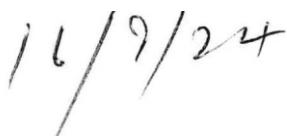

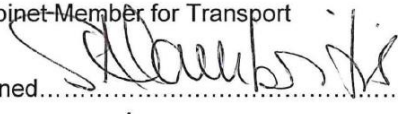


<b>Name of decision-maker</b> Cllr Stephen Alambritis Cabinet Member for Transport	<b>DATE</b> 
<b>REPORT/DECISION TITLE</b> Central Rd – Pedestrian Refuge Island improvements	<b>WARD(S)</b> St Helier
<b>CHIEF OFFICER</b> Dan Jones  Signed..... Date: 16/09/2024	<b>CABINET/LEAD MEMBER</b> Stephen Alambritis Cabinet Member for Transport Signed..... Date: Stephen Alambritis Cabinet Member for Transport  Signed..... Date: 16/9/24
<b>DECISION CLASSIFICATION</b> <i>Non-Key</i> <i>Cabinet Member for Transport Decision</i>	<b>IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING?</b> <i>Cabinet Member for Transport Decision</i> <i>No meeting involved</i>

**1 Recommendations:**

That the Cabinet Member considers the issues detailed in this report and:

- A) Notes the outcome of the statutory consultation that was undertaken between 18<sup>th</sup> July and 9<sup>th</sup> August 2024, on proposals to introduce ‘at any time’ double yellow line waiting restrictions in Central Road and remove the redundant disabled bay, in order to facilitate the improvements to the existing pedestrian refuge island, as shown on the plan in Appendix 1.
- B) Considers the representation received in relation to the proposed waiting restrictions and officer’s comments, as shown in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the waiting restrictions, disabled bay removal and for the implementation of pedestrian refuge island improvements, as consulted.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

## **2 Purpose of Report and Executive Summary**

- 2.1 This report sets out the proposed improvements and details the outcome of the statutory consultation, as detailed in Appendix 2.
- 2.2 It seeks approval to proceed with the making of the TMOs and for the implementation of the pedestrian refuge island improvements that provides a safe informal crossing particularly for those accessing Abbotsbury Primary School and Morden recreational ground.

## **3 Links to the Merton Priorities (Borough of Sport/Civic Pride/Sustainable Futures)**

- 3.1 This report relates to the Council's Strategic priorities as follows:

Increasing walking and cycling in the borough as active travel

## **4 Introduction and Background**

- 4.1 Central Road is a London Distributor Road and is subject to 20mph. It is partly served by a bus route and it is a primary emergency route. It accommodates commercial and residential properties, pedestrian access to Abbotsbury Primary School and a recreational ground.
- 4.2 On approach to the signalised junction of Abbotsbury Road, there is an informal crossing which also acts as a speed reducing feature.
- 4.3 Within the vicinity of this informal crossing provision, there is extensive footway parking which obscures those waiting to cross the road and adversely reduces the width of the footway.
- 4.4 The proposals to improve the existing pedestrian crossing refuge island, near to the recreational ground and Abbotsbury Primary School entrances, has been developed as part of a Public Health initiative and it is funded by Public Health grant.
- 4.5 The measures include improvements to pedestrian accessibility and safety, by widening the existing pedestrian refuge island and adjacent dropped kerbs with new tactile paving to assist those with visual impairments. These changes do not require a statutory consultation.
- 4.6 To improve sightlines and address and prevent obstructive parking, the proposal also includes the introduction of double yellow lines which have been subject to a statutory consultation.
- 4.7 It has been determined that the existing disabled parking bay is redundant and therefore it is proposed to remove it.

## **5 Available Options & Preferred Option**

- 5.1 An option is not to introduce the proposed double yellow lines, but this will continue to adversely affect driver and pedestrian visibility and will do nothing to reduce the risk to pedestrians particularly pupils as well as the risk of passing vehicles being obstructed by parked vehicles on the carriageway, causing side swipe collisions.

An option to retain status quo would leave the facility feeling unsafe with less than standard footway space for pedestrians to wait at the refuge and will not accommodate the level of pedestrian usage during peak periods particular pupils who may be taken to the recreation grounds. It would also lessen pedestrian confidence in using the crossing, especially those with visual impairments and those in a wheelchair or mobility scooters.

## **Preferred Option**

To implement the proposed improvements as set out on plan in appendix 1.

## **6 Reasons for Recommendations**

- 6.1 To improve road safety and accessibility particularly for vulnerable road users, and raise driver awareness, it is recommended that the proposed improvements as set out on plan in appendix 1 are implemented.
- 6.2 The proposal addresses the illegal footway parking, thereby improving footway width, access and visibility.

