

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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

**Direct Line: 0208 545 3357  
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**Date: 17 January 2020**

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 waiting restrictions borough wide 2019 Batch 4 (statutory  
consultation)**

and will be implemented at **noon on Wednesday 22 January 2020** 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**

Proposed waiting restrictions borough wide 2020 Batch 4 (statutory consultation)

### **2. Reason for exemption (if any)**

### **3. Decision maker**

Councillor Martin Whelton, Cabinet member for regeneration, housing and transport

### **4. Date of Decision**

17 January 2020

### **5. Date report made available to decision maker**

16 January 2020

### **6. Decision**

- 1) Notes the result of the statutory consultation carried out between 28th November 2019 and 20th December 2019 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-653-09 and Z27-679-01 – Z27-679-05 (see Appendix A).
- 3) The implementation of waiting restrictions will improve road safety on the roads
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

### **7. Alternative options considered and why rejected**

Do nothing. This would be contrary to the concerns expressed by the local communities, and would not resolve the dangerous and obstructive parking that is currently taking place.

### **8. Documents relied on in addition to officer report**

Further liaison with Cricket Green councillors on Caesars Walk. A site visit to Waterside Way to look at the extent of the waiting restrictions following concerns from businesses.

Signed: Martin Whelton

Cllr Martin Whelton.

Cabinet member for regeneration, housing and transport

17 January, 2019

# **Cabinet Member for Regeneration, Environment and Housing:**

**Date:** 16<sup>th</sup> January 2020

**Agenda item:**

**Ward:** Various

**Subject:** Proposed waiting restrictions borough wide 2019 Batch 4 (statutory consultation)

**Lead officer:** Chris Lee, Director of Environment & Regeneration

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

**Forward Plan reference number:** N/A

Contact Officer: Sadiq Merchant, Tel: 020 8545 3840

[Email: sadiq.merchant@merton.gov.uk](mailto:sadiq.merchant@merton.gov.uk)

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## **Recommendations:**

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

- 1) Notes the result of the statutory consultation carried out between 28th November 2019 and 20th December 2019 on the proposals to introduce 'at any time' waiting restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting 'at any time' at various locations across the borough as shown in Drawing Nos. Z27-653-09 and Z27-679-01 – Z27-679-05 (see Appendix A).
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce 'at any time' waiting restrictions at various locations throughout the borough.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions at various locations across the borough operational 'at any time' as shown in drawing nos. Z27-653-09 and Z27-679-01 – Z27-679-05 (see Appendix A).

## **2 BACKGROUND**

- 2.1 Officers regularly receive complaints and concerns regarding obstructive and dangerous parking from emergency services, local ward members and the local residents / road users. Due to the large number of requests that are received throughout the year, it has been necessary to group these requests with the intention of undertaking a borough wide statutory consultation. Each request is added to a rolling programme for investigation / consultation and the appropriate recommendations and the proposals are formulated in one report.

## **3 STATUTORY CONSULTATION**

- 3.1 The statutory consultation on the Council's proposal to introduce waiting restrictions at various locations listed in section 3.2 of this report and in appendix A, was carried out between 28th November 2019 and 20th December 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 Wimbledon Times and the London Gazette. The information was also available on the Council's website.

3.2 Locations of proposals include (see Appendix A for drawings),

1. Montacute Road, SM4
2. Waterside Way, SW17
3. Station Road, SW19
4. Tudor Drive, SM4
5. The Drive, SM4
6. Caesars Walk, CR4

3.3 The statutory consultation resulted in the Council receiving 23 representations to the proposals, which includes fourteen representations to Waterside Way, four representations to Caesars Walk, and five representations to The Drive. The representations and officer's comments are set out in Appendix B.

