

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

1. Title of report and reason for exemption (if any)

Oxford Avenue, Firstway and London Road, Tooting, proposals to improve parking facilities.

2. Decision maker

Councillor Andrew Judge, Cabinet Member for **Environmental Sustainability and Regeneration**

3. Date of Decision

4. Date report made available to decision maker

6 January 2014

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

6th January 2014

6. Decision

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

- A) Noted the result of the statutory consultations carried out in September 2013, on measures to improve parking for the businesses on Kingston Road, Oxford Avenue, Wimbledon Chase, Firstway and London Road, Tooting Station.
- B) Noted and considered representations (detailed in Appendix 2) received in respect of the proposals as shown in Drawing No. Z78-214-01 and Z78-214-01-02 in Appendix 1.
- C) Agree to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures detailed below and as shown in Drawing No. Z78-214-01, Z78-214-01-02 and Z28-281-01 in Appendix 1:-
 1. Agree to convert permit holder only bays in Kingston Road outside properties Nos. 393 - 405 to Pay and Display shared use bays, to operate with a maximum stay of 2 hours and no return within 1 hour. These bays will be available to permit holders as well as visitors / customers to local businesses.
 2. Agree to convert some permit holder only bays in Oxford Avenue outside the flank wall of properties Nos. 407 and 407a Kingston Road to Pay and Display shared use bays, Monday to Friday; between 8.30am and 6.30pm

with a maximum stay of 2 hours and no return within 1 hour. I make this decision on a temporary basis to allow 3 months operation, during which the parking situation will be monitored. The decision will be made after the 3 months operation. If the outcome is contrary to the expectations of officers and it leads to an evidenced shortage of parking capacity for residents then the bays will revert to 'residents only' use.

3. Agree to introduce Pay and Display only bays between properties nos 5 and 17 London Road, to operate Monday to Friday, between 7.00am and 7.00pm with a maximum stay of 1 hour and no return within 1 hour with 20 minutes free, at a charge of £0.90 per hour
4. Agree to convert section of existing single yellow line restriction to double yellow lines to facilitate the introduction of free parking bays in Firstway. These parking bays will operate Monday to Friday, between 8.30am and 6.30pm with 1 hour maximum stay and no return within 2 hours.

D) Agree to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

These decisions are intended to assist local businesses whose parking needs have to be considered in balance with those of local residents.

1. There is a clear case for the changes to Kingston Road
2. The proposal is to convert 3 bays on either side of Oxford Avenue outside the flank walls of properties in Kingston Road. None of the relevant bays are outside the frontage of houses in Oxford Avenue. There are a number of objections from residents in Oxford Avenue to the changes, which I have taken into account. I have asked whether ward councillors have made representations and none have been made. The objections of residents are principally that this proposal would deprive residents of much needed parking capacity and secondarily that there would be a road safety issue. There is a clear conflict with the evidence of Highways officers who have visited the location on a number of occasions before and since the consultation and have always found the majority of spaces free. Nonetheless, given the weight and consistency of objections, I have decided upon a temporary measure with parking conditions being monitored and the decision remade after 3 months of operation. Officers do not believe that the proposal will occasion road safety issues.
3. There is a clear case for the changes to London Road.
4. Converting the single yellow lines to double in Firstway and Grand Drive will improve sightlines and remove obstructions for vehicles turning into and out of Firstway. There is a good case for introducing free parking bays in Firstway, which are not outside the frontages of houses as facilitating parking for visitors to local homes and businesses. I have considered the objections, but not followed them as they appear to be inconsistent and in some respects affected by irrelevant matters. I do not consider that the contradiction between the text of the

proposal which refers to 'Friday' and the diagram, which refers to 'Saturday' to be material as the text takes precedence and the 'Friday' aspect is not objected to.

Archer Judge

8. Alternative options considered and why rejected

Do nothing. This would not address the current parking demands of the businesses in respect of their views expressed during meetings and the statutory consultation.

9. Documents relied on in addition to officer report

10. Declarations of Interest

11. Publication of this decision and call in provision

Send this form and the officer report* to 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.