

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX**

**Direct Line: 0208 545 3357
Email: democratic.services@merton.gov.uk**

Date: 28 October 2019

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Housing and Transport**

The attached non-key decision has been taken by the Cabinet Member for Regeneration, Housing and Transport with regards to:

- **Proposed Electric Vehicle Charging points – formal consultation**

and will be implemented at **noon on Thursday 31 October 2019** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Amy Dumitrescu
Democracy Services**

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

Proposed Electric Vehicle Charging points – formal consultation

2. Decision maker

Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport

3. Date of Decision

27 October, 2019

4. Date report made available to decision maker

24 October, 2019

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

6. Decision

That the Cabinet Member notes and considers the content of this report and approves the following recommendations:

- a) Notes the result of the statutory consultation carried out between 9th September and 11 October 2019 on the proposal to introduce electric vehicle charging points at the following locations

Street	Postcode	EVCP's	Type of bay
Avebury Road	SW19 3RA	3	
Merton Hall Road	SW19 3PX	3	
The Downs	SW20 8HF	3	
St Georges	SW19	3	
Ashley Road	SW19 8NU	3	
Griffiths Road	SW19 1SR	3	
Mill Road	SW19 2NF	2	
Park Road	SW19 2DT	3	
Parkside Gardens	SW19 5ET	2	
Arthur Road Site B	SW19 8AQ	2	
Arthur Rd	SW19 8AQ	3	
Daybrook Road	SW19 3DA	2	
Briscoe Road	SW19	2	
Bardney Road	SM4	2	
Victoria Road	SW19	3	

- b) Notes and considers the representation received in respect of the proposal as detailed in section 3.2.1 and 3.2.2 of this report.
- c) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of EV charging points at the above identified locations.

7. Reason for decision

Increasing the number of electric vehicle charging bays are amongst a number of measures the Council are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).

Around 40% of Merton properties do not have access to off- street parking so the introduction charging infrastructure is essential for meeting future demand.

The council is committed to increasing the number of charging points across Merton following requests from residents who own electric vehicles or plan to purchase ones in order the meet that demand.

8. Alternative options considered and why rejected

Do nothing. This would be contrary to the Supreme Court ruling that the government must take immediate action to cut air pollution after the UK breached EU limits for nitrogen dioxide (NO2) in the air. The Government is now legally bound to take urgent action.

There are several different approaches that the council could adopt to the provision of charging infrastructure including:-

- Purchase and maintain its own independent network of EVCP's
- Form a partnership with another EVCP provider.

The current partnership approach offers the council best value at a low financial risk in a rapidly changing and innovative market place. Previous ownership models across London also failed to deliver economically and in terms of reliability to customers with around 60% of charge points operational when Bluepoint took over source London. Most boroughs no longer have the resources nor technical expertise to operate independently.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None



Councillor Martin Whelton

Cabinet member for regeneration, housing and transport

28 October, 2019

Cabinet Member Report

Date: 21st October 2019

Agenda item: N/A

Ward: Borough Wide

Subject: Proposed Electric Vehicle Charging points.

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton Cabinet Member for Regeneration, Housing and Transport.

Contact Officer: Paul Atie Email: paul.atie@merton.gov.uk

Key decision reference number: N/A

RECOMMENDATIONS

That the Cabinet Member notes and considers the content of this report and approves the following recommendations:

- a) Notes the result of the statutory consultation carried out between 9th September and 11 October 2019 on the proposal to introduce electric vehicle charging points at the following locations

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Park Road	SW19 2DT	3	
Parkside Gardens	SW19 5ET	2	
Arthur Road Site B	SW19 8AQ	2	
Arthur Rd	SW19 8AQ	3	
Daybrook Road	SW19 3DA	2	
Briscoe Road	SW19	2	
Bardney Road	SM4	2	
Victoria Road	SW19	3	

- b) Notes and considers the representation received in respect of the proposal as detailed in section 3.2.1 and 3.2.2 of this report.
- c) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of EV charging points at the above identified locations. Location plans are attached in Appendix 1.

d) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and its outcome on the Councils' proposals to introduce EV charging points at the locations set out in the above table and shown on plans in appendix 1.
- 1.2 It seeks approval to implement the above recommendations.

2. BACKGROUND

- 2.1 Last year the government published the Road to Zero strategy, which set out its ambition for all new cars and vans to be effectively zero emission by 2040.
- 2.2 A key objective of the Mayor's Transport Strategy is to facilitate the delivery of a network of Electrical Vehicle Recharging Points (EVRPs) across London. This is reinforced by documents, such as the Electric Vehicle Delivery Plan and the Ultra-Low Emissions Vehicles Delivery plan for London. This objective is reiterated in the Council's approved Local Implementation Plan (LIP).
- 2.2 Since the central London Ultra Low Emission Zone (ULEZ) was implemented road side emissions the area has seen nitrogen dioxide (NO₂) pollution fall by 36% NO_x emission by 31%. From 25 October 2021. The ULEZ will be expanded up to the North and South Circular roads to create one single enlarged zone. This is likely to help push the switch to cleaner vehicles across the capital.
- 2.3 Air pollution is a national health crisis that is stunting the lung development of children and leading to thousands of premature deaths every year. Public awareness of the health impacts of poor air quality of which transport is a major contributor is moving in favour of a more proactive approach by Councils. Like Merton the NHS recently declared an air pollution 'emergency' to cut the number of "avoidable deaths." With new figures collated by King's College London, stating that there were hundreds more emergency admissions to hospital on higher air pollution days (338 extra emergencies in London alone). The switch to electric vehicles has an important role to perform in reducing these harmful impacts
- 2.4 Whilst the uptake of electric or ultra-low emission vehicles (ULEV) has been slower than expected. This slower take up has in part been due to the higher purchase costs of electric vehicles, the diversity of vehicles, and most importantly range anxiety (the concern that a vehicle might run out of power during a journey). However, all major manufacturers are now offering a much improved selection of electric/ULEV vehicles to customers, including mid-priced vehicles. A second hand market is also expected to emerge thereby making vehicles more accessible.
- 2.5 The delivery of electric vehicle charging points is growing across the capital with a mix of charging solutions now available across the capital. The charger technology and range of vehicles is also growing with more powerful vehicles with around 300 miles of range now available and a few models close to 400miles of range. These vehicles offer a real alternative to internal combustion engine vehicles.

- 2.6 The Society of Motor Manufactures and Traders data reveals that between April and the end of September 2019 there were 29,815 alternative fuel vehicles registered so far this year. This represents a year on year increase of 9.8% or 5.1% market share. This compares to 21,371 vehicles at the end of 2014 representing a rise of more than 172%. A continued strong downward trend for diesel vehicles reinforces this shift to cleaner vehicles. This surge in demand means there are now more than 194,121 new vehicles (ULEVs) in the UK. This number is expected to rise to 250,000 at the end of 2019. The highest density of electric vehicles in Merton remains in the Village and Wimbledon Park areas.
- 2.7 Government grants and tax concessions are now increasingly focused on all electric vehicles, which has also shifted demand with a noticeable spike evident in the numbers of all electric cars being purchased.
- 2.8. There is currently a small but steady number of requests for charge points from Merton residents seeking on-street charge points. With continued government support and other planned interventions this tickle of requests is expected to grow. It is important that the council delivers the necessary infrastructure in advance of demand.
- 2.9 EV charging bays and associated dedicated EV charging points are amongst a number of measures the Council are introducing to encourage motorists to switch to low carbon vehicles (including electric vehicles).
- 2.10 Recent analysis suggests that by the end of 2025 London could need 2,300 - 4,100 rapid chargers, and 33,700 — 47,500 slow to fast chargers (3kw — 7kw). Merton currently has around 100 publically accessible fast (7kw) chargers and 5 rapid chargers (50Kw) or 1 charger per 2000 residents. Around 40% of Merton properties do not have access to off-street parking so the introduction charging infrastructure is essential for meeting future demand.
- 2.12 In September 2018 representatives of Bluepoint and Council officers met to identify locations where the 4th batch of EVCP's could be installed. The method used to identify the sites was through requests received from residents who own electric vehicles or those who plan to own one in the immediate future. Thus so far the Council has introduced 96 on-street charging points on 39 sites. The Council is working with its operators to maintain a list of requests for charge points and will explore the viability of locations as soon as the current batch is complete.
- 2.13 The majority of charging bays in Merton are currently operated by Source London. To prevent customers overstaying in EV dedicated bays, they have in place a charging regime for customers that will provide a financial disincentive for stays beyond 4 hours (except between 7pm to 7am).