#### Ward Councillor Comment

3.4 Ward Members of the wards affected by the proposals have been engaged during the statutory consultation process with the proposals. However, one of the Cricket Green Ward Councillor has made the following comment:

*I'm sharing two objections from residents to the following proposed order: 56-58 /61-63 Caesars Walk Mitcham CR4 4LF, Hatton Gardens both sides from its junction with Caesars Walk, south-eastward for a distance of 7 metres.*

*I don't believe as ward councillors we received advance notice of this proposed Order? In the past we have received emails on proposals and how long the consultation will last but I don't know whether this is necessarily common practice.*

#### Officers' comments

3.5 It is normal practice to advise Ward Councillors of all forthcoming consultations and regrettably due to the fact that the engineer who started the consultation is no longer at Merton; it is, therefore, not possible to confirm if proposals were sent to the Ward Councillors. If Ward Councillors did not receive advance notification, officers do apologise for this regrettable oversight. It is, however, important to note that yellow lines are applied to areas where safety and access concerns have been received. The Council makes every attempt to minimise extent of any parking restriction and strike a balance of ensuring safety and maintaining unobstructed access for all road users whilst acknowledging the parking needs of the community.

### 3.6 **REPRESENTATIONS**

3.6.1 **Waterside Way, SW17.** Fourteen representations raised concerns about the loss of on street parking spaces on Waterside Way. A site meeting was arranged with the businesses and following a further assessment, it was agreed to reduce the extent of the previously proposed restrictions. Appendix A sets out the revised extent of the restriction.

3.6.2 **The Drive, SM4.** Five representations were received- one in support and four objections. The objections are based on the loss of on street parking. The proposed DYL are in response to safety and access concerns caused by obstructive parking on this narrow section of The Drive and vehicles parking close to the junction of The Drive / Arras Avenue. Those who have objected have suggested a time limit on the proposed waiting restrictions and believe this will deter commuters parking from this location. Every effort is made to minimise restrictions and facilitate residents' parking needs, however, Officers do not

consider time limit to be a viable option as it would not maintain clear access at all times. It is the Council's responsibility to ensure that access / safety / sightlines are maintained at all times and it is somewhat irrelevant as to who causes the obstruction. The Council must be mindful of all road users especially emergency vehicles and service vehicles. With cars parked on both sides of the carriageway, the clear carriageway width is not wide enough for service vehicles to pass. Further to this the objections originate from the properties that have available off-street private parking for several vehicles.

- 3.6.3 **Caesars Walk, CR4.** Four representations state concerns over the loss of parking. The DYL is proposed to maintain safety and keep clear access for Electrical substation and deter obstructive parking close to the junction Caesars Walk / Hatton Gardens which will improve sightlines for motorists and also allow safe turning circle, especially for service / refuse and emergency vehicles.

## **4 TIMETABLE**

- 4.1 If a decision is made to proceed with implementation of the proposed waiting restrictions, Traffic Management Orders could be made six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in Wimbledon Times and the London Gazette. The documents will also be made available at the Link, Civic Centre and on the Council's website. The measures will be introduced soon after.

## **5 ALTERNATIVE OPTIONS**

- 5.1 Do nothing. This would be contrary to the concerns expressed by some road users and would not resolve the dangerous and obstructive parking that is currently taking place.

## **6 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 To introduce the proposed restrictions will cost approximately £3k. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones 2019 / 2020.

## **7 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 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 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 Cabinet Member 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. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 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 waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 8.4 By maintaining clear access points, visibility will improve thereby improving the safety at junctions; bends and along narrow sections of a road and subsequently reducing potential accidents.
- 8.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

