

Representations and Officers' comments – Vassall V CPZ Ext, Myatts Field North (Phase 2)	Appendix C
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Representations in Support of the proposals

<p><u>1. Eythorne Road (V-SUP-1003)</u></p> <p>I live at ■ Eythorne Road. I write to support the proposed CPZ extension to Vassall Controlled Parking Zone (Phase 2). I am really looking forward to this kicking in. The parking around this area is ridiculous with people parking on double yellow lines, on pavements, on corners etc. Since the CPZ was declared on the other side of the park, everyone has just started parking on this side of the park. There are a lot of commuters that park all day leaving no room for residents resulting in the chaos we now have to put up with. As delivery lorries, bin lorries and all the extra cars block the pavements this is currently causing a serious fire hazard as the fire trucks will not be able to get through especially on Offenham Road or the bottom end of Cromwell Road. I am in total support this scheme - please action it as soon as you are able. People also park across the access to the flats which is totally unacceptable.</p>
<p><u>2. Henry Road (V-SUP-1001)</u></p> <p>I fully support the CPZ extension to Henry Road. I would like to also see enforcement of the existing double yellow lines in the area and action take to prevent cars parking on the pavements.</p>
<p><u>3. Offenham Road (V-SUP-1002)</u></p> <p>I live at ■ Offenham Road. I write to support the proposed CPZ extension to Vassall Controlled Parking Zone (Phase 2). I cannot tell you how long we have waited for this. The parking around this area is absolutely shambolic with people parking on double yellow lines, on pavements, on corners etc. Since the CPZ was declared on the other side of the park it seems that everyone parks here as it is currently free of charge. There is also a large element of commuters that park all day leaving no room for residents resulting in the chaos we now have to put up with. Delivery lorries, bin lorries and most important of all in the case of a fire - the fire trucks, simply cannot access Offenham Road or the bottom end of Cromwell Road. I wholeheartedly support this scheme - please action it as soon as you are able. People also park across the access to the flats which is totally unacceptable.</p>
<p><u>4. Oval Quarter Residents Association (OQRA) (V-SUP-1004)</u></p> <p>The Oval Quarter Residents' Association, which represents c 180 private leaseholders, strongly supports the extension of the Vassall Road CPZ to include Henry Road, Offenham Road, Cromwell Road, Fitzpatrick Road, Lennox Road and Eythorne Road. Since the adoption of the roads on the other side of Eythorne Park, in 2017, illegal parking has been displaced into this area. There are cars parked all over the pavement, on double yellow lines, blocking car park exits etc. There are numerous occasions when access to these roads cannot be gained due to the number of vehicles parked on both sides of the roads. Sometimes the vehicles are parked so close to the blocks themselves it is difficult to get out of the front door. Many of these parked vehicles belong to commuters who take advantage of free parking close to the Oval Tube Station, and cannot be moved quickly in an emergency. The most concerning aspect of the current situation is that emergency service vehicles may not be able to gain access to premises when serious emergencies arise. This is clearly a serious health and safety risk. We are fortunate that this chaotic situation does not appear to have resulted in a serious incident yet but it is simply a matter of time. In addition, very often, the large Refuse Collection vehicles cannot get access to the pods, which means they do not get emptied, become overfull and rubbish bags are left strewn on the pavement, attracting the attention of passing wildlife. Refuse from torn bags then gets dispersed across a wide area of the development which is not just unsightly but another health risk. It would significantly reduce the rubbish problems in this area of the development if parking restrictions were introduced and rigorously enforced. We hope that our views will be taken on board and introduction of the restrictions will be urgently progressed</p>

5. Unnamed Road(V-SUP-1005)

I am a resident at Myatts Field and I am very much in favour of the controlled parking zone extension, thank you for moving the proposal forward. If possible it would be very useful to have more car share parking spaces in the area to encourage people to use car sharing rather than personal vehicles.

Representations - Comments for the proposals

1. Cromwell Road (V-COM-3002)

My name is [REDACTED] I m leaving at [REDACTED] Cromwell road, we are seriously facing parking space problems we don't mind to pay for it but we need parking bays for parking there is no parking spaces for Cromwell road residents, it's not fair we pay for that but no parking spaces. It's wide road if u draw one side for parking bays. I hope u considering our problem,and try to sort out this issue.

