

# Agenda Item 3

## STREET MANAGEMENT ADVISORY COMMITTEE 30 JANUARY 2013

(7.15pm – 9pm)

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

ALSO PRESENT: Council Officers;  
Paul Atie (Senior Engineer - Parking) and  
Mitra Dubet (Network Improvement & Renewal Manager); and  
Ashley Heller (Project Manager – Rediscover Mitcham),  
Richard Lancaster (Future Merton Programme Manager) and  
Ross Mitchell (Outer London Fund Project Facilitator – within  
Rediscover Mitcham Project); and  
M.J.Udall (Democratic Services).

Apologies for absence were received from: Councillor Andrew Judge (Cabinet Member for Environmental Sustainability and Regeneration)

### 1 RECORDING

Officers advised that the Cabinet Member, Councillor Andrew Judge, who was unable to be present, had requested that the meeting's proceedings be recorded solely for the purpose of allowing him to listen to the discussions at the meeting prior to making any decisions on the items considered at the meeting. The Committee agreed to this request.

A Member requested that the recording be made available to other Councillors. The Democratic Services representative undertook to look into this.

### 2 DECLARATIONS OF INTEREST (Agenda Item 1)

None

### 3 ORDER OF THE AGENDA

The Chair indicated that she proposed to take agenda item 5 first.

### 4 MITCHAM TOWN CENTRE REGENERATION SCHEME (1) (Agenda Item 5)

1. Following officers introducing the report, the Advisory Committee heard oral representations from the following residents, including representatives of Mitcham Cricket Green Community Heritage (MCGCH) (a local conservation group) -

- (a) Tony Burton (MCGCH)
- (b) Barbara Mansfield
- (c) John Mansfield
- (d) John Strover (MCGCH)
- (e) Abbi Kasipillai

Whilst making various comments, all the above speakers objected to the proposal that buses be re-introduced through the centre of Mitcham along the currently pedestrianised section of London Road, including across the Fair Green open space area. Their concerns included -

1

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STREET MANAGEMENT ADVISORY COMMITTEE  
30 JANUARY 2013

- (i) the bus lane would split the Fair Green in half;
- (ii) the detrimental effect of the bus lane on the Fair Green as an open space;
- (iii) the safety issues for pedestrians, particularly children;
- (iv) the narrowness of London Road in places and whether it was wide enough for a two way bus lane and to provide space for pedestrians
- (v) re-routeing buses would adversely affect traffic flows in the area, especially due to the need to retime traffic lights;
- (vi) querying whether moving buses and bus stops into London Road would generate the extra footfall and help regenerate Mitcham Town Centre as suggested in the report.

2. Queries to officers – Officers then responded to various queries from Advisory Committee members, and also various issues raised by residents in their oral representations. Some of the main points raised are outlined below.

3. Removal of Gyratory System – Officers confirmed that (a) the removal of the current gyratory traffic system and its replacement by two way working was Council Policy, but that this would require demolition of buildings which wouldn't be achievable in the 3 year timescale of the proposals set out in the report; and (b) nothing in the proposals precluded the introduction of two way working at a later date.

4. Consultation – There was discussion regarding concerns raised in residents' oral representations and by Members querying whether the consultation had reached all the residents within the consultation area. Officers outlined the consultation methods used, including the circulation of a leaflet via My Merton, as detailed in the report (on pages 28/29) and the further distribution of supplies of leaflets to many shops in Mitcham Town Centre. Officers noted that there had been concerns about the distribution of My Merton and indicated that for any future further consultation on the proposals, officers would look at using an alternative method of distributing leaflets.

5. Officers confirmed that they were satisfied with the response rate to the consultation which had resulted in some 1,500 responses (of which about 71% favoured the reintroduction of buses through Mitcham Town Centre – as shown on page 46 of the report).

6. Footfall in Mitcham Town Centre – There was extensive discussion on whether moving buses and bus stops into London Road would generate the extra footfall and customers for shops in Mitcham Town Centre as suggested in the report, which in turn may encourage businesses to move to Mitcham.. Officers advised that Transport for London estimated that there would be an extra 6,000 pedestrian movements in Mitcham Town Centre as a result of the proposals; and that the increased pedestrian activity would make people feel safer, especially at night.

7. Pedestrian Safety – Officers confirmed that the design of any approved scheme would give careful consideration to safety; and advised that research showed that provided that there was a clearly defined area for buses, there was no increased risk in introducing buses into a pedestrianised area subject to strict speed limits being imposed.

