CABINET STREET MANAGEMENT COMMITTEE  
6 December 2005  
(7.15pm – 9.50pm)  
PRESENT: Councillor Andrew Judge (in the Chair); Councillors Andy Coles and Russell Makin  
ALSO PRESENT: Councillors John Bowcott and Samantha George  
Apologies for absence were received from: Councillors Stephen Alambritis, Mark Allison, Steve Austin, Danny Connellan, David Chung, Linda Kirby and Mickey Spacey  
1 DECLARATIONS (Agenda Item 1)  
None notified.  
2 MINUTES (Agenda Item 3)  
RESOLVED: That the Minutes of the meeting held on 19 October 2005 are signed as a correct record.  
3 CAMP ROAD AREA PROPOSED CONTROLLED PARKING ZONE (CPZ) (Agenda Item 4) (and Addendum Report)  
The Council’s Head of Street Management (HSM) made introductory comments to the main report and drew the Committee’s attention to the Addendum report previously circulated to members and made available to the public at the meeting. In regard to the Addendum report, the Committee’s attention was drawn to the summary of six further letters of representation received subsequent to publication of the main report. Members were asked to have due regard to the additional information provided when considering the proposals before them.  
With regard to the Addendum report, Mr Brian Tanner asked the Chair to consider allowing the Committee to have access to the original letters and that members take the opportunity to read them.  
The HSM explained that the summary of the letters was comprehensive and that the opportunity had been taken to include much of the content of these verbatim. In view of this, the Chair did not accede to the request made by Mr Tanner.  
The Committee’s attention was also drawn to the additional recommendation contained in the Addendum report namely…”if Camp Road is to be within a CPZ then Camp Farm and Camp Farm Cottage be included within the zone so that they can purchase permits.”  
At this juncture, the Committee invited the following persons to make representations to the meeting:  
   o Ralph Cake  
   o John Laundy, Camp Road – Speaking on behalf of the school as an objector to
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the CPZ
- Peter Linacre of the ‘Fox and Grapes Public House
- Steve Rooke
- Mr Colin Price, a resident of Camp Road
- Bryan Barkes, Chairman of the Wimbledon Common West Residents Association
- Brian Tanner
- Vivien Reuter
- John Hosking
- Gordon Vincent, Wimbledon Common Conservators
- Keith Buckley

A verbatim account of the representations is not included here but a number of the key themes arising from the addresses made to the Committee are summarized below:

Ralph Cake (North West Wimbledon Residents Association):

- there is no basis for the scheme on safety grounds since traffic speeds at junctions are low;
- the letter from the police beat officer makes assumptions, is undated and it is not clear whether it was in fact unsolicited;
- have councillors ever known a school where the roads outside do not become congested? and
- emergency vehicles would have access and there have not been any reports of difficulties with vehicles passing on the south side of the Quadrant.

At this point the Chair asked Mr Cake whether his Association represented roads that were within the proposal area. Mr Cake replied that his Association represented roads, such as Crooked Billett, that were close to but not actually within the proposal area.

John Laundy (Study Preparatory School):

- the Almshouses letter suggests pressure points twice a day associated with the school but this is only during term time;
- the school is developing a travel plan which will help the situation and the travel plan should have been implemented before proceeding with the proposed scheme;
- pupils are as young as four years of age and there is no public transport provision to get them to school;
- there is a sympathy for residents in the area but most do have footway
At this juncture the Chair advised the Committee that he had visited the area that same day and had observed the difficulties associated with cars being parked on pavements requiring people to walk around them in the road.

Peter Linacre (Massive Limited, owners of the Fox & Grapes PH):

- stated he was opposed to the proposals and the way in which the report has been written with assertions taken as fact and with no evidence that other businesses in the local area will not be affected; and
- the proposals will be damaging to his business and will also reduce the opportunity for open space use of the area;

The Chair enquired of Mr Linacre as to why the proposals would be damaging to his business.

