Committee: Street Management Advisory Committee
Date: 15th January 2008

Agenda item:
Wards: Abbey
Subject: Proposed Highway Improvements – Haydon’s Road

Lead officer: Lyn Carpenter, Director of Environment & Regeneration
Lead member: Councillor Tariq Ahmad Cabinet Member for Environment & Traffic Management

Key decision reference number: N/A

Recommendations:

That the Street Management Advisory Committee consider the issues detailed in this report and recommend that the Cabinet Member:

1. Notes the result of the informal consultation carried out in November 2007 on the proposed widening of the carriageway and the proposed footway parking. For details please see Drawing No. Z57/187/01 (Appendix 1)

2. Approves the publication of a notice under Section 15(4) of the Greater London Council (General Powers) Act 1974 to permit footway parking exemptions (2 wheels up) along the following sections of Haydons Road:
   - Between Nos. 8 and 42 Haydon’s Road
   - Between Nos. 44 and 70 Haydon’s Road
   - Between Nos 27 and 51 Haydon’s Road

3. Approves the widening of the carriageway as shown on Drawing No. Z57/187/02 (Appendix 1)

1. Executive Summary and Purpose of Report

1.1 This report brings to the Cabinet’s attention the recurrence of an on-going parking and congestion issue along the southern end of Haydon’s Road between its junctions with Merton High Street and Gilbert Road.

1.2 It reports the result of the informal consultation carried out during November 2007 on the proposed parking and highway improvements on the section of Haydons Road (between Merton High Street and Gilbert Road). Approval is sought to formally introduce three sections of part-footway parking along Haydon’s Road and to widen the carriageway to ease congestion for the traffic turning left from Haydon’s Road into Merton High Street.

2. Details

2.1 Haydon’s Road is part of the route classified as the A218, which runs north to south, linking the A3 and A205 in Wandsworth with the A238 Merton High. It forms part of Bus Route 200 and although it is not a wide road, it is of significant traffic importance, carrying all classes of traffic. There are various waiting/loading restrictions (yellow lines) along the entire length of the road to facilitate general traffic flow and assist bus operation with parking being permitted where possible.
2.2 Over the years complaints have been received, and problems have been
observed with the existing parking arrangements along the southern end of
Haydon’s Road. Despite the recent introduction of parking measures along
Haydons Road, drivers currently park half on and half off the wide section of the
footway on both sides of the road in order to safeguard their cars from passing
traffic. This parking trend is not legal, and drivers are liable for a penalty charge
notice.

2.3 Additionally, due to the insufficient carriageway width approaching the
signalised junction and the pinch point between the eastern footway and the
queuing right turners prevent those wishing to turn left from reaching the filter
light at the Merton High Street junction. This problem is documented as
photograph 3 attached as Appendix 4. It should also be noted that the frequent
Route 200 bus service also makes this left turn manoeuvre and has been
experiencing delays as a result of this problem.

3. PROPOSED MEASURES

3.1 In order to address these issues and improve the congestion on approach to the
signals it is proposed to:

1. Introduce part-footway parking at the following sections of Haydons Road:
   • Between Nos. 8 and 42 Haydon’s Road
   • Between Nos. 44 and 70 Haydon’s Road
   • Between Nos 27 and 51 Haydon’s Road

2. Marginally widen 31m of the carriageway by cutting back no more than 0.9m
   of the footway which would involve relocating the telegraph pole outside No 9
   / 11 Haydon’s Road to the back of the footpath and re-align the kerb.

   For details of the proposals see Drawing No. Z57/187/01 (Appendix 1).

3.2 These measures can be introduced without reducing the current available
parking spaces. The footway parking is currently taking place and formalising
this will benefit the local residents as it will remove their liability for a penalty
charge notice being issued.

3.3 Further to this, the footway cutback is proposed to take place on a section of
carriageway, which is protected by no waiting “at any time” restrictions. The
footway cutback can be achieved whilst retaining the recommended minimum
footway width required for wheelchair users and parents with double buggies.

3.4 These proposals were presented to the Traffic Liaison Group (TLG), attended
by the Emergency Services, London Buses and several other interested traffic
organisations. The proposals have received unanimous support.