STREET MANAGEMENT ADVISORY COMMITTEE  
30 JANUARY 2013

8. Green Space – Officers advised that, as indicated in the report (on page 16), the proposals would lead to an increase in the area of protected town green.

9. Market Structures – In relation to concerns that the proposals might include permanent structures on the Fair Green in connection with the market, including protecting it from the weather, officers advised that they were looking at a possible temporary structure but work on this was still ongoing.

10. Fair Green Maintenance - In relation to concerns about future maintenance and proper drainage of the Fair Green, officers gave an assurance that once any scheme was agreed, they were aware of the need to establish a clear maintenance regime identifying who manages what.

11. Relocation of Bus Route 200 – Reference was made to concerns about the proposed early temporary relocation of the 200 bus route including a new stand in Raleigh Gardens. Officers advised that the relocation was needed in order that the proposal's Phase 2 works could proceed at the Western Road junction, but confirmed that in the light of concerns raised, the relocation could be possibly be delayed and that officers would be happy to have further discussions with residents.

12. Recommendations – The Advisory Committee considered the Recommendations in the officer report and agreed Recommendations (A), (B) & (C).

13. It was then moved and seconded that Recommendation (D) be altered by adding extra wording at the end after "...set out" as follows "including taking on board the comments and considerations that have been made at this meeting. It was then moved and seconded that instead Recommendation (D) be altered by adding extra wording at the end after "...set out" as follows "except that we don't believe that the bus lane will achieve the objectives laid out in Rediscover Mitcham". As shown below, the latter motion was carried by 3 votes to 2 (Councillors Judy Saunders and Geraldine Stanford voting against; and Councillor Russell Makin abstaining).

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

A. Notes the content of this report and the issues set out related to the implementation of a town centre improvement scheme in Mitcham.

B. Notes the outcome of the informal consultation conducted in November/ December 2012 on the issues raised and officers response to them in relation to the broad scheme proposal.

C. Notes the considerations related to the procurement, implementation and legalities associated with the scheme and the steps officers are taking to ensure these issues are appropriately addressed as part of the project.

D. Agrees that the proposed outline design concepts as set out be developed and taken forward to further public consultation in the timescales set out, except that we (the Advisory Committee) don't believe that the bus lane will achieve the objectives laid out in Rediscover Mitcham.

STREET MANAGEMENT ADVISORY COMMITTEE  
30 JANUARY 2013

5 MINUTES OF THE PREVIOUS MEETING (Agenda Item 3)

RECEIVED

6 DECISIONS OF THE CABINET MEMBER (Agenda Item 4)

RECEIVED

7 'GC' CONTROLLED PARKING ZONE (CPZ) EXTENSION – VECTIS ROAD AREA (*Graveney Ward*) (Agenda Item 6)

The Chair referred to an e-mail from Graveney Ward Councillor Linda Kirby regarding the proposals including concerns about its possible effects on a small repairs garage in Seely Road. Officers explained that recommendation (a) (on agenda page 89 and shown as Resolution (E) below) aimed to deal with these concerns.

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

(A) Notes the results of the statutory consultation carried out between 22 November and 14 December 2012, on the proposals to extend GC Controlled Parking Zone (CPZ) in the Links Road area, Graveney Centre. For a summary of the results see section 3 of this report.

(B) Notes and considers the representations received in respect of the proposals as detailed in section 3 and attached in Appendix 2.

(C) Considers the objections (attached in Appendix 2) against the proposed measures.

(D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'GC' CPZ extension to include Ipswich Road, Jersey Road, Links Road parts of Links Road (170 and 133 to Streatham Road), Seely Road (134 and 159 to Streatham Road, Vectis Gardens, Vectis Road) and parts of Streatham Road between 228 and 260 only, which will entitle residents to obtain parking permits for GC CPZ. The zone will be operational Monday to Friday, between 8.30am and 6.30pm as shown on Drawing No.Z78/209/01A in Appendix 1.

(E) Agrees to reduce the previously proposed hours of operation of the single yellow line on the south side of Seely Road between Jersey Road and Vectis Gardens (adjacent to the green) to operate Monday to Friday between 10 am and 4 pm.

(F) Agrees to review the entire GC CPZ a minimum of 6 months after the implementation of the extension to Streatham Road.

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

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