Mr Linacre responded that customers currently park close by and that they will be penalized by the hours of operation of the scheme, particularly in relation to lunch time trade which is important to his business.

Steve Rooke (Sycamore Residents Association):

- displacement will affect other local roads;
- many residents do not have off-street parking; and
- the scheme should be abandoned and the area left as it is

Colin Price (a resident of Camp Farm, Camp Road):

- the CPZ is different to the scheme consulted on and, had residents had an opportunity to comment on the revised scheme, then their views may have been different;
- there will be a reduction in the numbers of parking spaces; and
- the Almshouses and other users will be competing for spaces during the evenings and at weekends
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Bryan Barkes (Wimbledon Common West Residents Association):

- three carefully written letters have been sent to the Council stating why we do not want a CPZ or yellow lines; and
- the majority of residents have rejected these proposals

Brian Tanner:

- the Council has ignored the concerns of business;
- the Council needs to have due regard to the Road Traffic Regulation Act; and
- the amenities in the area have been in place for some 150 years and should not be impacted upon

Vivien Reuter:

- the viability of the bus route is not threatened but a small mini-bus would be a better option in negotiating the local area;
- disrupting a whole area for the sake of a bus is out of proportion;
- can traffic wardens really be seen as a safety measure?
- only a small number of residents are in favour of the scheme

John Hosking:

- West Place is adjacent to Camp Road and has no off-street parking; and
- double yellow lines have been arrived at without due consultation

Gordon Vincent (Ranger of the Wimbledon & Putney Commons Conservators):

- there will be a detrimental impact on the golf club as cars will need to park further out;

The Chair enquired as to whether the Wimbledon Common Conservators support the provision of yellow lines near to schools and at junctions. Mr Vincent responded that, whilst, not dismissing the issue of safety, a position based on the status quo is preferred.

HSM then pointed out that this comment was contrary to the Wimbledon Commons Conservators’ latest letter that supported the double yellow lines at the Camp Rd/ the Causeway junction.

Keith Buckley (Wimbledon Alms Houses):
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- the Almshouses support the provision of a CPZ as residents have to park in the road;
- Almshouses visitors are not allowed to park on site and there is no space available on the road;
- the provision of yellow lines on the south side of Camp Road is supported

Picking up on a number of the issues arising from the representations made the HSM made comments summarized as follows:

- the Council has made every effort to listen to the views of residents and business in the area and, where appropriate, amended the scheme accordingly;
- injudicious parking at junctions in the area clearly causes obstruction and it would be irresponsible for the Council not to deal with this situation;
- the letters from the police and the Transport for London presented were as a result of the Council’s obligation to consult with these services;
- there has been a clear decision-making process throughout the development and presentation of the scheme;
- with regard to amenity, there are some chaotic arrangements in place and there is, therefore, a need to balance demand, supply and safety;
- the number of parking spaces to be provided for permit parking marginally exceeds the number of spaces required simply by residents in Camp Road;
- there have been discussions between the Council and the Common Conservators in relation to the status of the highway and matters of parking; and
- a letter (Appendix 7 to the submitted report) from the Conservators states that they do not have an objection to the proposed yellow lines sited at junctions apart from those proposed around the ‘Study’.

With regard to the school travel plan, the safety problem was sufficiently serious to justify the introduction of the scheme now rather than wait for the travel plan to be implemented.

Councillor John Bowcot (Village ward Councillor) made a number of comments summarized as follows:

- the views of residents should, where appropriate, be supported but it is not always certain as to what that view is;
- in the area affected there is a clear majority view in favour of the proposals;
- the problems identified in the pictures submitted with the report illustrate the issues and the need for appropriate action;
- account must be taken of the views of the businesses although there appears to be a modest loss of parking associated with the proposals;

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o with regard to parking on the ‘south side’, the views expressed by local residents is crucial namely that the roads in the area are narrow and demand for parking is high;
o it is evident that many of those making representations are from outside the local area;
o the overall loss of parking spaces is only 27 and this is minimal when compared with the benefits accruing from the proposed scheme; and
o it is clear that the Almshouses are unable to increase their number of off-street parking spaces.