4. Informal Consultation

4.1 Following discussions with the local Ward Councillors, an informal consultation
was carried out between 2nd November and 23rd November 2007. The
consultation documents (attached as appendix 2) were hand delivered to all the
premises in the consultation area. The document included a plan of the
proposals and a pre-paid questionnaire. A plan of the consultation zone can be
seen in Appendix 3.

4.2 Of the 94 documents that were delivered, 13 responses with varying comments
were received. Table 1.0 below shows a break down of the support for the
scheme. Additional comments which were made on the questionnaire along
with officers’ response are documented in Appendix 5.
### Table 1.0

<table>
<thead>
<tr>
<th>Total households consulted</th>
<th>Responses</th>
<th>For footway parking</th>
<th>Against footway parking</th>
<th>Undecided</th>
<th>For footway cutback</th>
<th>Against footway cutback</th>
<th>Undecided</th>
</tr>
</thead>
<tbody>
<tr>
<td>94 (100%)</td>
<td>13 (14%)</td>
<td>7 (54%)</td>
<td>5 (38%)</td>
<td>1 (8%)</td>
<td>9 (69%)</td>
<td>3 (23%)</td>
<td>1 (8%)</td>
</tr>
</tbody>
</table>

5. **Officers' Recommendations**

5.1 Whilst the response rate can be considered as relatively low, the majority of those who have returned the questionnaires are generally in favour of the proposed measures.

5.2 Those who objected to the footway parking did so on the grounds that it looks unsightly and encroaches on the available footway space. It should be noted that the proposal is simply legalising the current parking practice. The average footway width along this section of Haydon’s Road is 3 metres and with allocating 0.8m on the northern side and 0.9m on the southern side of the footway to parking the remaining footway width would be more than sufficient to meet the minimum requirement for safe pedestrian passage.

5.3 It is considered that the proposed measures will improve the left turn congestion from Haydon’s Road into Merton High Street and remove the threat of a PCN being issued to those residents who are currently parking illegally on the footway.

6. **TIMETABLE**

6.1 If approved, it will be possible to introduce the measures within the current financial year. The required statutory notices could be posted on street and in the press by late January 2008, and the required signs, posts, footway markings and civils works could be introduced soon after.

7. **ALTERNATIVE OPTIONS**

7.1 The alternative option would be to do nothing, leaving Haydon’s Road in its present form with the continued congestion, particularly for vehicles wishing to turn left from Haydon’s Road into Merton High Street. The illegal footway parking would not be addressed. This could lead to penalty notices being issued, even though drivers are attempting to relieve congestion in the area and park their cars as safely as possible.

8. **FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

8.1 The cost of carrying out the statutory notification, installing the new posts, signs and carriageway markings, re-aligning the footway (including any utility diversion works) and relocating the telegraph pole on Haydon’s Road will be approximately £30,000. This will be funded from an approved Bus Priority budget from Transport for London.

9. **LEGAL AND STATUTORY IMPLICATIONS**

9.1 Section 15(1) of the Greater London Council (General Powers) Act 1974 makes it an offence to park on the footway. The Council can exempt areas of the footway from the parking ban by making a Notice under Section 15(4) of this Act. A Notice must be published in a London-wide newspaper giving a minimum of 28 days notice of the exemption coming into effect.

10. **HUMAN RIGHTS, EQUALITIES & COMMUNITY COHESION IMPLICATIONS**

10.1 The Council has carried out a public consultation which gave the local community the opportunity to air their comments.
10.2 The proposed measures are believed to improve the highway environment by minimizing the congestion at one particular point and to control the current illegal footway parking.

11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

11.1 If this scheme is approved, the road safety implications and the risks to those undertaking construction and maintenance will be fully considered at each stage of the design process, from the preliminary design included with this report to the detailed design that will be used for construction.

11.2 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.