## **7 Consultation Results**

- 7.1 A statutory consultation was carried out between 18<sup>th</sup> July and 9<sup>th</sup> August 2024. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local papers and the London Gazette, as shown in Appendix 3. A newsletter with a plan, as shown in Appendix 1, was also posted to all the affected properties.
- 7.2 A copy of the proposed TMO, a plan and the Council's Statement of Reasons were made available at Merton Link and on the Council's website.
- 7.3 All statutory bodies were informed of the statutory consultation.
- 7.4 All Ward Councillors were informed of the statutory consultation.
- 7.5 The statutory consultation resulted in 2 representations. One representation signed by 4 others, objects to the proposals. The other is in partial support. Representations along with Officer's comments are detailed in Appendix 2.
- 7.6 Although the Council invites support as part a statutory consultation the statutory principally invites objections, and consideration is given to validity of the objections during the decision-making stage. A statutory consultation is not a vote nor based on the number of responses for or against the proposals. And representations are required to be made by individuals rather than in a petition style manner.

## **8 Next Steps & Timetable: Communication and Implementation of the Decision**

- 8.1 Once the Cabinet Member decision is made, it will be published and once it clears the Call-In period, those who have made a representation will be notified individually.
- 8.2 The TMOs will be made soon after the decision has cleared Call-In and if agreed, implementation will be programmed.
- 8.3 The works are estimated to take approximately 2 weeks and it is intended to undertake the works during school half term.

## **9 Report Appendices**

- 9.1 The following documents are to be published with and form part of the report:
  - Appendix 1: Statutory Newsletter & Plan
  - Appendix 2: Representations and officer's comments
  - Appendix 3: Statutory Notice

## **10 Background Papers**

N/A

MERTON COUNCIL

## Central Road near Recreational Grounds Entrance Pedestrian Refuge Island Upgrade



Statutory Consultation Newsletter  
July 2024

Cllr Stephen Alambritis MBE  
Cabinet Member for Transport



### Proposed improvements

Please be advised that on behalf of our Public Health department, we plan to upgrade the existing pedestrian refuge island in Central Rd near to the recreational grounds entrance. *Please see plan overleaf.*

The measures will include improved pedestrian accessibility and safety, by widening the island and adjacent lowered kerbs with new tactile paving to assist those with visual impairments. These changes do not require a statutory consultation.

However, to facilitate this upgrade, it will be necessary to alter and introduce additional parking restrictions in form of double yellow line waiting restrictions for improved visibility and the passing of traffic, and the removal of a disused disabled bay. It is these changes which will require a statutory consultation. The consultation does not apply to the actual changes to the refuge island itself.

### Statutory Consultation

A Notice of the Council's proposals will be published in the Wimbledon and Wandsworth Times and the London Gazette. Notices will also be posted on lamp columns in the vicinity. It will commence on 18th July 2024.

Although we welcome support, representations against the proposals, as prescribed in the Notices, must be put in writing, either by email [Traffic.AndHighways@merton.gov.uk](mailto:Traffic.AndHighways@merton.gov.uk) or in a letter to the Environment, Civic Pride and Climate department, Future Merton, Civic Centre, London Road, Morden, SM4 5DX. The deadline for responses to the statutory consultation is **9th August 2024**. Please quote reference **ES/CentralRd/Refuge** and ensure to include your full postal address.

***Please note that objections must only relate to the elements of the scheme that are subject to this statutory consultation as outlined above and on the plan overleaf.*** Representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Responses to any representations received will not be made until after the Cabinet Member has made a final decision. The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Once a decision is made you will be informed via a newsletter and the website will be updated accordingly.

This information is also available on Merton Council's website and will be updated as the scheme progresses. <https://www.merton.gov.uk/CentralRdRefuge>

### St Helier Ward Councillors

(Contact details of Ward Councillors are provided for information purposes only)

Cllr Andrew Judge [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk)  
Cllr Dennis Pearce [dennis.pearce@merton.gov.uk](mailto:dennis.pearce@merton.gov.uk)  
Cllr Shuile Syeda [shuile.syeda@merton.gov.uk](mailto:shuile.syeda@merton.gov.uk)

Cllr Stephen Alambritis MBE, Cabinet Member for Transport  
[stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)





**Ref 001 – Objection**

I am writing on behalf of myself and the local residents for the reconsideration of your proposed improvements on Central Rd whereby you plan to add double yellow lines and reduce the available parking. This is due to parking already being scarce in our area and difficult to find within close proximity of our homes. This is because of a multitude of reasons such as the parents of children at Abbotsbury Primary school parking and leaving their cars after dropping off their children and the members of the local mosque also parking on our road whenever they have their local events. Many residents, such as myself, also have elderly that live with them that require parking close to their homes due to their difficulties in walking. The residents living in the area of said improvement also do not have any access to driveway parking due to the green area opposite Morden Recreation Ground further restricting availability for parking. In addition to this accommodating guests when having small communal gatherings has become increasingly more difficult with guests being unable to find appropriate parking in nearby areas. Many residents also have multiple cars and this only makes matters harder in terms of finding any parking, especially for those without a driveway or access to their driveways. I exemplify both mine and the local residents' opposition to this said improvement. I would suggest allowing special access for those with driveways to park in their driveway or introducing a permit where only those with permits would be allowed to park in the said area of improvement as both would be much more effective proposals for improvement as substitutes for the improvement suggested by the council committee. Below I have also attached a letter containing the signatures of the local residents, who alongside myself, are in opposition to the improvements suggested by the council.