Councillor Samantha George (Village ward Councillor) made a number of comments summarized as follows:
o there are three main issues i.e. the yellow lines on corners and at junctions (including buses), yellow lines (south side of Camp Road), and the CPZ itself;
o the requirement for the Council to undertake formal consultation effectively reduces the Council’s room to manoeuvre;
o the consultation leaflet seemed to suggest that a CPZ was the only available option;
o the Council has chosen to consult on a wider area than just Camp Road and has included the Quadrant due to the issue of displacement;

Councillor George advised that she had recently met with Almshouses representatives and it is evident that there is not any additional room for further parking on site.

She suggested that the bus serving the area is a lifeline for the elderly and frail and this needs to be retained. The provision of yellow lines at junctions is necessary in order to allow the bus free passage.

With regard to yellow lines generally, she expressed the view that these are necessary in order to address the issues of congestion and ease of access for emergency vehicles. In regard to this latter point, parents dropping off and collecting their children from school will not always be in attendance at their cars giving rise to potential obstruction.

Councillor George further observed:
o the proposed hours of operation of the CPZ will be the cause of some difficulty to the school;
o displacement of vehicles from Camp Road will impact upon the other three roads
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in the Quadrant and it may well be that these will also require parking controls;
and
○ it is apparent that there is not enough parking space for all users.

In conclusion, Councillor George stated that, whilst she does not support the introduction of a CPZ, she does, however, support the provision of yellow lines around the ‘Study’ and at junctions.

The HSM commented:

with regard to the comment made about the possible reduction in size of the bus used for the local route in the area, the Council does not have control over the type of buses used;
it is possible to use just yellow lines in this area but this will increase the competition for available parking space and in turn will only increase the concern of Camp Road residents; and
overall there is a need to give some priority to those residents living in Camp Road.

Councillor Russell Makin enquired as to why the proposed hours of operation of the CPZ are 8.30am to 6.30pm. He also asked if the scheme presented to the Committee was the same as that illustrated in the Council’s newsletter.

The HSM responded that, with regard to the hours of operation, this is due to the high level of activity during the day and that these hours will be most helpful to local people; with regard to the content of the scheme, the proposal contained in the newsletter was different to that recommended to the cabinet street management committee; the latter proposed a smaller extent of controlled parking.

The HSM was of the view that there is high level of awareness of the history of parking management issues and proposals in the Quadrant area as a result of extensive consultation over the past months, the views of representative groups had been clearly expressed in terms of their views on principles of controlled parking and the proposals put forward, that to defer a decision may be seen as an unnecessary delay in coming to a conclusion by those people most adversely affected by the current parking arrangements, that any additional consultation on the proposals may not elicit further significantly different information as many of the key representatives/groups had also responded to the revised scheme as demonstrated in the supplementary report.

The Chair made a number of closing remarks:
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- the Council has sought to take account of all the views and interests expressed;
- the recommendations detailed in the submitted report constitute a minimal scheme;
- there appears to be more concern on matters of principle than there is on the actual plans;
- displacement arising from the scheme may not be as great as is feared;
- the proposals do include four pay and display bays;
- there are issues in regard to amenity, obstruction and safety;
- the photographs provided with the officers’ report illustrate the difficulties of cars parking on pavements requiring people to walk around them in the road;
- a 10 minute discretionary period for parking before and after the schools start/finish times is envisaged;
- it is the case that if action is taken to improve safety in Camp Road it will increase competition for available parking;
- there is not any additional space within the Almshouses for parking provision;
- there will be some impact on the ‘Fox and Grapes’ but this will be minimal; and
- it may be that there will be little or no displacement arising from the scheme.

The Committee’s deliberations having concluded, the Chair moved the recommendations contained in the submitted report, Councillor Russell Makin seconded the motion and the recommendations were duly agreed.