Appendices – the following documents are to be published with this report and form part of the report:

- Appendix 1 – Plan of proposals drawing no.Z57/187/01
- Appendix 2 – Consultation document
- Appendix 3 – Consultation zone drawing no.Z57/192/01
- Appendix 4 – Photos documenting the existing issues along Haydon’s Road
- Appendix 5 – Residents’ comments along with officers’ response

Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report:

- Topographical survey of Haydon’s Road between its junctions with Merton High Street and Gilbert Road drawing no.2214
- Bus stop accessibility drawing no.Z57/173/1
- Controlled Parking Zone drawing no.Z78/128/08 Revision A

Contacts

- Report author: Tony Robinson
  - Tel: 020 8545 3224
  - email: tony.robinson@merton.gov.uk
  - Meeting arrangements - Democratic Services:
  - email: democratic.services@merton.gov.uk
  - Tel: 020 8545 3356/3357/3359/3361/3616
- All press contacts - Merton’s Press office:
  - email: press@merton.gov.uk
  - Tel: 020 8545 3181
- London Borough of Merton:
  - Address: Civic Centre, London Road, Morden, SM4 5DX
Useful links
Merton Council’s Web site: http://www.merton.gov.uk

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council’s and third party linked websites.

http://www.merton.gov.uk/legal.htm

This disclaimer also applies to any links provided here.
Plan of footway cutback drawing no.Z57/187/02

Appendix 1
Dear Residents

As you may be aware, for some time drivers have chosen to park half on and half off the footway along Haydon’s Road in order to safeguard their vehicles from possible damage from passing traffic, and also to help reduce traffic congestion in the area. Even though this parking trend is sensible, it is not at present legal, as no traffic signs and carriageway markings are in place.

Your Council have now put together proposals, shown on the plan overleaf, to regulate the parking along this short stretch of Haydon’s Road so that this footway parking activity can be carried out lawfully. The amount of available parking spaces along Haydon’s Road will remain the same as at present, and the footway area will remain sufficiently wide so that a minimum unobstructed width for pedestrians of at least 1.5m is retained.

Please note, these proposed parking amendments are completely independent from the nearby controlled parking zone, so local residents, businesses and visitors to the area will be able to continue to park free of charge. The proposed parking bays will only serve to identify where it is safe to park. No additional parking or waiting restrictions are proposed in this area.

In addition to these improvements, a further opportunity to reduce congestion in the area has been identified. At present drivers wishing to turn left from Haydon’s Road into Merton High Street can be delayed by the single queue of traffic waiting to turn right at the same junction. It is therefore proposed to marginally cut back the footway on the east side of Haydon’s Road to widen the carriageway slightly. The extra carriageway space will allow two lanes of traffic to safely queue on the approach to the junction with Merton High Street, whereas at present only one queue of traffic can manage to do so. Details of this proposal are also included on the plan overleaf.

LET US KNOW YOUR VIEWS

Please return the enclosed prepaid questionnaire with any comments by Friday 23 November 2007. It is also possible to post comments on-line where details of the scheme and consultation can be viewed at www.merton.gov.uk/haydonsroad. Following this consultation exercise it is proposed to take the results to the Street Management Advisory Committee on 15 January 2008 to seek approval to proceed with the scheme.

If you would like any further information, or would like to discuss the scheme generally, please do not hesitate to contact Tony Robinson, Senior Engineer, Traffic and Parking on 020 8545 3224.

Councillors for Abbey Ward

Cllr Marc Hanson Tel: 077 7622 6216
Cllr Diane Neil Mills Tel: 020 8947 4151
Cllr Henry Nelless Tel: 020 8543 3786

If you would like more information in your own language, please contact us at the address shown in the bottom box.
Public Consultation

Haydon’s Road Traffic & Parking Improvements

We would like to know your views.
Please tick the appropriate boxes and return this card by 23 November 2007

Please write in BLOCK capitals

Name: ................................................................. Signature: .................................................................
Road: ................................................................. Property No./Name: .................................................................
Email: ................................................................. Post Code: .................................................................

Please tick if you would like the above information to be confidential. ☐

1. Are you a resident or a local business?
   ☐ Resident ☐ Business ☐ Both

2. Do you support the introduction of the proposed footway
   parking, and the other minor changes to the road layout as
   shown on the plan overleaf?
   ☐ Yes ☐ No ☐ Undecided

Do you have any additional comments regarding the proposals? (Please write in BLOCK capitals)
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................
.......................................................................................................................................................