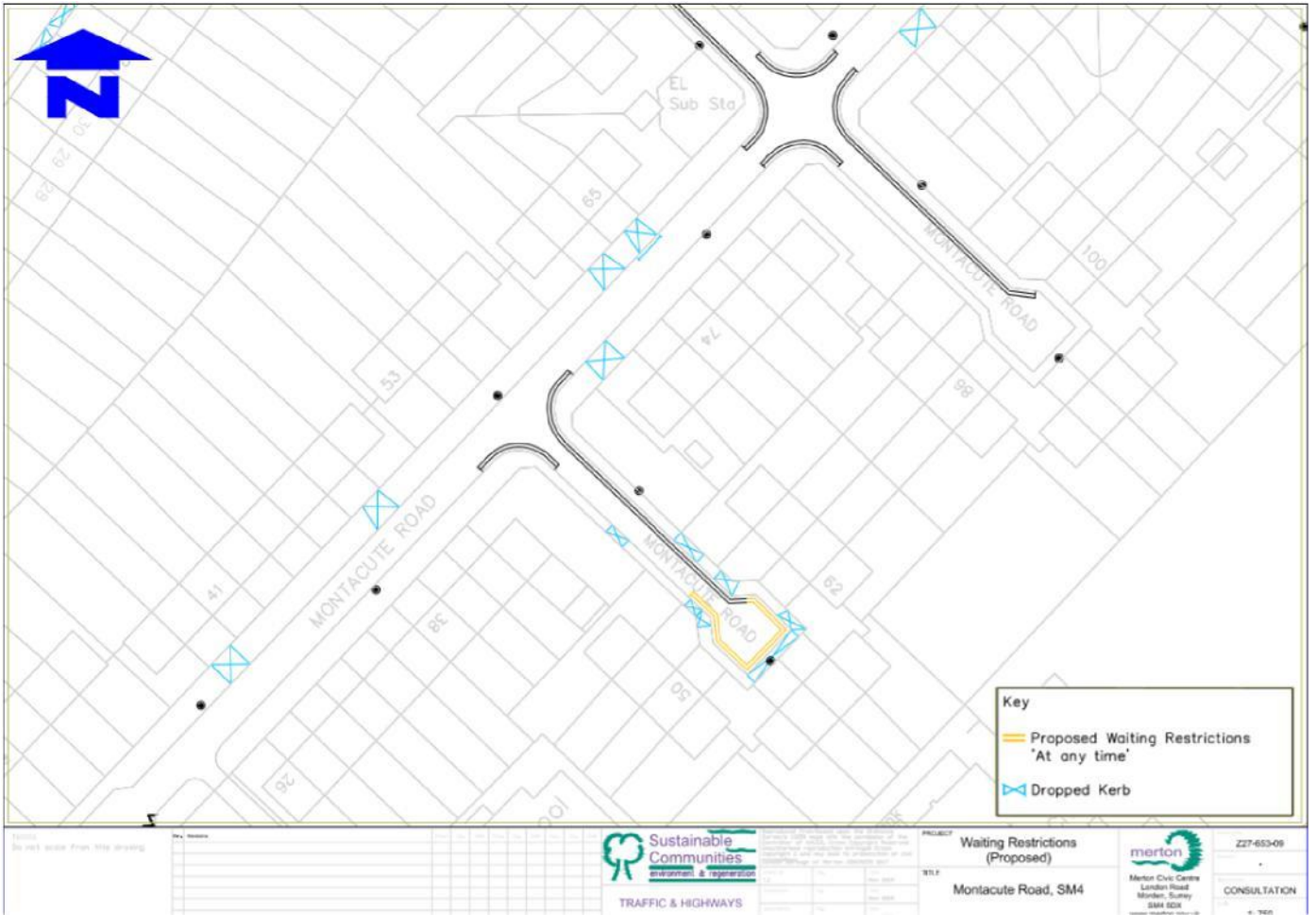
## **9 RISK MANAGEMENT IMPLICATIONS**

- 9.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, businesses and visitors in the case of an emergency, and access difficulties will not be addressed. It would also be contrary to the support and concerns expressed and could lead to loss of public confidence in the Council.
- 9.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand in the surrounding roads at each location. However, the benefits of the proposals outweigh the possible increase in demand.