**Officer's Comments:**

Footway parking in London is illegal and the current manner of parking is reducing the width of the footway to a substandard width and causes sightline problems for drivers and pedestrians needing to cross the road using the central refuge. The manner of parking causes obstruction to pedestrians including those in a wheelchair.

Council cannot compel anyone resident to apply for a crossover and park in their front garden except if they are already driving over the footway illegally to gain access to off street parking. The Council also has a policy to retain grassed areas particularly where the grass verge is extensive.

Although the council appreciates parking is important to residents, priority will always be given to road safety and accessibility.

The proposed double yellow lines are essential to maintain the required footway with and ensure sightlines are unobstructed for pedestrians and drivers. It also ensures that access to the pram ramp / crossing point remain unobstructed.

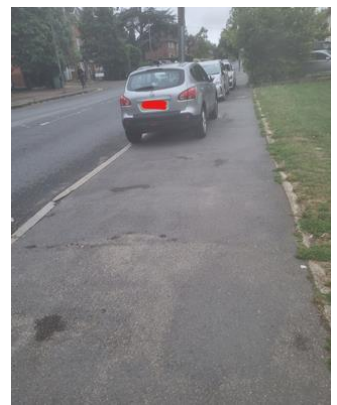
The recreational side of the road is already subject to double yellow lines, however, due to the widening of the crossing and the slight repositioning, it is necessary to extend the existing restrictions which would mean the loss of 1 parking space.

On the school side, currently there are no yellow line restrictions and it has been observed that as a rule vehicles do not park on the carriageway but park fully on the footway which is obstructive and illegal. The proposed double yellow lines therefore result in zero parking spaces lost on the carriageway. However, due to the illegal footway parking on that side, which obscures driver and pedestrian visibility and compromises the footway and crossing with, it is necessary to install bollards to physically prevent the illegal footway parking amounting to 2 vehicles.

The Council can consider a CPZ if the residents submit a petition demonstrating support. However, it is important to note that with any scheme, priority will be given to safety and access which in this area is likely to add further restrictions.

## Ref 002 – Central Rd - support & Comments

In reference to the Pedestrian Refuge Island Upgrade in Central road Morden. I understand that yellow lines are being laid to stop parking on both sides of the road to provide better visibility and make the crossing safer. That sounds great in principle except people rarely park on the road on the even numbered side they park all on the foot path. Can you confirm whether this will still be the case as I cannot see how the yellow lines will make any difference? Surely the cars will still obscure the roadway to a child or person in a wheelchair wishing to cross. And also the way you allow these cars parking the way they do baffles me. When did parking on a footpath become acceptable. Enclosed are some photos of said parking and their close proximity to our boundary property causing pedestrians and school children to walk through our frontage causing damage to tree and brick walls. How on earth does a disabled person or mobility vehicle get through. If this type of parking is acceptable then maybe I can apply it to my own when I visit civic offices in Morden.



### Officer's Comments:

Footway parking in London is illegal and it is agreed that the manner of parking whereby footway width is reduced to a substandard width hindering access is unacceptable. As part of the proposal, footway parking nearest to the crossing on both sides will be prevented by a bollard. Once the proposed improvements are implemented the issue with the footway parking, which is a wider problem will be addressed separately. Meanwhile, however, upon receiving a complaint, the Council will issue a PCN where footway width has been reduced to less than 1m by a parked vehicle.



**PROPOSED INTRODUCTION OF ADDITIONAL “NO WAITING AT ANY TIME” RESTRICTIONS  
AND REMOVAL OF A DISABLED PERSONS PARKING PLACE IN CENTRAL ROAD**

**THE MERTON (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. \*) ORDER 202\*  
THE MERTON (FREE PARKING PLACES) (DISABLED PERSONS) (NO. \*) ORDER 202\***

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Merton, propose to make the above-mentioned Orders under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended, and all other enabling powers.
2. The general effect of the ‘Waiting and Loading’ Order would be to further amend the Merton (Waiting and Loading Restriction) Order 1977 so that waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle for up to 40 minutes) would be prohibited at any time in the lengths of street specified in the Schedule to this notice.
3. The general effect of the ‘Free Parking Places’ Order would be to revoke the redundant disabled persons parking place outside No. 198 Central Road.
4. A copy of each of the proposed Orders and other documents giving more detailed particulars of the Orders, including a plan which indicates the lengths of street to which the Orders relate can be inspected Monday to Friday during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden.
5. Any person desiring to make representations or to object to the proposed Orders should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, SM4 5DX, or alternatively by email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) quoting reference **ES/CentralRd/Refuge**, no later than 9 August 2024.