In view of this, the recommendation contained in the Addendum report was put to the meeting and agreed (resolution 4 below refers).

It was therefore -

RESOLVED: That (1), the results of the formal consultation conducted in September 2005, on proposals to introduce a CPZ (VSW) to include Camp Road, Camp View, North View, West Place and West Side Common as shown on plan Z78/Z78/113/01 attached as appendix 11 to the submitted report are noted;

(2) the representations received and officers’ comments upon these as detailed in Appendices 1, 2, 3 and 4 of the submitted report are noted;

(3) Camp Road is included within a CPZ (Zone VSW) hours of operation Monday-Friday 8.30am - 6.30pm;

(4) Camp Farm and Camp farm Cottage are included within the zone in order that they may purchase residents permits;

(5) approval is given to the introduction of the proposed double yellow lines at the various junctions and bends in the area. (See plan Z78/Z78/113/09 on display and attached as appendix 13 to the submitted report);

(6) approval is given to the making of the Traffic Management Order and the
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implementation of the above recommended measures (as detailed in the submitted report and shown on plan Z78/Z78/113/09 attached as appendix 13 to the submitted report and on display at the meeting);

(7) the introduction of the CPZ on Camp View, North View, West Place and West Side Common is deferred;

(8) a public enquiry is not held.

4 RAYNES PARK NORTH AND RAYNES PARK SOUTH CONTROLLED PARKING ZONE (Agenda Item 5)

Officers made a number of introductory comments to the report following which the Committee invited the following persons to make representations to the meeting:

- Tracey Freeman
- Roy Perkins
- Shirley Keene, Gore Road resident supporting the CPZ
- Brian McDonald
- Chris Larkman representing the Raynes Park Association

The aforementioned persons advised the Committee of the difficulties they faced as residents living in roads where there is excessive commuter parking. They all supported the proposals contained in the submitted report.

Following brief discussion the Chair put the recommendations and it was

RESOLVED: That (1), the results of the formal consultation conducted in September 2005, on proposals to introduce a Raynes Park North (RPN) controlled parking zone (CPZ) to include Rosevine Road, Tolverne Road, Trewince Road, Kenwyn Road, Pendarves Road and Worple Road (north-west side only, odd numbers 187 to 211). Detailed in Drawing No. Z78/131/01A (on display at the meeting) are noted;

(2) the results of the formal consultation conducted in September 2005, on proposals to introduce a Raynes Park South (RPS) controlled parking zone (CPZ) to include Gore Road, Clifton Park Avenue, Aston Road, Prince Georges Avenue, Approach Road and Kingston Road (even numbers 612 – 620). Detailed in Drawing No. Z78/132/01 (on display) are noted;

(3) the results of the formal consultation conducted in September 2005, on proposals to introduce ‘At any time’ waiting restrictions in Lambton Road and Pepys Road at their junctions with Kenwyn Road and Pendarves Road, for a distance of 10m in each direction. Detailed in Drawing No. Z78/131/01A (on display) are noted;

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(4) the results of the formal consultation conducted in September 2005, on proposals to replace the existing single yellow waiting restrictions at the Kingston Road junctions with Carlton Park Avenue and Vernon Avenue, with reduced length ‘At any time’ waiting restrictions. Detailed in Drawing No. Z78/132/01 (on display) are noted;

(5) the summary of representations received and officers’ comments upon these as shown in appendices 3 to 11 and summarised in section 4 of the submitted report are noted;

(6) the objections against the proposed measures and the arguments for their implementation are noted;

(7) approval is given to proceed with the making of the Traffic Management Order for the implementation of the proposed Raynes Park North (RPN) CPZ, to include Rosevine Road, Tolverne Road, Trewince Road, and Worple Road (north-west side only, numbers 187 to 211) operating Mondays to Fridays, between 8:30am and 6:30pm, detailed in Drawing No. Z78/131/01A (on display at the meeting); and that, in view of Kenwyn Road and Pendarves Road not wishing to be included in the zone, their inclusion be deferred and these particular roads be consulted following a review of the operation of the scheme;