3. CONSULTATION

- 3.1 Prior to a statutory consultation, the identified locations did undergo the planning approval process. During the planning stage there was an objection for one of the site. This objection was addressed accordingly. Following the completion of the planning process, the statutory consultation on the proposals to introduce a number of electric charging points in various parts of the Borough which include Victoria Road, Avebury Road, Merton Hall Road, The Downs, St Georges Road, Ashley Road, Griffiths Road, Mill Road, Park Road, Parkside Gardens, Arthur Road Site B, Arthur Rd, Daybrook Road, Briscoe Road, Bardney Road was carried out between 13th September and 11 October 2019. 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 Guardian and the London Gazette. Notices were distributed to property owners adjacent to the proposed charging points and larger plans were also made available at the Link, Merton Civic Centre and on the Council's website.
- 3.2 The statutory consultation resulted in one objection. It should be noted that the objection came from the same property that objected during the planning stage. The objection is detailed below:

Objection

- 3.2.1 I write in response to your second letter regarding the installation of electric charging points on Barney Road. I remain unhappy with this decision, as this will take away 2/3 car parking spaces which we, the residents between 1-15 Bardney Road do not have enough of. As I write this email, my car is not parked on Bardney Road, where I live. The parking issue is very frustrating. Residents from main road also use the very same spaces for parking as well. So, why not install elsewhere along Bardney Road, where the residents do not require street parking; they all have driveways, AND parking spaces outside their homes. I think the location can be reconsidered. Why not on the main road, along Morden Hall road SM4, opposite the park, where there the red box provides short term parking, the spaces which are rarely used. Finally I cannot see these points being used, as they are not likely to be visible, due dense trees and poor lightning, especially in Winter months. I trust my objection is considered.

3.2.2 Officer's comments

- Parking stress is a recognised issue across the capital. The conversion from parking to charging bays is therefore, a carefully undertaken process. The current local ownership of EVs and estimated future local demand are also important factors within the site selection process. This means that provision for EVCPs is accommodating known demand and future proofing the streets for the anticipated uptake in EV ownership. It should further be noted that the creation of new vehicle charging facilities will likely lead to an uptake in electric vehicle ownership by way of induced demand. This implies that once the infrastructure is in place, this leads to a change in thinking, resulting in greater uptake in the electric vehicle market.
- The proposals will only result in the conversion of two car parking spaces to dedicated electric vehicle bays with the remainder of parking spaces along Bardney Road and Bayham Road comprising a mix of on street and off street parking for local residents which suggests that sufficient off street parking is available.
- On a broader issue it is important to note that electric vehicles have no tailpipe emissions of CO₂ or the air pollutants which have a detrimental effect on human health. The London Mayor's Air Quality Strategy focuses specifically on improving air

quality and to facilitate this the Mayor and LB Merton is working with partners to put 100,000 electric vehicles on London's roads by 2020.

- On a local level Merton's Local Implementation Plan that has now been approved is giving an undertaking that every resident is within 800m of a charge point. The installation of two charge points in Bardney Road will assist in meeting this target and it can be confirmed that there are no other charge points in close proximity to the site.
- With regards to installing the charge points on the main road (Merton Hall Road), it is a very busy road, the parking bays on the road have time limit. No parking is allowed during the peak period. The road also is also TfL road network which means the Council has no jurisdiction to introduce any restrictions.
- It is appreciated that residents often feel passionate about parking and often resist any change that would impact potential loss of capacity; however, it is considered that the Council's programme of introducing charging points throughout the borough to be an important public service and it is an important step toward facilitating more electric vehicles on the road network
- In conclusion it is recommended that the charging points be approved for implementation.

4. ALTERNATIVE OPTIONS

- 4.1 Do nothing. This would be contrary to the Supreme Court ruling that the government must take immediate action to cut air pollution after the UK breached EU limits for nitrogen dioxide (NO₂) in the air. The Government is now legally bound to take urgent action.
- 4.2 There are several different approaches that the council could adopt to the provision of charging infrastructure including:-
- Purchase and maintain its own independent network of EVCP's
 - Form a partnership with another EVCP provider.
- 4.3 The current partnership approach offers the council best value at a low financial risk in a rapidly changing and innovative market place. Previous ownership models across London also failed to deliver economically and in terms of reliability to customers with around 60% of charge points operational when Bluepoint took over source London. Most boroughs no longer have the resources nor technical expertise to operate independently.

5. TIMETABLE

- 5.1 If a decision is made to proceed with implementation of the proposed EV charging points, TMOs will be made six weeks after the publication of Cabinet Member decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. The measures will be introduced soon after.

6. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1 The installation, operation, electricity costs and maintenance of any “open” electric vehicle charging points would fall within the sole responsibility of Bluepoint. The council is only responsible for progressing the necessary Traffic Management Orders and highway maintenance. Even then reasonable costs up to £500 will be recoverable providing costs can be clearly demonstrated. Bluepoint’s investment costs would be recovered through membership fees and charges.
- 6.2 The Council receives a fee per open charge point (based on London Travel Zones) for every open EVCP location installed via the contract. This equates to £300 for zone 4 and £200 for zones 5 and 6 (TfL Bus/Tube zone Map). Although costs of physical works are refundable, fees will initially need to be ring fenced to ensure that the whole process is sustainable in the future.

7. LEGAL AND STATUTORY IMPLICATIONS

- 7.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 draft order.
- 7.2 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 or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1 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.
- 8.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 8.3 The implementation of the proposal aims to assist those with existing and future needs.

9. CRIME AND DISORDER IMPLICATIONS

N/A

10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

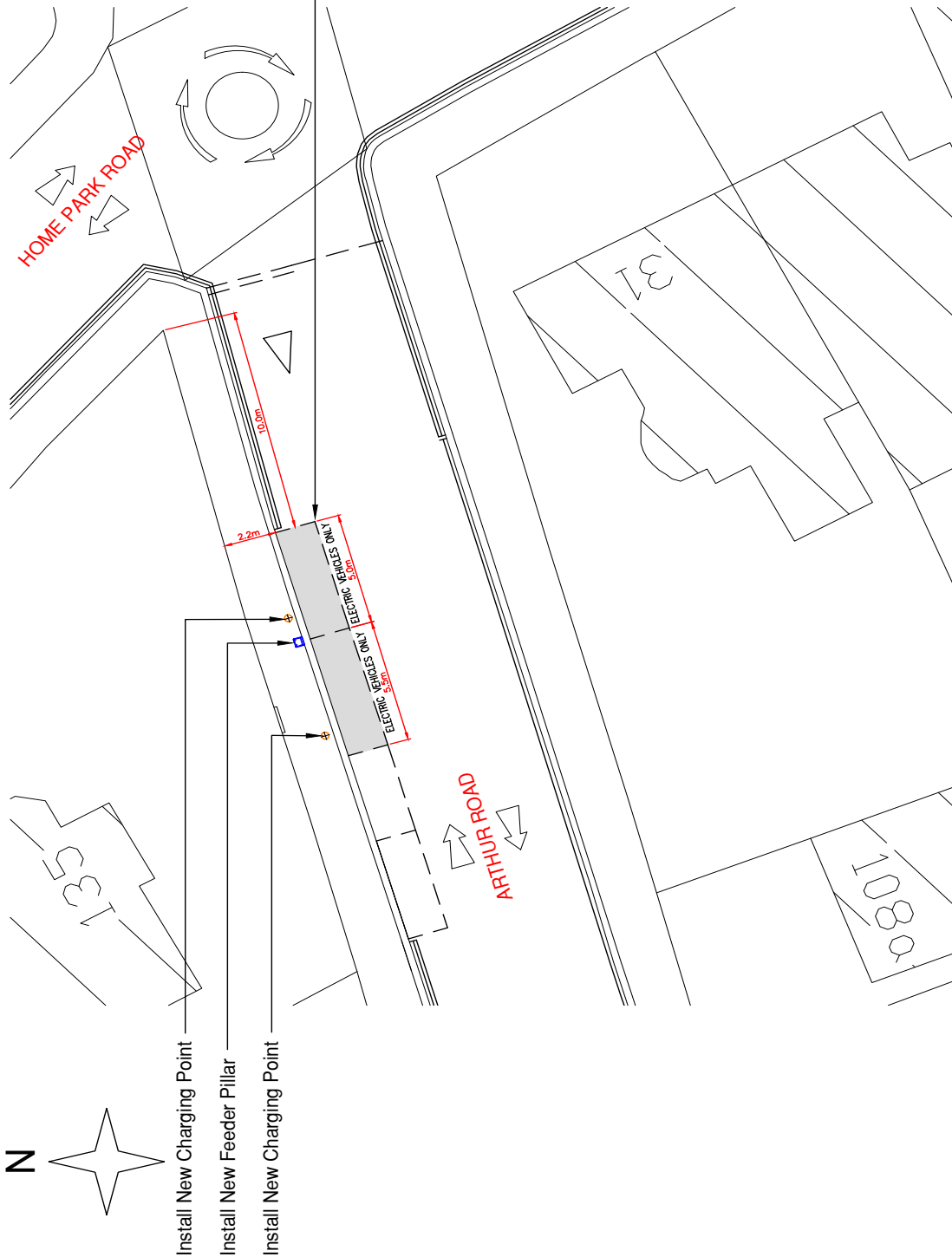
- 10.1 The road safety implications/risks during construction and maintenance will be fully considered at each stage of the detailed design process.
- 10.1 The risk of not implementing the proposals would be detrimental to Council’s obligations in addressing pollution and would compromise the Council’ contractual obligations with Bluepoint. It would also do nothing to meet the growing demand for the infrastructure.

11. APPENDICES

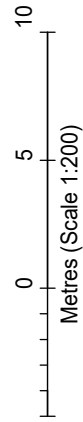
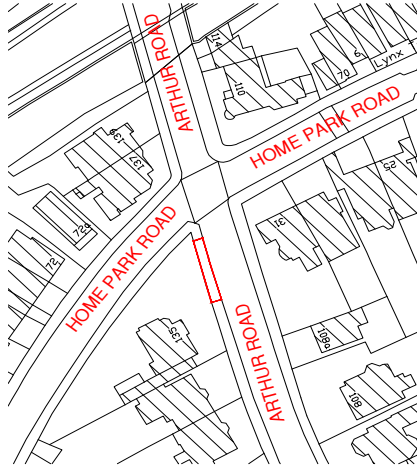
Appendix 1 - Drawing ELECT 014- 026 batch

Appendix 2 - Statutory consultation notice to homeowners and site Notice.