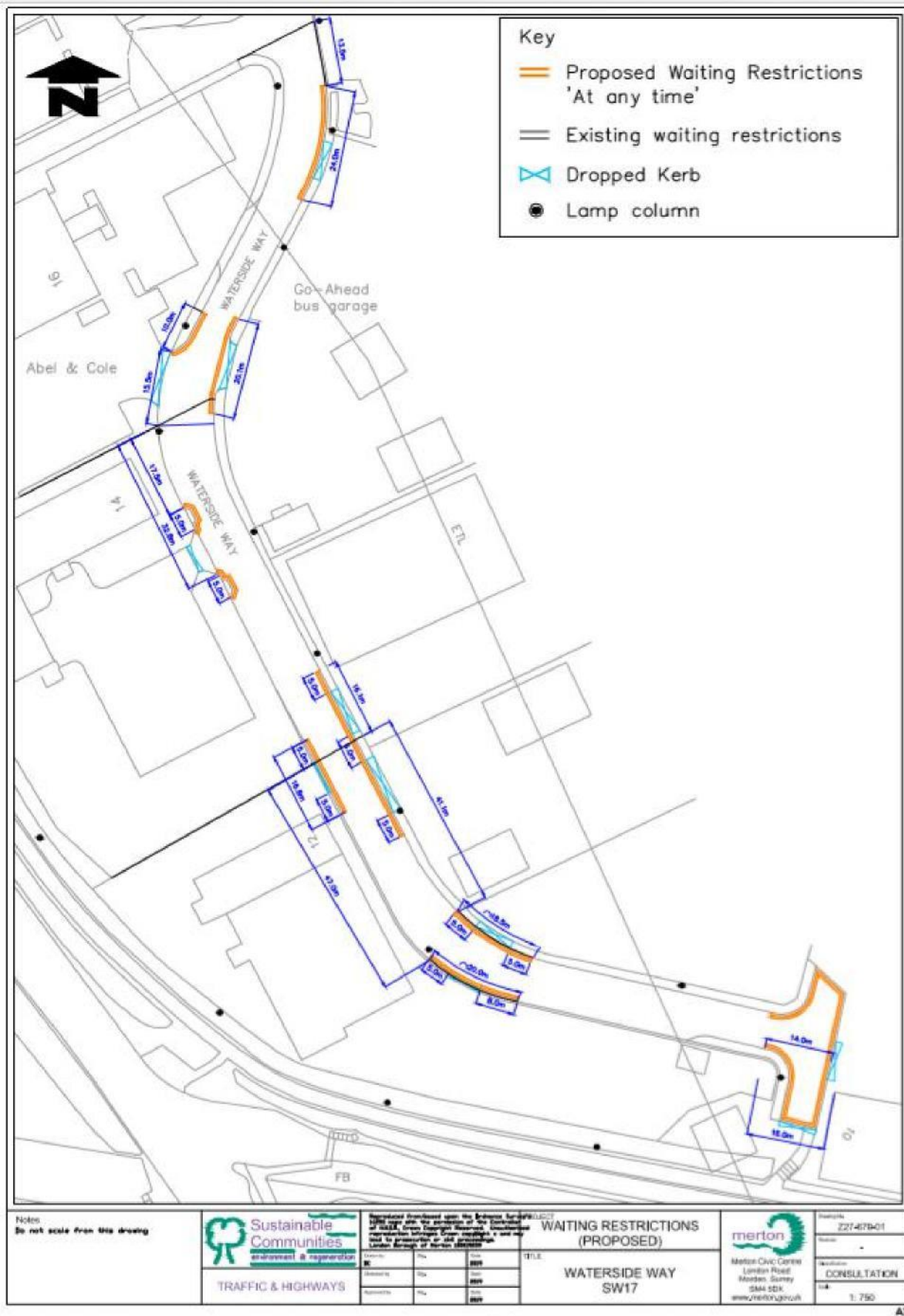
## **10 APPENDICES**

- 10.1 The following documents are to be published with this report and form part of the report.  
Appendix A - Z27-653-09 and Z27-679-01 – Z27-679-05  
Appendix B – Representations and Officer's Comments

