

Committee: Council

Date: 3 February 2016

Subject: Petitions

Lead officer: Paul Evans, Assistant Director, Corporate Governance

Lead member: Leader of the Council, Stephen Alambritis

Contact officer: Democratic Services, democratic.services@merton.gov.uk

Recommendation: That Council

- 1) receives petitions (if any) in accordance with Part 4A, paragraph 18.1 of the Council's Constitution; and
 - 2) note the response given by officers in respect of the petitions presented to the 18 November 2015 Council meeting.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report invites council to receive petitions in accordance with Part 4A, paragraph 18.1 of the Council's Constitution

2 DETAILS

- 2.1. At the meeting held on 18 November 2015, Council received five petitions as detailed below. Any petitions received by Council are referred to respective departments with responsible officers asked to advise the presenting member in each case of the way in which the petition is to be progressed.
- 2.2. Petition - '*Requesting for a CPZ for Cannon Hill*' submitted by Councillor John Sargeant.

Cannon Hill Lane CPZ – Now that the Council is in receipt of a petition, the Council has added the request for a controlled parking zone to the borough's rolling Parking management Programme. An informal consultation will be timetabled once an engineer has assessed the site. All the residents will be informally consulted in due course.

- 2.3. Petition - '*On increasing K5 bus service*' submitted by Councillor Brian Lewis-Lavender.

K5 Bus service – the petition for the service to be extended will be forwarded to TfL with a support from L B Merton. However, it may also be advantageous if the Local MP was to raise the request directly with TfL. It is important to note that the decision to apply any change to an existing bus service sits entirely with TfL.

- 2.4. Petition - '*On improving the local shops at Martin Way parade*' submitted by Councillor David Dean.

Martin Way shopping Parade – This area has been on the Council’s radar for some time in terms of improving parking and loading provisions. For example, the Council used the opportunity and funding provided by Sainsbury’s to address facilities for the shops and shoppers and the public realm improved using the limited budget available. With regards to the remaining area, the Council will investigate the requested improvements subject to identifying the appropriate funding within next financial year.

- 2.5. Petition - ‘*On the parking restriction in Garth Close*’ submitted by Councillor Daniel Holden.

Garth Close – Upon receiving complaints from some residents and other road users, particularly pedestrians, the Council carried out a statutory consultation to improve safety and access particularly for pedestrians who are compelled to walk in the road. This is not ideal particularly for those with mobility problems. When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act. The Cabinet Member and officers are aware of the objections which have been fully considered. The Cabinet Member is still considering the objections and officer’s recommendations for the implementation of the proposed restrictions.

- 2.6. Petition - ‘*Safer crossings on Durnsford Road*’ submitted by Councillor Oonagh Moulton.

Safer Crossings along Durnsford Road – The Council takes safety very seriously and has a number of initiatives including an annual local safety programme. Within the budgets that are available, all recorded personal injury accidents are monitored throughout the borough and the appropriate engineering solutions are devised and introduced accordingly. In addition to the Local Safety programme, safety and access for all road users are incorporated within any highway, traffic and parking measure that is introduced across all programmes. In response to the petition, the various requests will be investigated within next financial year and the appropriate action will be taken subject to Cabinet Member approval, consultation and available funding.

3 ALTERNATIVE OPTIONS

- 3.1. None for the purpose of this report.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. None for the purpose of this report.

5 TIMETABLE

- 5.1. None for the purpose of this report.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1. None for the purpose of this report.

7 LEGAL AND STATUTORY IMPLICATIONS

7.1. None for the purpose of this report.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1. None for the purpose of this report.

9 CRIME AND DISORDER IMPLICATIONS

9.1. None for the purpose of this report.

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1. Risk management and health and safety implications are considered in the main body of the report.

11 APPENDICES

11.1. None.

12 BACKGROUND PAPERS

12.1. None.