Appendix 3 – TMO Street Notice



SITE LOCATION PLAN - 1:1250

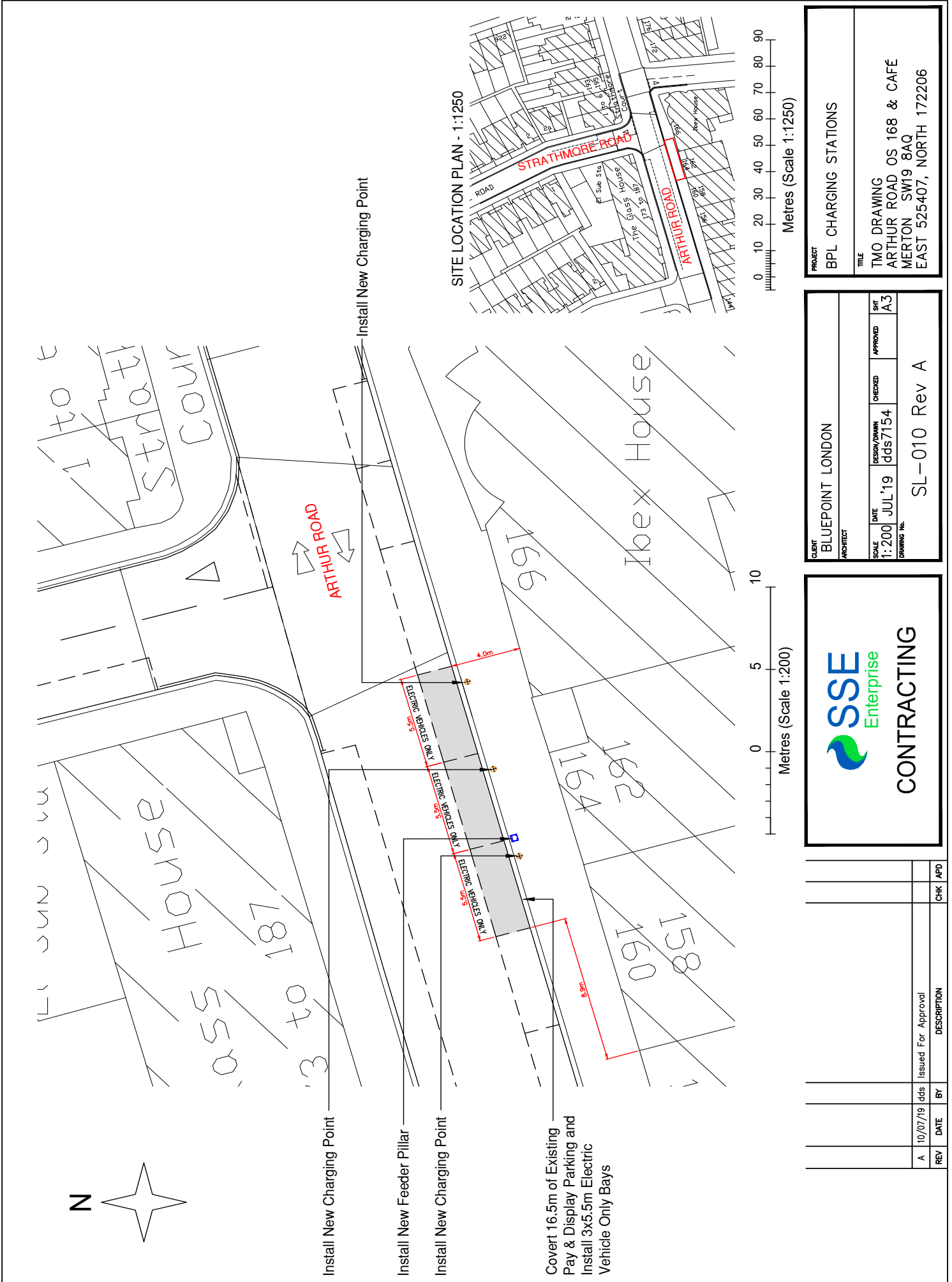


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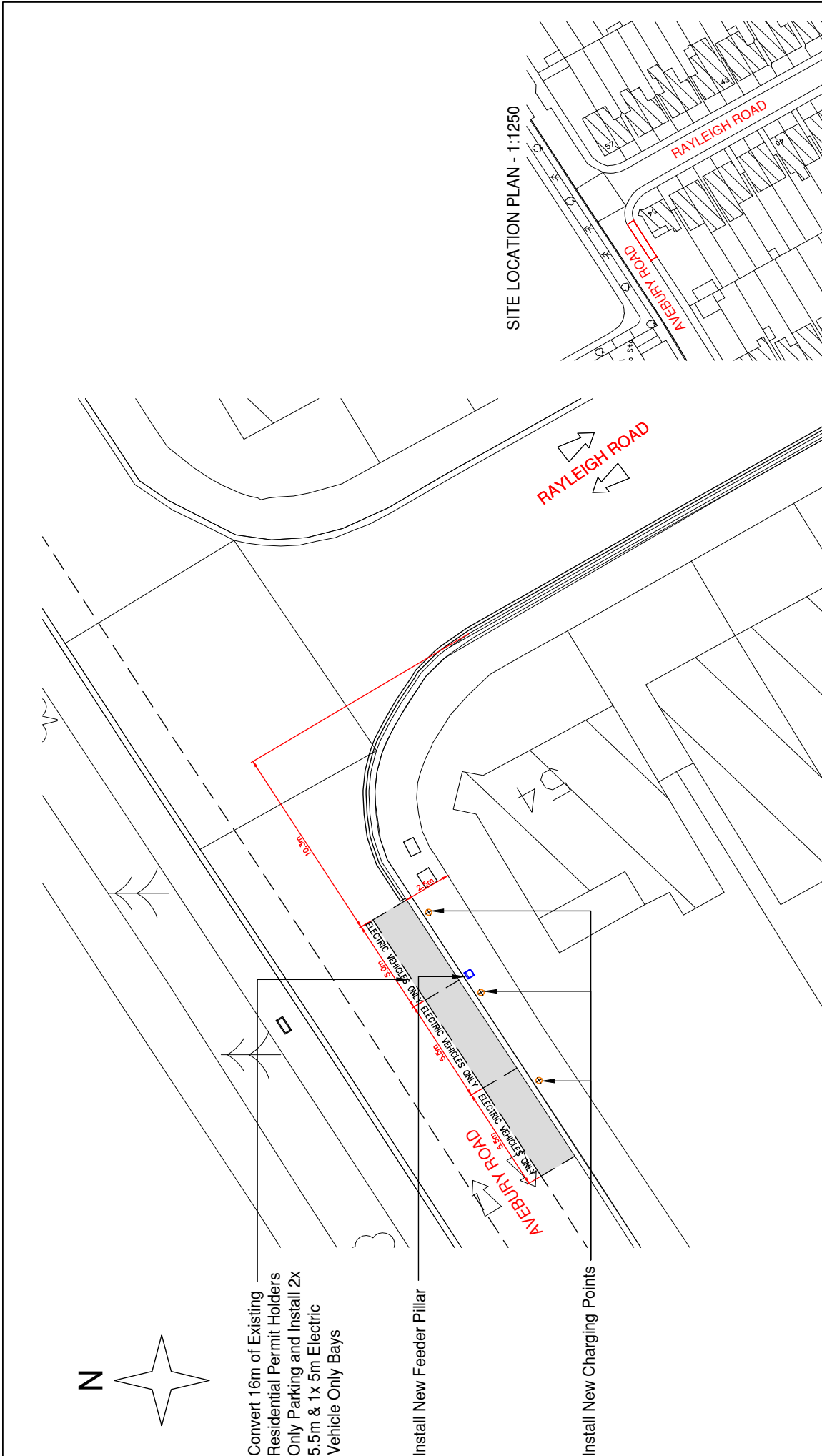
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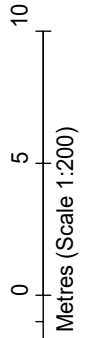
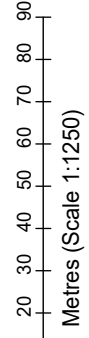
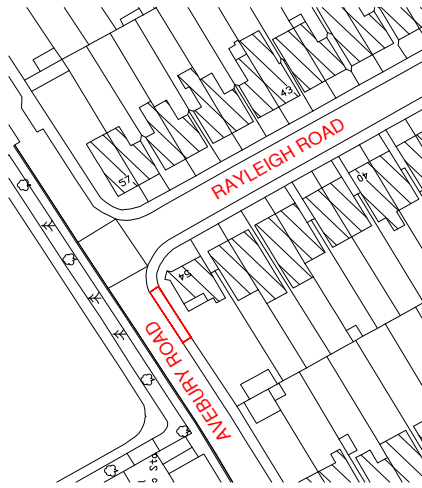
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SITE LOCATION PLAN - 1:1250