# Appendix A - Drawing No. Z27-653-09



# Appendix A - Drawing No. Z27-679-01

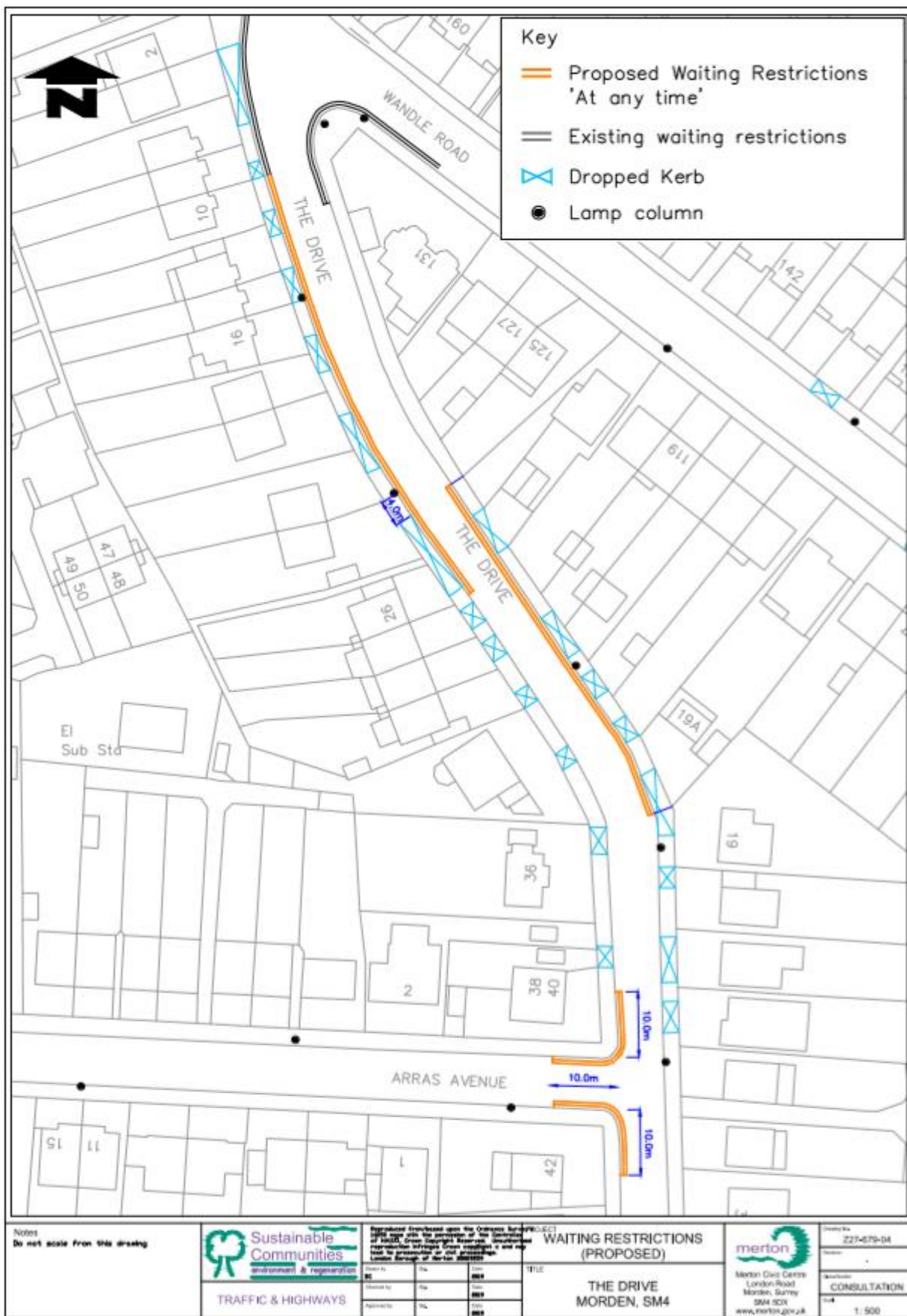




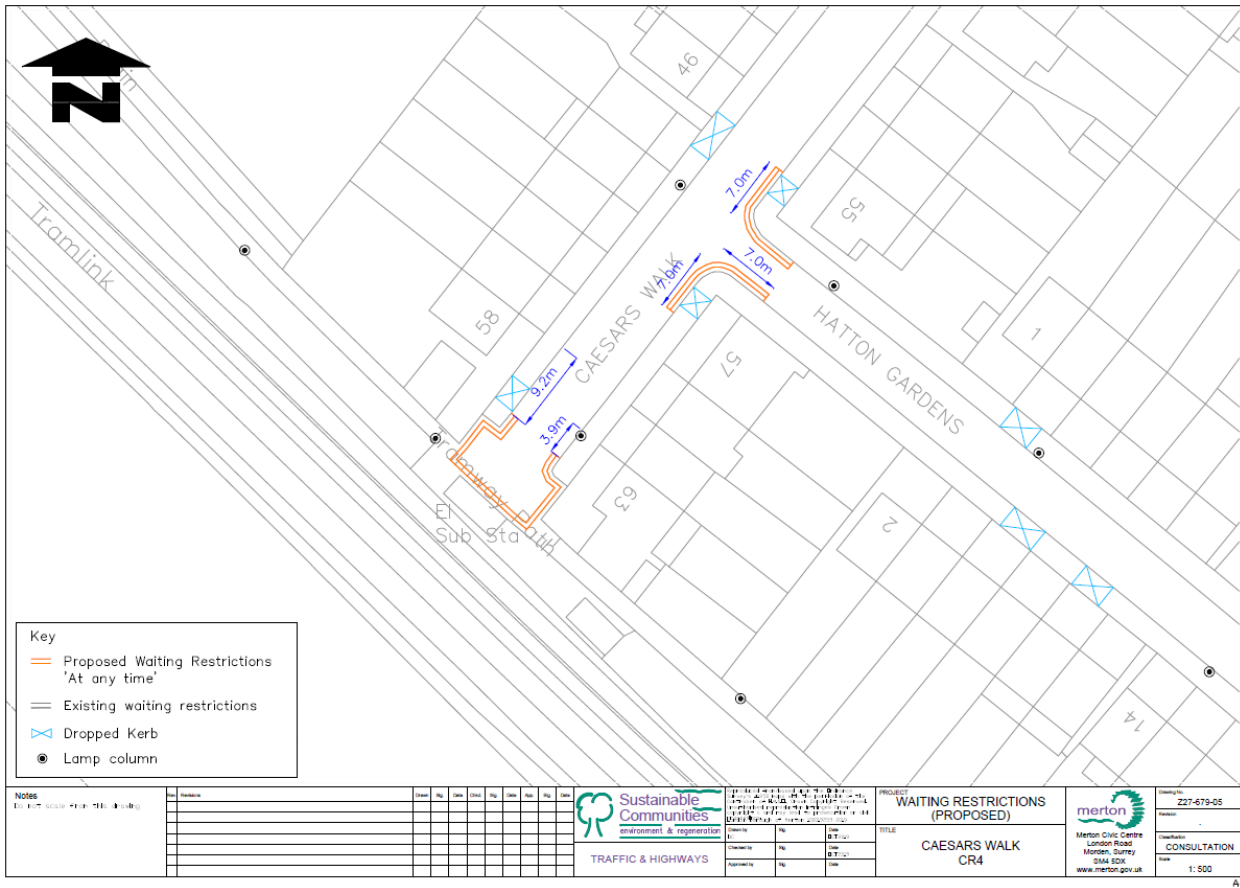




# Appendix A - Drawing No. Z27-679-04



# Appendix A - Drawing No. Z27-679-05



## Appendix B - Representations and Officers' Comments

### Waterside Way, SW17

#### ES/WR2019B4/001

In response to the notice on the lamp post outside my work (see below) I write to appeal against the parking restrictions.

I have worked at Prentice Glass for 16 years and driven daily, I work long hours already and my journey home just seven miles to Croydon can take an hour to an hour a 20mins. London transport doesn't work as it can take 2 hours each way. The Road is dark in the winter months when staff arrive and leave for work and when the last one to leave if no parking it will feel extremely unsavoury for a lady to be on her own. I feel safe getting in my car, I would not feel safe walking when the last one to leave at night.

Myself and others, I work with are severe back sufferers (this I can prove from doctors' medical reports) so some days can barely walk, so, by using London transport could be impossible for me on some days.

This will force people out of their jobs by implementing these restrictions and this is not just Prentice Glass employees. Waterside is not a through way, it's a dead end, so all it will achieve is a baron road daily and no end of employees leaving jobs they have been in for years.

