

## Rosie Mckeever

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**From:** Paul Atie  
**Sent:** 19 November 2021 15:04  
**To:** Councillor David Simpson; Councillor David Williams; Councillor Daniel Holden  
**Cc:** Councillor Martin Whelton  
**Subject:** RE: W2 CPZ outcome of the meeting  
**Attachments:** Z78-361-02.pdf

Dear Councillors

Following our meeting on 11<sup>th</sup> November, please see below tables that sets out the number of parking bays in each road, (existing and proposed) and the number of permits issued.

<b>Alwyne Road</b>	Existing	Proposed
Permit holder bays	12	7 <i>1 bay is being removed from the original proposal due to a new crossover</i>
Resident only bays	0	30
Shared use bays	18	18
Pay and Display bays	7	7
total	37	62

Excluding shared use bays that can be used by P&D users therefore cannot be guaranteed for permit holders, currently there are 12 parking bays available to residents and if the additional parking bays are implemented, there will be 37 parking bays available to residents and their visitors. 35 resident permits have been issued to Alwyne Rd residents and 1 annual resident permit. This does not include the daily resident permits.

The additional bays will ensure that those who have purchased a permit can access a parking bay. Where the road space exists to provide safe parking bays, it is unreasonable to expect permit holders from this road to attempt to find a space in Lake Rd or St Mary's Rd

<b>Compton Road</b>	Existing	Proposed
Permit holder bays	48	0
Resident only bays	0	54
Shared use bays	17	17
Pay and Display bays	9	9
total	74	80

Excluding shared use bays that can be used by P&D users therefore cannot be guaranteed for permit holders, currently there are 48 parking bays available to residents and if the additional parking bays are implemented there will be 54 parking bays available to residents and their visitors. 43 resident permits have been issued to Compton Rd residents; 3 annual resident permits; 2 carer permits and 3 business permits. This does not include the daily resident permits

As discussed, it is very difficult to understand the reasons provided by those residents who do not want the parking bays.

It is claimed that the proposed parking bays would cause access / egress problems when using their crossover. However, the idea of double yellow lines that would address this alleged problem is also

rejected. It appears that it is being suggested that legally marked parking bays would cause a problem but uncontrolled parking bays in the evenings that are more likely to cause an obstruction do not cause a problem!

As explained, normally a parking bay is marked between 0.6 and 1m away from the edge of a crossover. In this instance, the bays are proposed in excess of 1m. Those who have difficulties using their crossover should not be reversing into the public highway. By driving out, they should not face any difficulties.

In terms of the illegal off street parking that will be addressed regardless, the options include bollards to the back of the footway which would unnecessarily reduce width of the footway or parking bays that can be used by residents. Obviously parking bays are a better and more useful option.

Alwyne Mansions are in need of parking facility and it should not be for those who have off street parking to dictate that their neighbours without off street parking who have purchased a permit should park elsewhere.

Having re-read the objections, officers cannot see any valid reasons not to provide the much needed parking bays that can be utilised by those who have purchased permits in good faith and expect a reasonable level of service that in this case is deliverable.

In terms of the proposed double yellow lines, these are necessary to serve as passing gaps.

Officer's recommendations will be for the bays to be introduced.

As always alternative options will be provided to the Cabinet Member. One of the options would be that if the additional parking bays are not implemented, a statutory consultation would be carried out to convert existing single yellow lines to double yellow lines on the northwest side of Alwyne Road and passing gaps in Compton Road.

Bollards will be placed at the back of the footway to stop vehicles crossing of the footway illegally.

As explained at our meeting, please provide your comments for the purpose of the report and if you are offering any alternative option, please ensure that a justification is also provided.

As you are aware, this project has been outstanding since 2019 (across 3 financial year) and it is affecting our overall programme and budget and we really do need to bring it to a close. It is our intension to submit a report to the Cabinet Member for his decision no later than 6<sup>th</sup> December 2021. We would, therefore, appreciate your comments by 3<sup>rd</sup> December 2021.

Regards,  
Paul



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