(8) approval is given to proceed with the making of the relevant Traffic Management Order for the implementation of the proposed Raynes Park South (RPS) CPZ, to include Gore Road, Clifton Park Avenue, Aston Road, Prince Georges Avenue, Approach Road and Kingston Road (even numbers 612 – 620) operating Mondays to Fridays, between 8:30am and 6:30pm, detailed in Drawing No. Z78/132/01 (on display);

(9) approval is given to proceed with the making of the Traffic Management Order for the implementation of the proposed ‘At any time’ waiting restrictions in Lambton Road and Pepys Road at their junctions with Kenwyn Road and Pendarves Road, for a distance of 10m in each direction, detailed in Drawing No. Z78/131/01A (on display);

(10) approval is given to proceed with the making of the Traffic Management Order for the implementation of the proposed ‘At any time’ waiting restrictions at the Kingston Road junctions with Carlton Park Avenue and Vernon Avenue, as detailed in Drawing No. Z78/132/01 as shown in appendix 2 on display;

(11) approval is given to proceed with the amendment of the Traffic Management Order.
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Order for the reduction of the existing yellow line restrictions as detailed in plans Z78/132/01;

(12) approves the revision to the boundary for the RPN CPZ so as to include the corner properties in Pepys Road and Lambton Road at their junctions with Rosevine Road; entitling residents of properties Nos. 75, 77, 95, 97, 113 and 115 Pepys Road and properties Nos. 78, 80, 98, 100, 118 and 120 Lambton Road, to obtain residents’ parking permits; and

(13) a public enquiry is not held.

5 PROPOSED PARKING ARRANGEMENTS FOR HAYDONS ROAD (Agenda Item 6)

Following an introduction by officers and a brief discussion by the Committee it was moved, seconded and

RESOLVED: That (1), the results of the informal consultation carried out in October / November 2005 are noted;

(2) approval is given to proceed with the formal consultation on amending the existing single yellow line restrictions on Haydon’s Road; Cowper Road; Milton Road; Dryden Road and Tennyson Road and to allow parking. See drawings Z78/128/01-P1A and Z78/128/01-P2A (Appendix 1 to the submitted report);

(3) approval is given to proceed with the formal consultation on the introduction of double yellow lines (junction protection) at all the identified junctions along Haydon’s Road and other key locations between Gap Road and Merton High Street. See plans Z78/128/01-P1A and Z78/128/01-P2A (both on display) and section 5. 2.2 of this report for details;

(4) approval is given to proceed with the formal consultation on the introduction of Free Parking Bays, as shown on drawings Z78/128/01-P1A and Z78/128/01-P2A, with a 1 hour maximum stay and no return within one hour outside:

   No. 341 – 347 Haydon’s Road  
   No. 321 – 333 Haydon’s Road  
   No. 286 – 294 Haydon’s Road

(5) approval is given to proceed with the formal consultation to extend the existing boundary of Controlled Parking Zone 3E to include the properties on Haydon’s Road’s east side between Cowper Road and Caxton Road (Nos 189 to 317 Haydon’s Road) and to introduce additional bays as detailed in section 5.2.1 of this report and plan Z78/128/01-P1A;

(6) Approval is given to replace some of the yellow line restrictions with free
parking bays on Haydon’s Road’s east side between North Road and Merton High Street between Nos 29 and 51; between 55 and 77; 83 and 102 Haydon’s Road; outside No 117 (Public House) Haydon’s Road;

(7) Approval is given to proceed with the formal consultation to introduce additional parking bays in Zone S2 as detailed in section 5.2.1 of the submitted report and on plan Z78/128/01-P2A;

(8) approval is given to proceed with the formal consultation to introduce pay and display bays and shared use bays to Zone 3F as shown on plan Z78/128/01-P2A; and

(9) a public inquiry is not held.