Convert 16m of Existing Residential Permit Holders Only Parking and Install 2x 5.5m & 1x 5m Electric Vehicle Only Bays

Install New Feeder Pillar

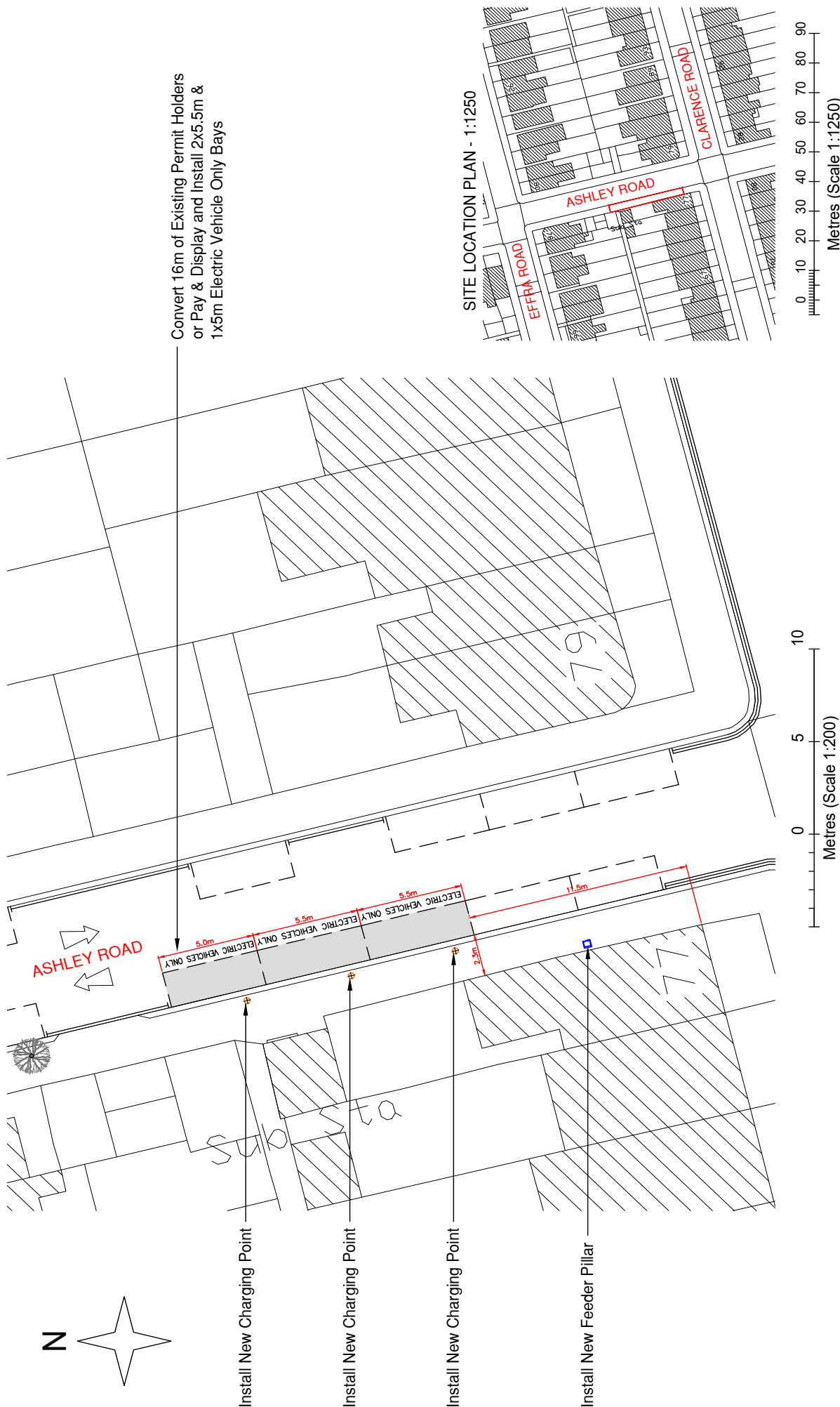
Install New Charging Points

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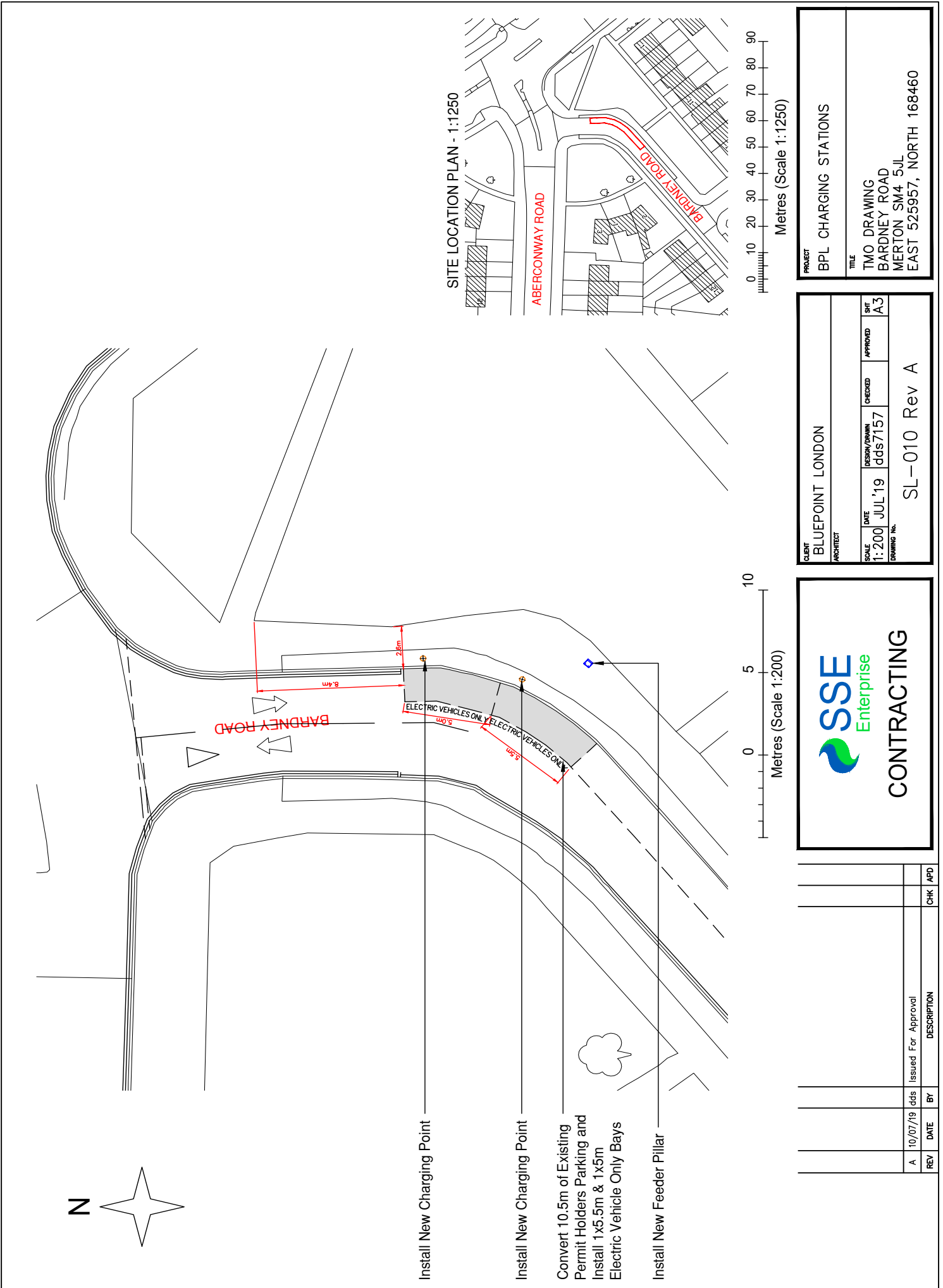
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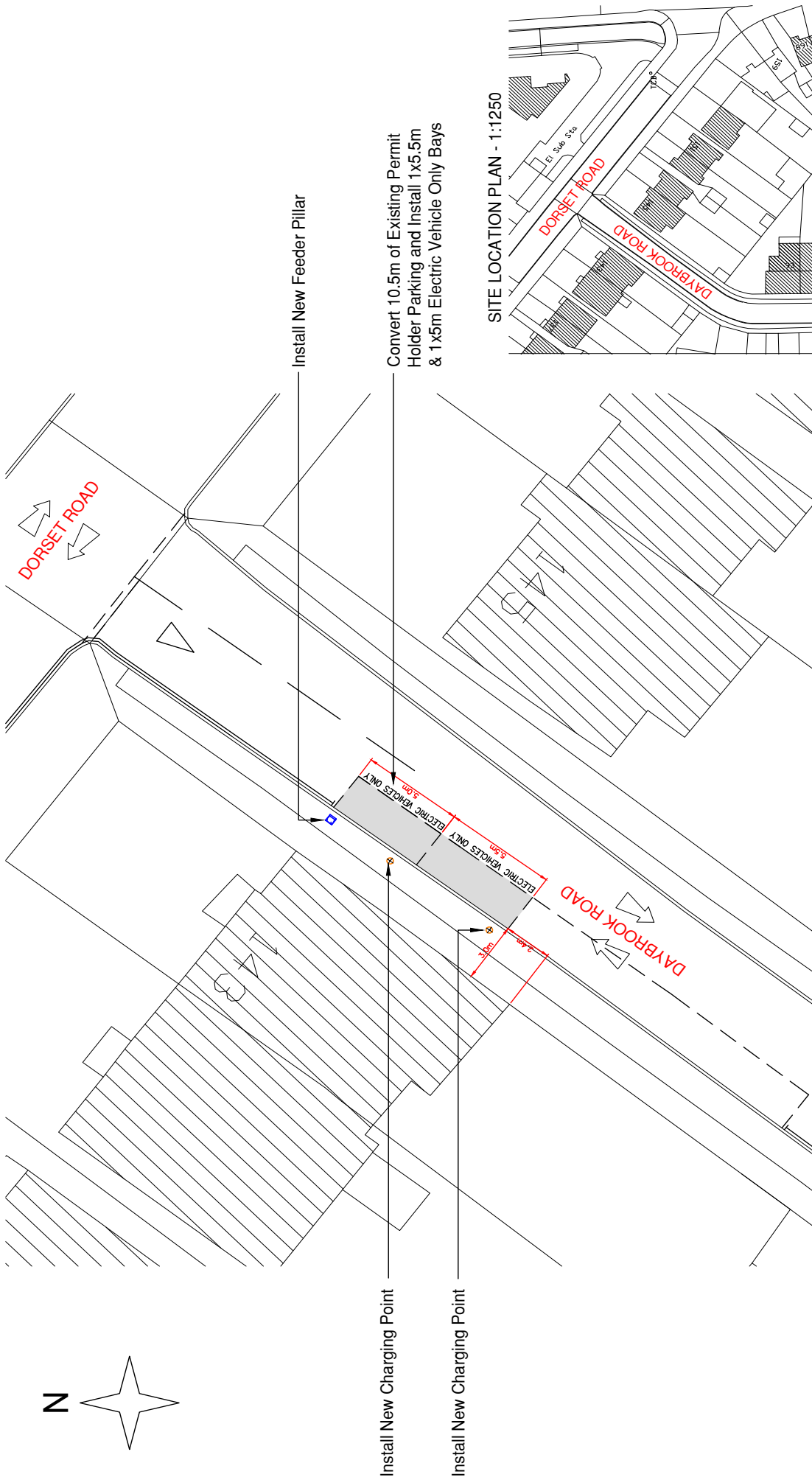
- Install New Charging Point
- Install New Charging Point
- Convert 10.5m of Existing Permit Holders Parking and Install 1x5.5m & 1x5m Electric Vehicle Only Bays
- Install New Feeder Pillar