Dated 18 July 2024.

Raj Mistry  
Interim Director of Public Realm  
London Borough of Merton  
Merton Civic Centre,  
London Road  
Morden SM4 5DX

**SCHEDULE**

**CENTRAL ROAD**

- (a) the north-west side, from a point in line with the north-eastern boundary of No. 200 Central Road north-eastward to a point 8.2 metres south-east of a point opposite the common boundary of Nos. 167 and 169 Central Road;
- (b) the south-east side, from a point in line with the north-eastern boundary of No. 173 Central Road to a point 3 metres south-east of a point in line with the common boundary of Nos. 167 and 169 Central Road;



Cross-Cutting Issues and Implications and Sign-Off

Issue	Implications	Sign-off
<p><b>Legal</b> including Human Rights Act</p>	<p>The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the traffic management order notices.</p> <p>The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.</p> <p>The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.</p> <p>The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The scheme includes special consideration for the needs of people with blue badges, local residents, and businesses without prejudice toward charitable and religious facilities.</p> <p>Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management orders and similar orders published in the local paper and London Gazette.</p>	<p>George Chesman</p> <p><i>solicitor for South London Legal Partnership</i></p> <p>02/09/2024</p>
<p><b>Finance</b> and other resources</p>	<p>All associated costs will be covered by Public Health funding on cc 740308 The estimated cost is £28,600 which includes consultation, staff costs and construction.</p>	<p><i>Service Financial Adviser</i></p> <p>Gina James</p> <p>06/09/2024</p> <p><i>Binoy Pillai</i></p> <p><i>Capital Strategy, Regeneration and Risk Manager</i></p> <p>10/09/2024</p>

Issue	Implications	Sign-off
<b>Equalities</b>	<p>As part of its stated commitment to equality, Merton supports the delivery of its statutory duties under the Equality Act 2010. This includes the protection of people from discrimination on the basis of 9 'protected characteristics'. An Equality Assessment has been carried out on this proposal. The impacts on 2 protected characteristics is outlined below:</p> <p>Disability – Providing unobstructed and sufficient footway with suitable dropped kerbs and pedestrian refuge islands with tactile paving, provides safer and more friendly crossing area for those who are visually impaired and those with mobility issues.</p> <p>Gender reassignment – N/A</p> <p>Marriage or civil partnership – N/A</p> <p>Pregnancy and maternity – N/A</p> <p>Race – N/A</p> <p>Religion or belief – N/A</p> <p>Sex – N/A</p> <p>Sexual orientation – N/A</p>	<p><i>James Geeson</i> <i>Traffic Engineer</i> <i>28/08/2024</i></p>
<b>Climate change</b>	<p>Whilst the construction will be energy saving, the process of implementation by our contractor FM Conway will involve the consumption of energy. FM Conway recognise the importance of ensuring their work is as energy efficient as possible and that products and processes are environment friendly. In their Carbon Reduction Plan, they outline their short, medium and long-term net zero targets in relation to emissions. Their Net Zero Strategy addresses the issue of embodied carbon; 'Increasing the percentage of RAP within our asphalt specifications will be acritical factor to reduce the embodied carbon within our product range, whilst also protecting the natural environment through our Circular Economy approach.' RAP – Reclaimed Asphalt Pavement.</p> <p>In terms of the council's transport outcomes, the proposal supports and encourages active travel i.e. walking and use of the recreational grounds.</p> <p>All our plans include requests to reuse or recycle the existing post and signs. Wherever possible, existing posts and street furniture are used. Both these measures minimise waste and help reduce costs and unnecessary energy consumption.</p>	<p><i>James Geeson</i> <i>Commissioning Engineer</i> <i>28/08/2024</i></p>
<b>Executive Director</b>	<i>Clearance/Approval of Report</i>	<p><i>Dan Jones</i> <i>16/09/2024</i></p>
<b>Cabinet Member/s</b>	<i>Clearance/Approval of Report</i>	<p><i>Cllr Stephen Alambritis</i> <i>16/09/2024</i></p>

Issue	Implications	Sign-off
<b>REPORT AUTHOR:</b> James Geeson – Traffic Engineer Tel no. 020 4605 3054 james.geeson@merton.gov.uk		