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply
individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

This information is requested so as to enable the Council to develop its understanding of the response rate from the different
sections of the community and hence to test whether or not the channels of communication which we are currently using are effective

<table>
<thead>
<tr>
<th>Gender</th>
<th>Male</th>
<th>Female</th>
<th>Do you consider yourself to have a disability?</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Group (please tick one box)</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ 15 or under</td>
</tr>
<tr>
<td>☐ 20 - 24</td>
</tr>
<tr>
<td>☐ 25 - 29</td>
</tr>
<tr>
<td>☐ 30 - 34</td>
</tr>
<tr>
<td>☐ 40 - 44</td>
</tr>
<tr>
<td>☐ 50 - 54</td>
</tr>
<tr>
<td>☐ 60 - 64</td>
</tr>
<tr>
<td>☐ 70 - 74</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ethnic Origin (please tick one box)</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
</tr>
<tr>
<td>☐ White - English</td>
</tr>
<tr>
<td>☐ White - Scottish</td>
</tr>
<tr>
<td>☐ White - Welsh</td>
</tr>
<tr>
<td>☐ White - Irish</td>
</tr>
<tr>
<td>☐ Gypsy / Roma / Traveller</td>
</tr>
<tr>
<td>☐ Other (please specify)</td>
</tr>
<tr>
<td>Mixed Ethnicity</td>
</tr>
<tr>
<td>☐ White &amp; Black Caribbean</td>
</tr>
<tr>
<td>☐ White &amp; Black African</td>
</tr>
<tr>
<td>☐ White &amp; Asian</td>
</tr>
<tr>
<td>☐ Other (please specify)</td>
</tr>
<tr>
<td>Asian or Asian British</td>
</tr>
<tr>
<td>☐ Indian</td>
</tr>
<tr>
<td>☐ Pakistani</td>
</tr>
<tr>
<td>☐ Bangladeshi</td>
</tr>
<tr>
<td>☐ Tamil</td>
</tr>
<tr>
<td>☐ Other (please specify)</td>
</tr>
<tr>
<td>Black or Black British</td>
</tr>
<tr>
<td>☐ Caribbean</td>
</tr>
<tr>
<td>☐ African</td>
</tr>
<tr>
<td>☐ Other (please specify)</td>
</tr>
<tr>
<td>Chinese &amp; Other Ethnic Groups</td>
</tr>
<tr>
<td>☐ Chinese</td>
</tr>
<tr>
<td>☐ Korean</td>
</tr>
<tr>
<td>☐ Other (please specify)</td>
</tr>
</tbody>
</table>
Photos documenting existing issues along Haydon’s Road

Photo 1. Northbound view of Haydon’s Rd – West side of carriageway, illegal footway parking.

Photo 3. Southbound view of Haydon’s Rd approaching Merton High Street – note wide footway, pinch point and queuing traffic.

<table>
<thead>
<tr>
<th>Comments received from consultation</th>
<th>Officers’ response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavement outside no.5-9 is narrow and moving the kerb line would exacerbate this</td>
<td>A minimum footway width of 1.5m will always be maintained for pedestrians. The proposed footway cutback will be tapered so that the footway will become increasingly wider from a point outside 5 Haydon’s Road through to the existing bus stop outside 21 Haydon’s Road.</td>
</tr>
<tr>
<td>There is a parking space problem and introducing a CPZ would help alleviate this</td>
<td>This scheme does not propose the introduction of any controlled parking zone measures. It has been calculated that the proposed introduction of footway parking will not reduce the existing parking capacity along this section of Haydon’s Road.</td>
</tr>
<tr>
<td>Pavement parking would present hazards for wheelchair users</td>
<td>The average footway width along Haydon’s Road is 3m. It is proposed that footway parking will be introduced without compromising the minimum required footway width for both wheelchair users and parents with double buggies. Full consideration is always given during the design process to ensure that the footway provides accessibility.</td>
</tr>
<tr>
<td>Half on half off parking looks tatty</td>
<td>At present some drivers choose to park fully on the carriageway whereas others park half on and half off the footway. It is agreed that this current activity is unsightly as well as also being illegal. The proposals will help regulate this issue and provide parking consistency along this stretch of Haydon’s Road.</td>
</tr>
</tbody>
</table>