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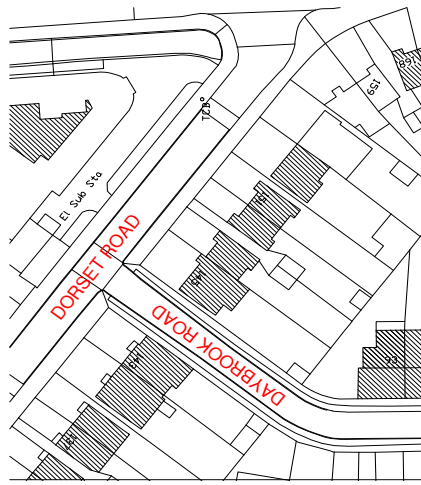
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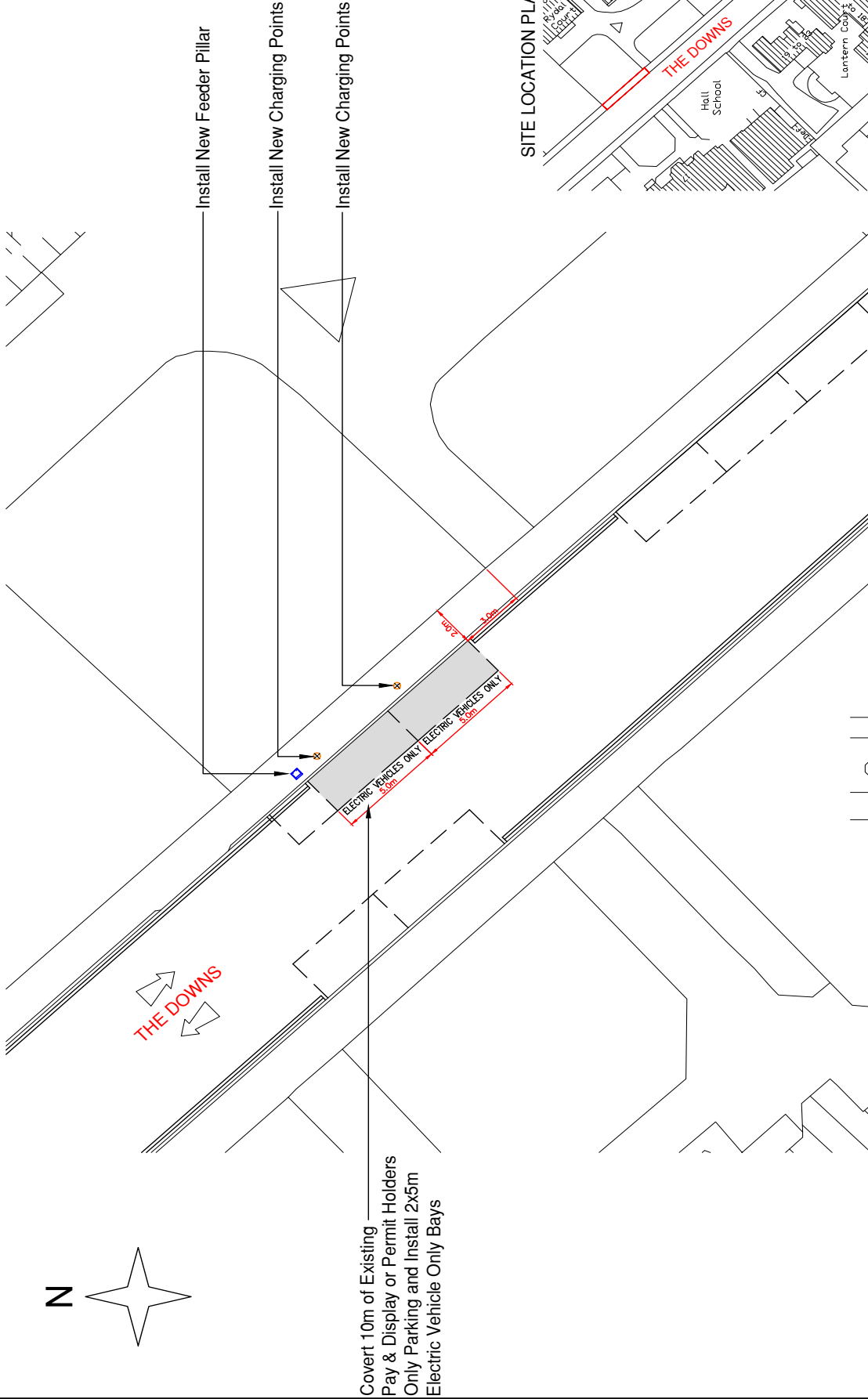


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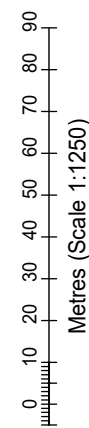
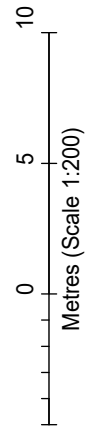
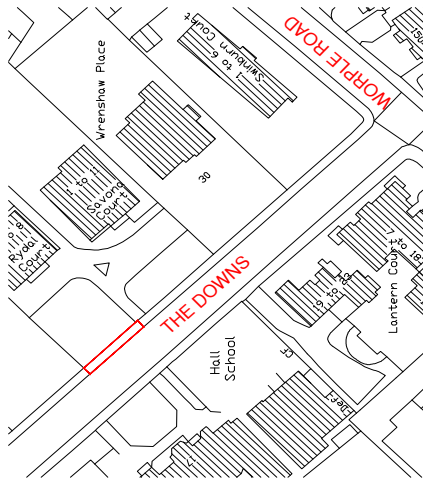
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Covert 10m of Existing
 Pay & Display or Permit Holders
 Only Parking and Install 2x5m
 Electric Vehicle Only Bays

