in Appendix 1.

5 PROPOSED VNE CPZ (CONTROLLED PARKING ZONE) (SEYMOUR ROAD AREA) - INFORMAL CONSULTATION (Village Ward) (Agenda Item 8)

The Advisory Committee heard representations from Ward Councillor Richard Chelley drawing attention to concerns expressed by members of the Wimbledon & District Synagogue (located on the north side of Queensmere Road in LB Wandsworth) that the proposals would affect their prayer days, particularly on Saturdays. Officers advised that the proposed parking restrictions would only operate on Mondays to Fridays.

Councillor Andrew Judge (Cabinet Member for Environmental Sustainability and Regeneration) advised that he had also received representations from members of the Synagogue expressing concern that the proposals would affect their nursery and other community activities which operated during the week.

Officers explained, that as indicated in the report, Queensmere Road was split down the middle between LB Wandsworth and LB Merton; that it hadn't been possible to agree a joint way forward; that the proposals only related to the south side of Queensmere Road within LB Merton; and that LB Wandsworth had instructed Merton not to consult or inform Wandsworth residents about the proposals.

As shown below, the report's recommendations were approved without any changes. Recommendation (B) was agreed by 5 votes to nil (Councillor David Dean not voting).

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

A) Notes the result of the informal consultation carried out between 8 and 29 July 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Alfreton Close, Bathgate Road, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road.

B) Agrees to proceed with a statutory consultation to include Alfreton Close, Beltane Drive, Castle Close, Castle Way, Haven Close, Heath Mead, Lincoln Avenue, Queensmere Road and Seymour Road into VNE CPZ, operational Mondays to Fridays between 10am and 4pm as shown in Drawing No. Z78-187-02 Rev A in Appendix 1.

6 PROPOSED REDUCTION OF FREE PARKING FROM 20 MINUTES TO 10 MINUTES - WIMBLEDON VILLAGE AND ARTHUR ROAD (Village &

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Wimbledon Park Wards) (Agenda Item 9)

1. Officers advised that it had originally been proposed as part of the budget proposals that the current free parking in Wimbledon Village and Arthur Road be removed completely, but that the Cabinet had subsequently agreed, as detailed in the report, to the present proposal for free parking to be reduced from 20 minutes to 10 minutes.
2. The Advisory Committee heard representations from Ward Councillor Richard Chelley opposing the proposal, including that Wimbledon Village was different from other shopping centres, including not having a train station which could provide further passing trade, and referring to the current economic difficulties being experienced by Wimbledon Village shopkeepers.
3. In response to queries, officers confirmed that free parking at all other centres in Merton had already been eliminated previously.
4. Various Members drew attention to the opposition to the proposals; expressed concern that 10 minutes would be insufficient to allow time for parking and then shopping, that the proposal didn't support local businesses; and suggested that there was no need for a consistent approach across the Borough regarding free parking.
5. Officers confirmed that, based on advice from traffic wardens, at present drivers were abusing the free parking by obtaining multiple (free) tickets from the machines as each 20 minutes period expired (as stated in Appendix 2 at bottom of page 119).
6. It was moved and seconded that the report's Recommendations (A), (B) & (C) be approved. There were 3 votes for and 3 votes against the motion. The motion was carried on the Chair's casting vote (Councillors David Dean, Krystal Miller and Miles Windsor dissenting)

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

- A. Notes the result of the statutory consultation carried out between 7th July and 29th July 2011 on the proposed reduction in free parking from 20 minutes to 10 minutes at the locations shown on the plans in Appendix 1.
- B. Considers the objections against the proposal and the arguments for its implementation as detailed in Appendix 2.
- C. Agrees to proceed with the making of the Traffic Management Order (TMO) for the implementation of the proposal as shown on the plan in Appendix 1.

- 7 PROPOSED `CW` CPZ (CONTROLLED PARKING ZONE) REVIEW & EXTENSION - OUTCOME OF STATUTORY CONSULTATION (Colliers Wood Ward) (Agenda Item 5)

RESOLVED: That the Street Management Advisory Committee recommends

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that the Cabinet Member for Environmental Sustainability and Regeneration:

A. Notes the outcome of the statutory consultation carried out between 13 May and 10th June 2011 on the proposed changes to the existing 'CW' Controlled Parking Zone (CPZ) as detailed in Drawing No. Z78/181/01A attached as Appendix 3.

B. Considers the representations received for and against the proposed extension to include the Fortescue Road area along with officers' comments, as summarised in Appendix 2.

C. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce the following proposed changes and additional parking measures as summarised below and shown on drawing no. Z78/181/01B in Appendix 1:

- I. Convert the existing single permit holder bay to Car Club bay on the flank wall of property no. 80 High Street Colliers Wood.
- II. To introduce a Solo Motorcycle bay in College Road adjacent to the flank wall of property no. 80 High Street Colliers Wood and in Chesham Road.
- III. To introduce an additional pay and display shared use bay in Acre Road outside property no. 3, with a maximum stay of two hours.
- IV. To introduce double yellow lines restrictions at all key locations to ensure access and improved sightlines.
- V. Agrees NOT to proceed with the following optional changes to the existing 'CW CPZ, based on the majority view expressed by residents and businesses who responded to the consultation:
 - Changes to the operational days.
 - Changes to the operational hours.

CW CPZ Extension

- a. Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) on the Council's intention to extend the boundary of the existing CW CPZ to include Fortescue Road, Courtney Road, Clarendon Road, Colwood Road, Christchurch Close and Christchurch Road (even numbers only) which will entitle the residents of Nos. 40 to 74 to obtain parking permits for 'CW' CPZ. The zone will be operational, Mondays to Friday between 8.30am and 6.30pm, as shown on drawing no. Z78/180/01A, (on display at meeting) in Appendix 1.
- b. To introduce pay and display only parking bays on both side of Fortescue Road near its junction with Christchurch Road, with a maximum stay of two hours only.
- c. To introduce a Car club bay in Fortescue Road near its junction with

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Christchurch Road.

d. To introduce pay and display shared-use parking bays on the north side of Fortescue Road outside Oasis Church, with a maximum stay of two hours only.

e. To introduce selective double yellow lines in Colwood Gardens, Christchurch Close and Courtney Road.

8 PROPOSED RPE CPZ (CONTROLLED PARKING ZONE) (THE APOSTLES)
- INFORMAL CONSULTATION (Dundonald & Merton Park Wards) (Agenda Item 6)

Members queried the need for the introduction of double yellow lines. Officers explained that Recommendation (D) proposed the introduction of double yellow lines at certain junctions, where single yellow lines already existed.

It was moved and seconded that Recommendation (D) be rejected. There were 3 votes for and 3 votes against the motion. The motion was lost on the Chair's casting vote (Councillors David Dean, Krystal Miller and Miles Windsor voting for the lost motion). Recommendation (D) was subsequently approved as indicated below (Councillors David Dean and Miles Windsor dissenting).

RESOLVED: That the Street Management Advisory Committee recommends that the Cabinet Member for Environmental Sustainability and Regeneration:

A) Notes the result of the informal consultation carried out between 26 April and 27 May 2011 on the proposals to introduce a controlled parking zone (CPZ) to include Carlton Park Avenue, Vernon Avenue, Edna Road, Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road, Oxford Road, Chase Side Avenue, Rothesay Avenue and part of Kingston Road.

B) Agrees to proceed with a statutory consultation to introduce Carlton Park Avenue, Vernon Avenue and Edna Road into the existing RPS CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 1 in Appendix 1.

C) Agrees to proceed with a statutory consultation to include Rothesay Avenue, and Chase Side Avenue into the existing 5F CPZ, operational Mondays to Fridays between 8.30am to 6.30pm as shown in Drawing No. Z78-182-02 sheet 2 in Appendix 1.

D) Agrees to proceed with a statutory consultation to introduce double yellow line waiting restrictions at key locations such as junctions, cul de sacs and locations where traffic flow is impeded to include Dorien Road, Dupont Road, Sydney Road, Chestnut Road, Bronson Road and Oxford Road as shown in Drawing No. Z78-182-02 sheet 1 & 2 in Appendix 1.

9 MINUTES OF THE PREVIOUS MEETING (Agenda Item 2)

RESOLVED: That the Minutes of the meeting held on 9 June 2011 be agreed as a correct record.

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10 DECISIONS OF THE CABINET MEMBER (Agenda Item 4)

Wimbledon Area Traffic Scheme – In response to queries, the Cabinet Member for Environmental Sustainability and Regeneration, Councillor Andrew Judge drew attention to his decisions on this matter (as detailed on agenda pages 4/5) and indicated that it was proposed to hold a workshop with Ward Councillors in October (at a date to be determined) regarding possible solutions to the issues of through traffic and speeding traffic in the area; and that Advisory Committee Members would be also welcome to attend.

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