

Delegated Decision Notice

Record of a decision taken by an officer

Title	Permanent prohibitions or restrictions on roads in Geographical Area 2, as per the Parking Strategy
Decision taken	1 March 2021
Decision authorised by	Alex Constantinides, Interim Assistant Director, Highways, Transport and Regulatory Services
Authority for Decision	Scheme of Delegation Section 3 of the Constitution – Part 1 paragraph 2
Areas/Ward(s) affected	<ul style="list-style-type: none"> ● Belmont ● Carshalton Central ● Carshalton South and Clockhouse ● Cheam
Summary	
<p>This decision notice is to authorise implementation and the subsequent making of the necessary Traffic Management Orders for the proposed parking measures in Geographical Area 2, following completion of a statutory traffic order consultation and consideration of representations received. The following measures are proposed:</p> <p><u>New Permit Parking Areas (PPA) in the following areas:</u> CA1 PPA (Wallace Crescent area) – operating Mon-Fri, 8am-6.30pm CA2 PPA (Talbot Road area) – operating Mon-Fri, 9-11am & 4-6pm CB PPA (Gordon Road area) – operating Mon-Fri, 10am-12noon CH PPA (Peaches Close) – operating Mon-Fri, 8am-6.30pm <i>The permit eligibility list can be checked:</i> https://www.sutton.gov.uk/directory/51/sutton_parking_permit_eligibility_checker</p> <p><u>Additional parking measures considered:</u> Amendments to the existing Cheam CPZ - Free bay scheme Loading restriction blips on existing double yellow line locations Various waiting restrictions Time extension to existing limited time waiting bays Additional limited time waiting bays Loading Bays Disabled bays</p> <p>Over the years the council has received many requests for yellow line waiting restrictions at specific locations throughout the borough. The majority of the complaints relate to vehicles parking close to junctions or communal access points, obstructing sightlines and</p>	

making it difficult and hazardous for vehicles to enter and exit side roads safely. Concerns have also been expressed over emergency vehicles and the council's refuse vehicles access being obstructed by inconsiderate parking.

Therefore, we have taken the opportunity to formalise restrictions around all main junctions; roads where parking cannot take place on both sides of the road; and roads with high traffic levels, to assist with easing congestion and improving safety.

The council's Parking Strategy aims to contribute to a more sustainable future, creating a better and safer environment, improved quality of life and greater equality for the local community. Priorities are public safety, the free movement of traffic, and helping residents.

High levels of car ownership contribute to parking stresses, particularly in streets of housing stock where off-street parking is not an option. Ownership and usage levels have to be considered in parallel to the fact that one of the key concerns of the borough's residents relates to parking, and the Parking Strategy seeks to provide equitable access to this scarce resource.

For the "Statement of Reasons" showing the modifications made use the following link:
https://www.sutton.gov.uk/downloads/download/1324/ga2_statement_of_reasons

Decision Clauses

1. That all documentation required for permanent Traffic Management Orders be processed under the relevant sections of the Road Traffic Regulation Act 1984

Reasons for Decision

As part of the Parking Strategy, the proposed measures (shown in the summary) were advertised formally under a Traffic Management Order public consultation carried out between 3 December 2020 and 4 January 2021, to support the council's Parking Strategy for Geographical Area 2 within the borough. A number of valid representations (including objections) were received to the consultation process for the proposed measures. A general summary of the objections received for each proposed scheme follows:

CA1 PPA (Wallace Crescent area)

- No parking issues
- Do not want to pay for a permit
- Hours of operation are too restrictive
- Will affect local businesses

CA2 PPA (Talbot Road area)

- No parking issues
- Do not want to pay for a permit
- Hours of operation do not cover school drop off/pick up times
- Will affect local businesses

CB PPA (Gordon Road area)

- No parking issues
- Do not want to pay for a permit
- Prefer reduced hours of operation
- Will cause displacement in surrounding roads

CH PPA (Peaches Close area)

- Object to the inclusion of Old Barn Close
- No parking issues
- Do not want to pay for a permit

BH2 PPA (Heath Drive area)

- Believe the PPA proposals are too restrictive and unnecessary
- Will cause displacement in surrounding roads

Cheam Ward proposals, including existing CPZ changes

- Object to any proposed changes
- Object to double yellow lines in some locations

Belmont Ward proposals

- Proposed Time limited bays will create parking problems in adjacent roads
- Object to double yellow lines in some locations
- Object to single yellow line in Northdown Road
- Prefer a Free bay scheme (Hillside Road & Arundel Road)

Carshalton Central Ward proposals

- Object to double yellow lines in some locations

Carshalton South & Clockhouse Ward proposals

- Object to double yellow lines in some locations
- Object to single yellow lines in some locations

General summary of yellow line objections

- Not needed
- Unsightly yellow lines
- Length of restriction is unnecessary
- Vehicles do not park here anyway
- Operational times of single yellow line are too restrictive
- Will cause traffic speeds to increase
- Remove/reduce parking options and capacity

Officers have considered all representations and made amendments to the proposals if deemed feasible and appropriate. Officers will notify all those who made representations of the decision, once taken.

Below is a summary of the modifications for the PPA proposals:

CH PPA (Peaches Close area) - modification to remove the majority of Old Barn Close from the PPA permit eligibility due to capacity issues and adequate off-street parking available to all properties within this road.

BH2 PPA (Heath Drive area) - the abandonment of the PPA scheme due to lack of support from the wider area. This scheme is also not considered to be financially viable as permit parking controlled areas must be self-funding. Officers believe there will not be sufficient permit sales to pay for the maintenance and enforcement of the zone. We will consider a review at a future date on an alternate proposal e.g. extend the hours of operation of the existing single yellow line.

CB PPA (Gordon Road area) - change the hours of operation as stated in the responses to the statutory objections and requests by Ward Members. New restrictions will be changed to Monday to Friday, 10am to 12noon.

All changes made due to objections received from residents, businesses or Ward Councillors can be found using the following link:

https://www.sutton.gov.uk/downloads/download/1325/ga2_statutory_consultation_changes

Maps for the GA2 schemes are available online:

- [CA1](#)
- [CA2](#)
- [CB](#)
- [CH](#)
- [Ward maps](#)

Delegate responsibility to the Interim Assistant Director, Highways, Transport & Regulatory Services, consider and resolve any objections received during the formal consultations in consultation with the Chair of Environment of Neighbourhood Committee and Ward Councillors, to agree the final scheme, make any changes as a result of the formal consultation and take forward to implementation.

Alternative options considered

To uphold some or all of the objections and abandon or modify proposals:

Modifications have been made to proposals, as highlighted above and shown in the “GA2 Stat Cons - Changes” spreadsheet.

Any objection to proposals considered a safety measure, such as double yellow lines at junctions have been considered for reduction if feasible, or rejected. None of the double yellow lines at junctions have been reduced to less than 5 metres. The option to remove the junction protection where objections were received have been considered and dismissed due to safety and access.

Further consultation with residents of Old Barn Close was carried out to notify them of the decision to remove them from the CH PPA. Based on responses received, it was decided to allow Old Barn Studio to remain within permit eligibility.

Declarations of Interest

In accordance with the Traffic Order Procedure Regulations there are discretionary powers to consider the option of holding a public enquiry before any Traffic Order is made. Given that the size and scale of the project affects a small area and the potential impacts are limited, it would not be considered reasonable to undertake such a process at the expense of the public purse.

Background Documents

Parking Strategy Policy 2016-2021:

https://www.sutton.gov.uk/downloads/file/3822/parking_strategy_and_policy_2016_-_2021