#### ES/WR2019B4/002

I've just seen notice go up and strongly object to placing yellow lines as this has been my place of work for 30 plus years and will find it extremely difficult to get to work. Why would the council make a road empty all the working week when not only the company I work for utilize a neighbouring company does too. I think in the event this goes ahead a lot of people will be put into an impossible position so I urge the person responsible for decisions to rethink, many thanks dean of prentice glass

#### ES/WR2019B4/003

We have today seen notices attached to lamp posts informing of the planned parking restrictions to Waterside Way from 20 December 2020

I am an Employee of Prentice Glass Ltd, 10 Waterside Way SW17 0HB. I wish to lodge my objections to this plan as it will restrict my ability to attend work.

Parking has recently become an issue due to the large ongoing site work in Plough Lane. Why have business parking permits not been offered to local companies to enable regular employees and staff of the local businesses to be able park and carry on their work as normal?

I also have a long term disability (and Blue Badge – awaiting renewal from yourselves) and cannot see any provisions for disabled parking within the plan.

Your plans to stop parking will affect hundreds of employees in Waterside Way and may cost many people their jobs – why has this not been taken into consideration. Is this another attempt to cream extra revenue from motorists regardless of the consequences?

I believe proper consultation should have been made with the local businesses before carrying out these plans and request that you contact our Company to do so.

Waterside Way is a non through route Industrial road, badly lit with no transport provision used only by the local businesses – at night it is used by dog walkers, fly tippers and drug sellers. People working there should feel safe in the environment, especially in winter months when it is dark and vulnerable, and this will be a major concern if personal transportation is taken away

You should be offering a solution to the parking issues, not penalizing the people working there by taking that provision away.

I hope that you read and acknowledge our concerns with this matter and do the right thing by letting the local businesses have a say in the final decision before implementing it.

#### ES/WR2019B4/004

I write on behalf of The Cappagh Group of Companies whose head office is in Waterside Way, Tooting. We wish to register our strong objection to the Waiting Restrictions proposed in your notice BS/WR207984, dated 28th November 2019.

The objection is based on the following reasons:

1. The Council of the London Borough of Merton has failed to provide drawings as part of this statutory consultation, instead only providing distances from reference points unknown to us. Linked to this point, the Council has posted a similar notice, reference WR201983 with a July 2019 deadline for comments. On inspection of the council's website using this earlier reference, a drawing is provided which shows proposals for Waiting Restrictions opposite No. 16 Waterside Way. Please refer to Photo L in Appendix L. Therefore, it should be possible for the Council to provide

drawings that relate to the current proposed Waiting Restrictions. It should not be necessary to make a visit to the Council's offices in person;

2. This is clearly a proposal not fully developed. The cars that are parked in Waterside Way belong to the employees of the businesses in Waterside Way. There are few exceptions to this. If the Council proceeds with this proposal, then there will be several outcomes. Firstly, employees will park their cars in adjacent roads as near as is possible to Waterside Way. This will transfer the parking burden to residential roads and will not negate the number of complaints the council is said to receive. In fact, it will just mean that complaints will be derived from different locations in the Borough, from local residents. It will transfer the safety and access obligations of the Council elsewhere, but not solve them. Secondly, some employees may find that they are unable to find alternative parking and will ultimately be forced to find alternative employment. Thirdly, it is not unfeasible that some car users will leave their vehicles in-situ for extended hours just to "reserve" what available parking provision there is left.

3. Our business provides important reactive emergency and planned works support for utility companies such as Thames Water, SGN and SSE. We are often required to attend to emergency situations within an hour of receipt. As such, our staff are required to be able to get to work in time for their shift, work shift patterns and work outside normal hours. We operate on a 24/7/365 basis and our premises are occupied full-time. There is always someone on the site. If our employees are unable to park in Waterside Way, they may miss the start of shifts and be unable to attend to the emergency requirements of our blue-chip utility clients. This could potentially result in damage to property in London and possibly a threat to life in severe instances.

4. Consideration has not been given as to whether signed parking allocation for businesses based in Waterside Way should be provided;

5. If the Council has a statutory obligation to ensure safety and access, how can it be sure that safety and access is not compromised elsewhere in adjacent roads when the cars are displaced? Furthermore, why has the Council failed to consider alternative solutions, such as the construction of parking lay-bys on Waterside Way. There is potential to do this on the public land available, for example opposite Manheim Car Auctions.