Officer response:

The original proposals did include resident parking bays on Cromwell Road to accommodate three vehicles. Following the Statutory Consultation, we have added an additional three spaces, taking the total spaces available on Cromwell Road to six.

1. (PT18-CPZ2004)**Petition to Delay Parking Zone ‘V’ CPZ Extension (Phase 2)**

We the undersigned residents of Myatts Field North Estate (Phase 2 CPZ) are opposed to the extension of the Vassall Controlled Parking Zone (CPZ) and proposed improvements within Myatts Field North Estate for the following reasons:

- There are currently only 0.4 spaces per house, within the Myatts Field North Estate. Which in itself is not enough spaces for the number of residents in the area (not including the private residents).
- Parking in the Phase 2 Extension would be available to everyone within the proposed parking zone, including private residents who have their own gated parking facilities which is not available to council residents.
- This estate is currently being considered a highway, when in fact, the majority of the roads within the estate are residential, with the exception of Cromwell Road and Eythorne Road.

We propose the following solutions:

- Lifting of the double yellow lines and increasing the number of parking bays within the Estate as there is sufficient space, but not sufficient bays on all roads named within the proposed V CPZ extension (phase 2).
- The proposed type of permit offered should be changed from ‘Residents’ Parking Permits’ to ‘Estate parking permits’ as: Myatts Field North is an Estate; there is a significant difference in cost between both types of permits; and the roads, with the exception of Cromwell Road and Eythorne Road, are used by private individuals, as distinguished from highways that are for public use.
- Parking in the Myatts Field Estate should only be available to residents who live within the Estate, not residents who live in private accommodation/ the apartments who have private parking facilities available and are also considered as part of Oval Quarters.
- Offenham Road should be turned into a one-way road, in order to reduce the high risk which families and young child face, caused by the blind spot bend and cars looking for parking- not doing so carefully.
- Yellow lines on Cromwell road, Offenham Road and Henry road should be lifted and part road, part pavement parking should be introduced in order to reduce congestion and to avoid any additional work caused by the implementation of more spaces.

We have suggested these proposals, as currently the residents from the Myatts Field North Estate are experiencing extreme difficulties in parking near our homes. With many of the houses being designed to house families and people with disabilities it is unconceivable that many of us are unable to park our vehicles outside or near to our homes. This in itself poses potential welfare issues for all.

Officer response:

The regeneration of Myatts Field North Estate had as its ethos the creation of a high quality neighbourhood that would be fully integrated into the surrounding area, removing the estate status. The layout of the highway was approved under planning regulations and permission was granted as it met with requirements. When designing a CPZ we have no control over the layout of the highway, we can only propose as many parking spaces as the physical layout allows without impeding safety and the free movement of traffic. Valid permit holders will be able to park anywhere within the entire Vassall CPZ, and is not restricted to only the limited number of spaces on the estate. There should be adequate space within the Vassall Zone ‘V’.

Everyone, except those in car free developments, in any CPZ has the same rights and access to parking on the public highway within their zone. The same as any other private property in a CPZ with its own off street parking.

The objective of the regeneration was to integrate the former estate into the surrounding area, with the upgraded roads to be adopted by the Council’s Highway department. This process is currently underway and will enable the Council to maintain and operate the roads thereafter. In this process the roads will

cease to become estate roads and residents parking permits will apply. It is important to note that one of the key drivers of the regeneration was to address safety concerns and anti-social behaviour associated with the original estate physical layout.

As per residents request in the Statutory Consultation some double yellow lines have been reduced and replaced by additional parking spaces. Six additional spaces on Cromwell Road and six additional spaces on Offenham Road.

Estate parking permits are not valid on public highway roads.

The Phase 2 roads will benefit of being part of the larger Vassall V CPZ, as any overspill from the estate can be accommodated into the surrounding area. If the Phase 2 roads were to be introduced as a standalone zone it may not be able to accommodate all its residents parking needs within the smaller zone and the smaller zones permit would not be valid in the surrounding CPZ.

The implementation of the CPZ in Offenham Road would address the volume of non-residential vehicles parking in this area and the associated problems. The suggestion of the one-way has been noted and may be considered if difficulties continue to occur following the implementation of a CPZ.

The footways on the Phase 2 roads have not been designed to withstand the weight of vehicles, to introduce footway parking would require the footway to be reconstructed. Such construction is expensive and outside the scope of the CPZ proposals.