SITE LOCATION PLAN - 1:1250

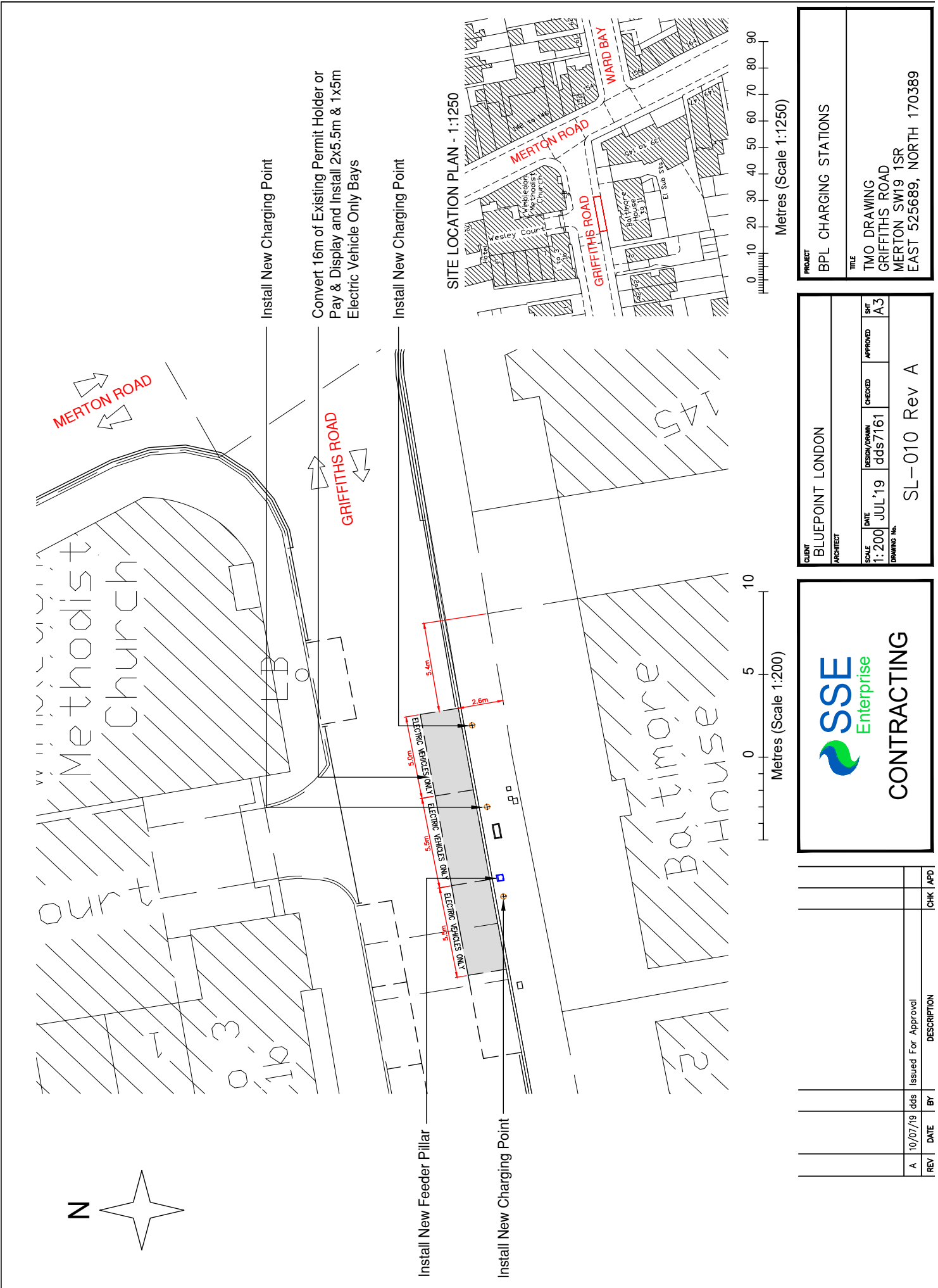


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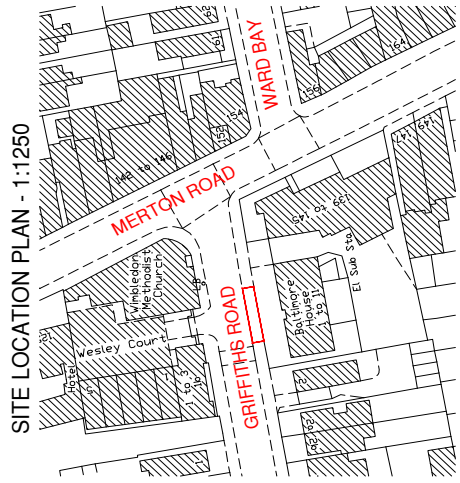
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		EAST 523809, NORTH 169931	

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SITE LOCATION PLAN - 1:1250

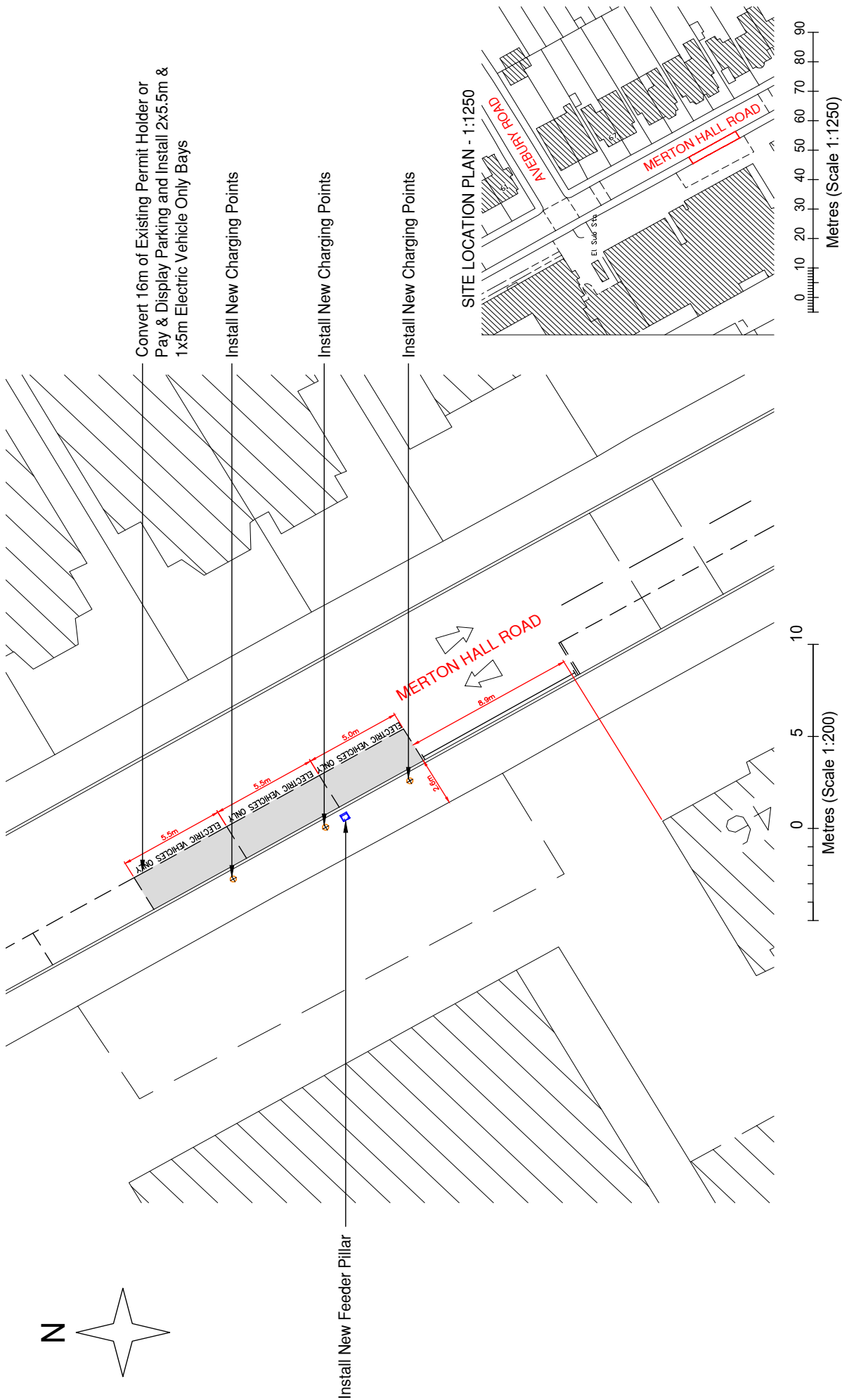


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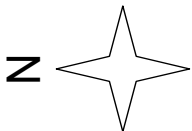
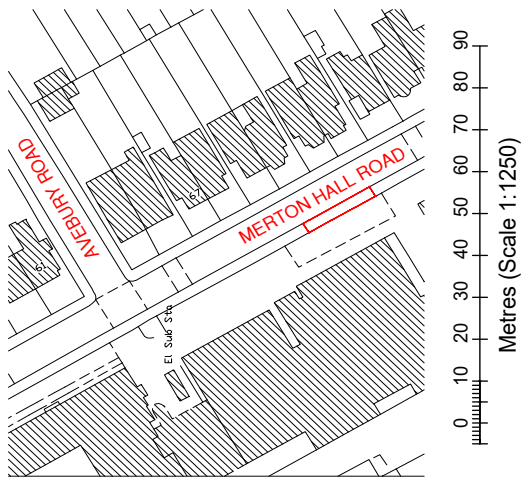
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SITE LOCATION PLAN - 1:1250

