

DELEGATED DECISION

Wandsworth Borough Council

**Action on behalf of the Director of Highway
Operations & Street Scene in relation to the
Transport remit**

REF NO. DD-51

Subject: Clairview Road / Furzedown area – Outcome of the consultation with residents about the possible introduction of a Controlled Parking Zone (CPZ)

Action: To agree that given the results of the consultation with residents, a CPZ should not be progressed in any of the streets within the consultation area.

And to note that in response to reported obstructive parking at the junction of Clairview Road and Furzedown Road, double yellow lines (indicating No waiting ‘At Any Time’) will be introduced at the junction of Clairview Road and Furzedown Road to improve road safety and provide a safe passing place for buses.

Officer acting under delegated authority	Name:	Giles Radford
(Chief Executive, Director or appointed officer)	Designation:	Director of Highway Operations & Street Scene

BACKGROUND INFORMATION

Petition

In June 2025 residents of Clairview Road submitted a petition requesting that a Controlled Parking Zone (CPZ) be introduced in the road to address parking difficulties due to commuter and long-stay non-resident parking, and access difficulties for buses. The petition was supported by 33 of the 50 individual properties in the road and therefore met the Council’s criteria to undertake a consultation with residents in the area.

Consultation

Following discussions with the Cabinet Member for Transport and the local Furzedown Ward Councillors, it was agreed that the consultation should include a small network of adjacent and nearby streets. This is the Council’s normal approach as the introduction of parking controls in one road can result in worsening parking conditions in other nearby roads due to overspill parking. A plan showing the boundary of the consultation area is provided as Appendix A.

In January 2026 a letter and an information leaflet – ‘How Does a CPZ Work’, were hand delivered to all households within the consultation boundary. The documents explained the reasons for the consultation, the practical implications, costs involved and provided a link to an online questionnaire. The letter also provided information about how to obtain a paper-based questionnaire for those who did not have internet access.

The consultation opened on 16 January 2026 and closed on 01 March 2026.

Analysis of consultation responses

Appendix B shows the consultation results. In summary for the whole consultation area these show:

- Of the 616 properties consulted, responses were received from 390 households – a response rate of 63% which is considered good.
- In response to the main question – **“Do you agree or disagree that a Controlled Parking Zone (CPZ) should be introduced in your street?”**, 304 households (78%) indicated ‘Disagree’, 80 households (21%) indicated ‘Agree’ and 6 households (2%) indicated ‘Don’t know / No opinion’.
- Responses to the above question from Clairview Road – 25 households (69%) indicated ‘Disagree’, 10 households (28%) indicated ‘Agree’ and 1 household indicated ‘Don’t know / No opinion’.
- Only two roads showed that a majority of respondents were in support, although the number of responses from both roads is low. These are Colwyn Close which is a small private road with 34 households. 3 responses were received, of which 2 were in favour and 1 was not. The other is Daleside Road which has 25 households of which 11 households responded. 7 were in favor and 4 were against.

Responses from households outside the consultation area

Although the consultation documents were only delivered to households within the consultation boundary, residents outside the boundary soon became aware of the consultation through word of mouth and various social media channels.

The online survey form allowed residents living outside the consultation boundary to complete the survey. These have been analysed separately and show: 288 responses were received, 233 (81%) were against, 50 (17%) were in support.

Multi-signatory letter and petition from various roads 'Against' the introduction of CPZ controls.

During the consultation period several multi-signatory letters objecting to the council's consultation and the possible introduction of a CPZ were received. These largely related to the Council's decision about the extent of the consultation boundary and concerns about the impact on nearby roads if a CPZ were to be introduced in the area.

In addition, a set of street-specific petitions representing roads within the consultation boundary, formerly objecting to the introduction of a CPZ in their street was received. The petitions were supported by 318 individual residents.

Assessment by officers

The Council is required to consider both the views of residents/business and other relevant traffic and highway factors when consider whether parking controls should be introduced.

It is clear from the responses to the online survey that within the consultation boundary, most respondents (78%) do not support the introduction of a CPZ in their street. The results for Clairview Road where the original petition seeking the introduction of a CPZ originated, show that of the 36 responses revived, 25 households (69%) are not in support and that only 10 households in Clairview Road support the introduction of a CPZ. The overall lack of support for a CPZ within the consultation boundary is also demonstrated by the street-specific petition formally objecting to a CPZ.

It is also clear from the responses received from households outside the consultation boundary that most respondents are not in support of a CPZ, with widespread concerns that parking controls in some streets and not in others would have a detrimental impact on parking conditions in their street.

Concerns have been widely reported about dangerous parking at the junction of Clairview Road and Furzedown Road. Parking at the junction and on both sides of Clairview Road around the bend frequently causes congestion for the G1 buses as they are unable to pass other approaching vehicles. The Council has separately investigated this matter and has progressed proposals to introduce appropriate 'No Waiting' restrictions operating 'At any Time'. The double yellow lines on the western side will extend south for 11 metres and on the eastern side will extend for 37 metres to provide a suitable passing place. A consultation with statutory consultees including the emergency services and the bus operator has been completed and the double yellow lines are expected to be introduced in October. The costs of the new double yellow lines will be funded from the departmental parking budget.

DECISION AND PROPOSED ACTIONS

The consultation results, including those for Clairview Road together with the street specific petition demonstrate that most respondents do not support the introduction of a CPZ in the area.

Given the lack of support within the consultation boundary and the strength of objection to any CPZ expressed by residents outside the consultation boundary, my recommendation is that no further action should be taken in respect of the introduction of a CPZ in any of the consulted streets.

However, double yellow lines will be introduced in Clairview Road at its junction with Furzedown Road to prevent obstructive parking around the bend and to provide safe location for buses to pass approaching vehicles.

Officers will arrange for this decision to be published on the Council's website and write to all residents within the consultation area to inform them of the Council's decision and actions.

The results of the consultation exercise and this report have been shared with the Furzedown Ward Councillors and the Cabinet Member for Transport, who all support the above decision and proposed actions.