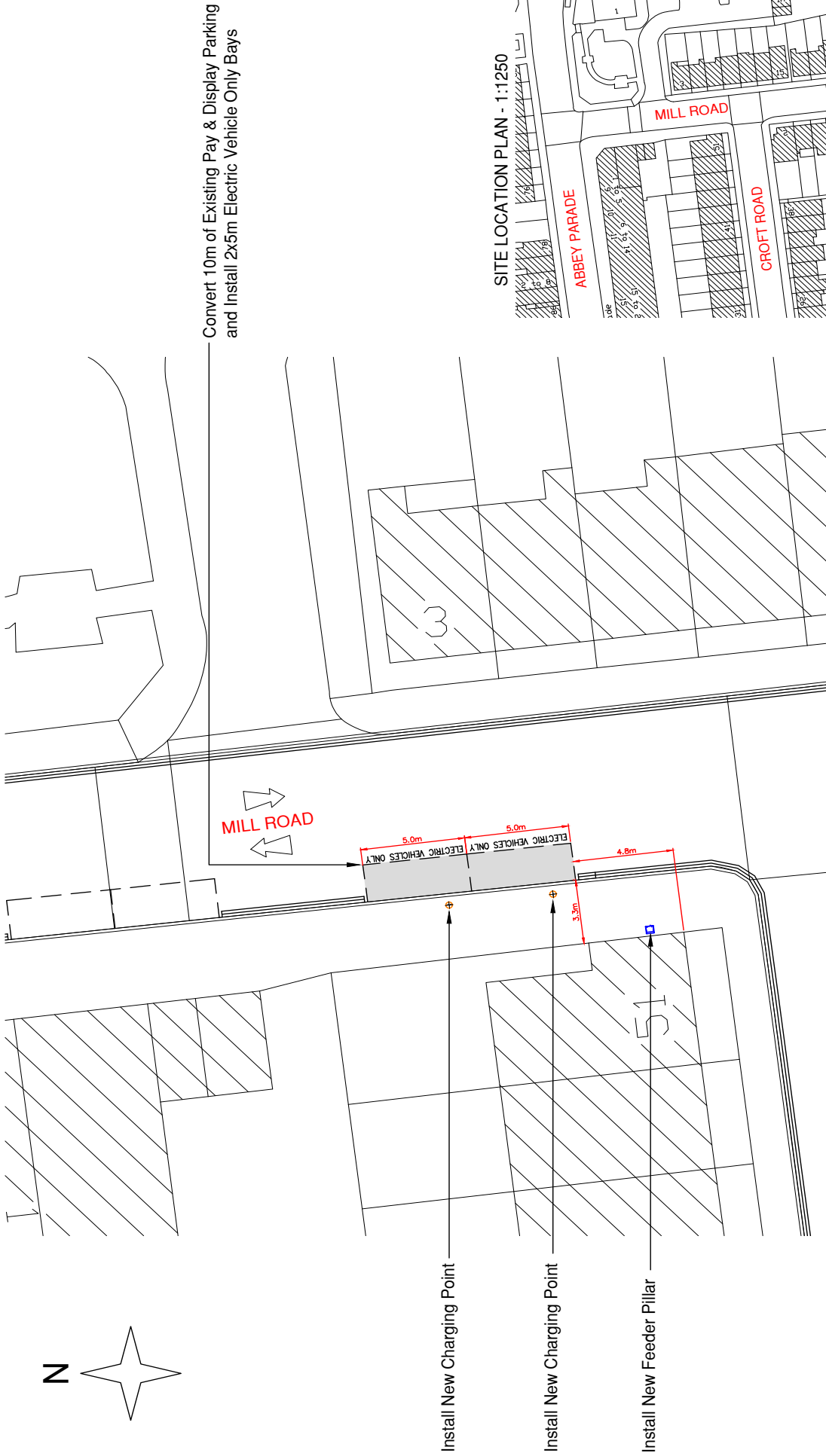


REV	DATE	BY	DESCRIPTION	CHK	APD
A	10/07/19	ods	Issued For Approval		

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Enterprise
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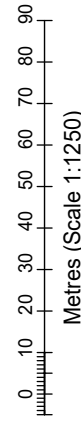
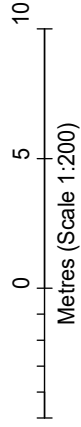
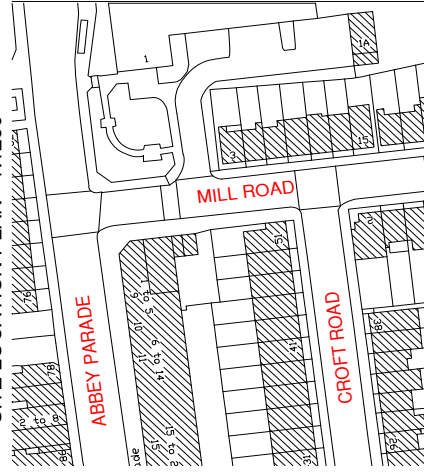
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DRAWING No.	SL-010 Rev A			
SHEET	A3			

PROJECT	BPL CHARGING STATIONS			
TITLE	TMO DRAWING MERTON HALL ROAD MERTON SW19 3PX EAST 524503, NORTH 169750			



Convert 10m of Existing Pav & Display Parking
and Install 2x5m Electric Vehicle Only Bays

SITE LOCATION PLAN - 1:1250



Install New Charging Point
Install New Charging Point
Install New Feeder Pillar

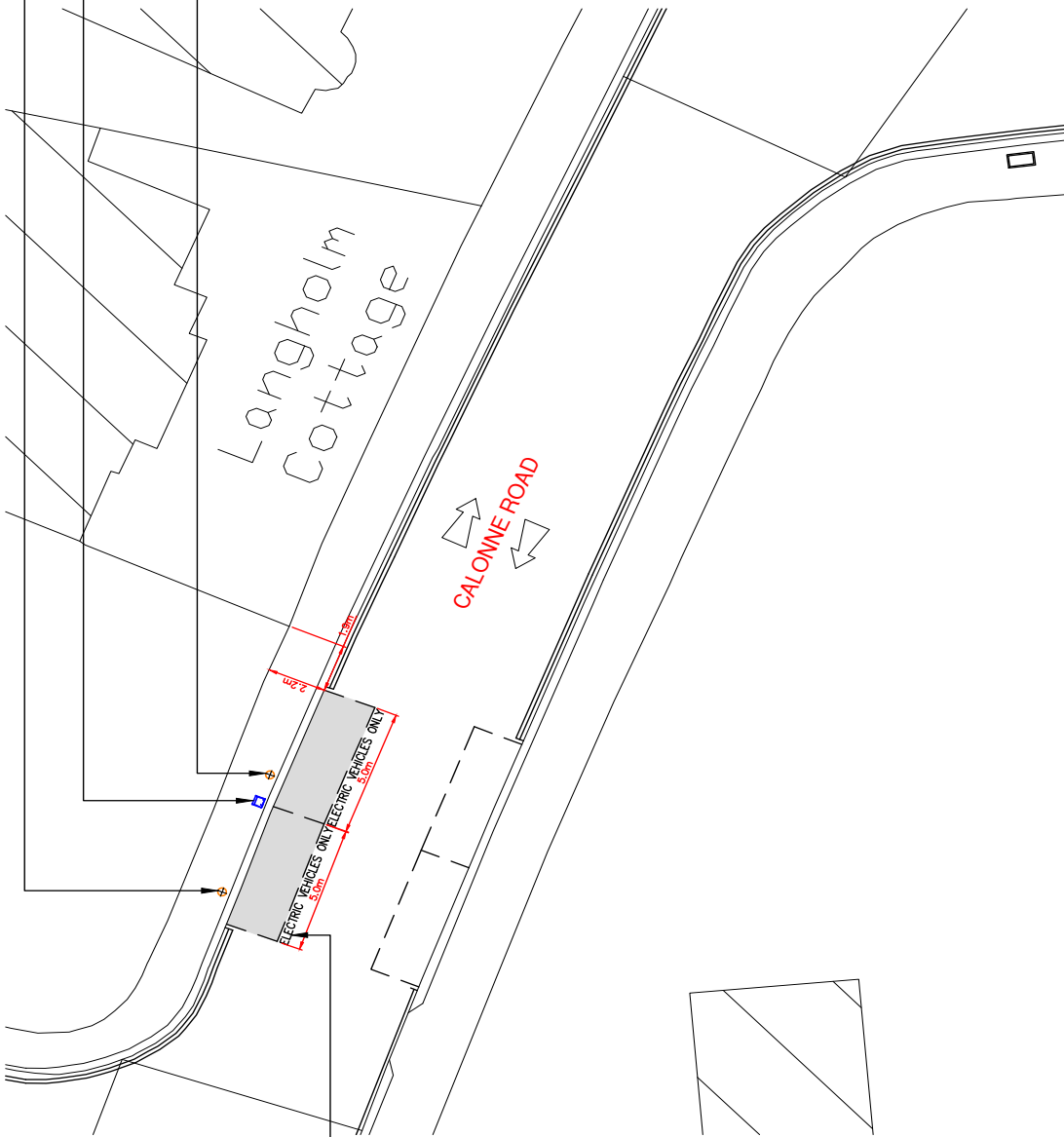
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TITLE	TMO DRAWING MILL ROAD MERTON SW19 2NF EAST 526375, NORTH 170088

CLIENT	BLUEPOINT LONDON										
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SL-010 Rev A											

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Enterprise
CONTRACTING

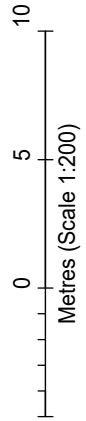
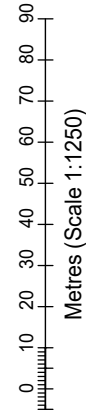
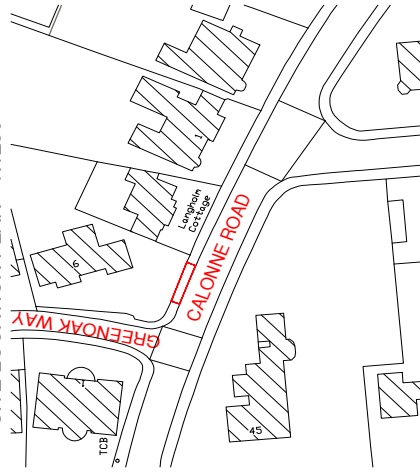
REV	DATE	BY	DESCRIPTION	CHK	APD
A	10/07/19	dds	Issued For Approval		

Install New Charging Point
 Install New Feeder Pillar
 Install New Charging Point



Convert 10m of Existing Permit Holders or Pay and Display Parking and Install 2x5m Electric Vehicle Only Bays

SITE LOCATION PLAN - 1:1250



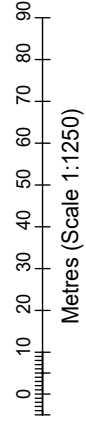
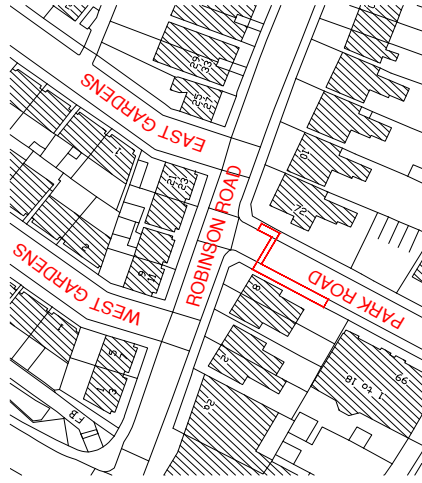
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PROJECT		BPL CHARGING STATIONS	
TITLE		TMO DRAWING CALONNE ROAD MERTON SW19 5HH EAST 523603, NORTH 171905	
APPROVED	SRT		
	A.3		

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Enterprise
CONTRACTING

REV	DATE	BY	DESCRIPTION	CHK	APP
A	10/07/19	dds	Issued For Approval		



SITE LOCATION PLAN - 1:1250

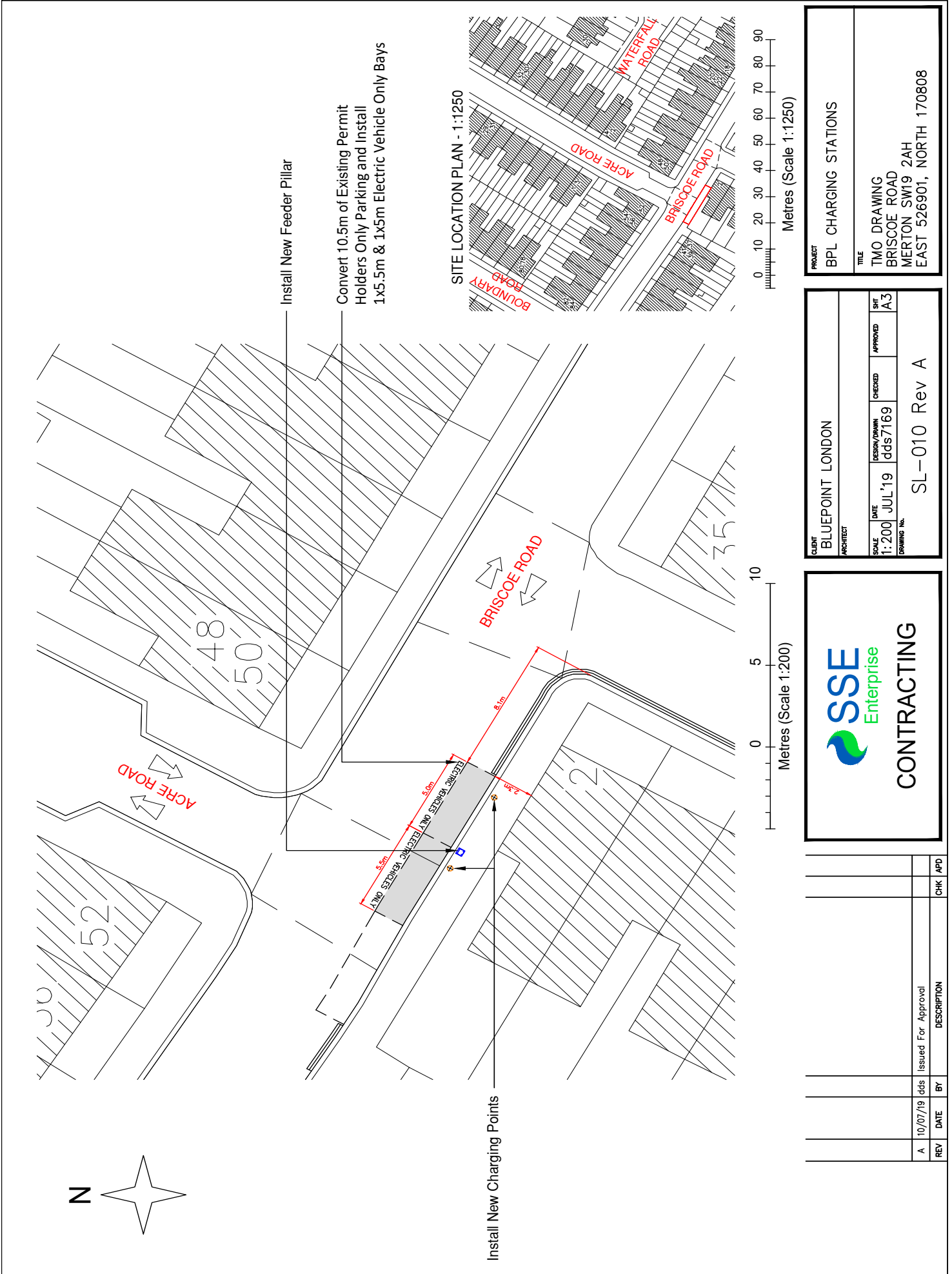


PROJECT	BPL CHARGING STATIONS
TITLE	TMO DRAWING PARK ROAD MERTON SW19 2HT EAST 527072, NORTH 170742

CLIENT	BLUEPOINT LONDON										
ARCHITECT											
SCALE	1:200	DATE	JUL'19	DESIGN/DRWIN	dds7165	CHECKED		APPROVED		SHT	A3
DRAWING NO.	SL-010 Rev A										



REV	DATE	BY	DESCRIPTION	CHK	APD
A	10/07/19	dds	Issued For Approval		





**LONDON BOROUGH OF MERTON
AND BLUEPOINTLONDON LIMITED**

LONDON LOCAL AUTHORITIES AND TRANSPORT FOR LONDON ACT 2013

CHARGING POINTS FOR ELECTRIC VEHICLES – VARIOUS ROADS

1. The Council of the London Borough of Merton and BluePointLondon Limited hereby give notice under section 17 of the London Local Authorities and Transport for London Act 2013 of the proposals for BluePointLondon Limited to provide and operate charging apparatus as part of the Source London Network for electric vehicles in the streets specified in paragraph 2 of this Notice.
2. It is proposed to install charging points for electric vehicles at the following locations:-
 - Arthur Road, SW19**; the south side, three charging points and one feeder pillar outside Nos 158 to 166 Arthur Road;
 - Arthur Road, SW19**; the north side, two charging points and one feeder pillar outside No. 135 Arthur Road;
 - Ashley Road, SW19**; the west side, three charging points and one feeder pillar generally adjacent to No. 77 Clarence Road;
 - Avebury Road, SW19**; the south-east side, three charging points and one feeder pillar adjacent to the No. 54 Rayleigh Road;
 - Bardney Road, SM4**; the east/south-east side, two charging points and one feeder pillar opposite Nos. 5 to 11 Bardney Road;
 - Briscoe Road, SW19**; the south-west side, two charging points and one feeder pillar adjacent to No. 2 Denison Road;
 - Calonne Road, SW19**; the north-east side, two charging points and one feeder pillar outside No. 6 Greenoak Way;
 - Daybrook Road, SW19**; the north-west side, two charging points and one feeder pillar adjacent to No. 143 Dorset Road;
 - Griffiths Road, SW19**; the south side, three charging points and one feeder pillar outside Baltimore House, Griffiths Road;
 - Merton Hall Road, SW19**; the south-west side, three charging points and one feeder pillar opposite Nos. 73 and 75 Merton Hall Road;
 - Mill Road, SW19**; the west side, two charging points and one feeder pillar adjacent to No. 51 Croft Road;
 - Park Road, SW19**; the north-west side, three charging points and one feeder pillar adjacent to No. 8 Robinson Road;
 - St Georges Road, SW19**; the south-east side, one charging point and one feeder pillar outside No. 5 St Georges Road;
 - The Downs, SW20**, the north-east side, two charging points and one feeder pillar outside Rydal Court, The Downs.
3. Any person desiring to comment on the proposals should send a statement in writing of their representation or objection and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ES/EVBATCH4**, no later than 11 October 2019.

Dated 13 September 2019.

Paul McGarry
Head of futureMerton
London Borough of Merton,
Merton Civic Centre,
London Road,
Morden, Surrey
SM4 5DX

Merton Council - call-in request form

1. Decision to be called in: (required)

--

2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

-) **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
-) **OR** as a signed paper copy to the Head of Democracy Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on
020 8545 3864