6. We walked the length of Waterside Way on Monday 16th December, taking photos of the road, parking and entranceways to businesses. These photos are included as Appendix 1. In not one instance was there evidence that the parking was obstructing Bus or HGV access. In fact, the DIY retail centre at the north end of Waterside Way has inadequate provision to safely receive deliveries by articulated HGVs. It is often the case that these HGVs travel towards the south end of Waterside Way, seeking a yard in which to turn around. When they are unable to do so, they are forced to reverse back up the entire length of the road which causes disruption.

We propose that a meeting of all the businesses located on Waterside Way is convened urgently with appropriate representatives from the Council attending. We are happy to host such a meeting in our Board Room.

#### **ES/WR2019B4/005**

I am writing regarding the above proposed parking restrictions in Waterside Way, SW17. The parking at the far end of waterside way has seen a significant increase over the last few months which has been caused mainly due to the work force building the new stadium development. Alongside the complete lack of parking places in the surrounding streets. I do however feel that your intention to severely restrict what little parking there is down the road will only hinder the local businesses even further as staff need to be able to park.

I am sure that you will receive many letter's raising objections and urge you to think again with regards to these restrictions.

#### **ES/WR2019B4/006**

Late this afternoon notices have been put up regarding the planned restrictions on Waterside Way.

I am the company secretary of Prentice Glass Ltd and fail to understand why this is being put up in place. This has been a factory estate for many years now and have never had any problems with parking.

The fact that it is a factory estate for workers, allowing businesses to go about their daily running of business, employing staff and having essential deliveries to able this to be a functionable surely says it all.

To enable the type of businesses that rent these units to continue to trade it is essential that parking is available, and deliveries can be made.

I would like a response on your views, why these restrictions are being undertaken, other than revenue for the Council.

This is totally unfair, unreasonable and unpractical of which I totally reject, the parking plans for Waterside Way ES/WR2019B4.

I look forward to your response in due course.

**There were 8 standard representations made from the same company**

**ES/WR2019B4/007      ES/WR2019B4/ 008      ES/WR2019B4/ 009      ES/WR2019B4/010**  
**ES/WR2019B4/011      ES/WR2019B4/012      ES/WR2019B4/013      ES/WR2019B4/014**

We have today had notices of the planned restrictions on Waterside Way.

I am an employee of the company:

Prentice Glass Ltd, 10b Waterside Way, London, SW17 0HB.

I strongly object to the lines being placed there as it was cause to many issues.

There has never been any issue with parking down the road until the recently months with the Plough Lane development.

Your plans are unreasonable and are putting businesses and employees at risk.

The area in which you plan to restrict are obsessive and unnecessary.

**Officer's Comments:**

The statutory consultation has been carried out as per regulations. Waterside Way is not a through road and accommodates a number of commercial units that have vehicular access to off street parking facility for several cars and also allow access for large delivery vehicles to load and unload. The level of parking in this road has lead to access difficulties for some of the business who have been compelled to setting out parking cones on either sides of their vehicular access to deter motorist parking too close. The objective of the proposal is to maintain clear access for these large delivery vehicles. The proposed DYL are in response to concerns of obstructive parking close to the vehicular access.

**The Drive, SM4**

**ES/WR2019B4/001**

With reference to your statutory consultation to introduce DOUBLE yellow lines to a length of The Drive because of complaints, why spoil it for all because of a few. Yes there is some obstructive parking and tickets could be issued to these car/van owners.

The double yellow lines will only stop a part of the problem, it will not stop the all-day parking by commuters. Why not stop parking along the part of the road where there will be no lines, during the hour between 12.00pm and 1.00pm which will be far more useful, especially to the people who live in The Drive. It will allow visitors access, which they will not have with your proposal.

**ES/WR2019B4/002**

We are writing to ask if it could be time limit type parking restrictions on the part of road opposite our house which is xxx The Drive as double yellow lines would be hard for us and our visitors to park, the real problem here is people parking on the part opposite our house to go to the tube station and leave there cars there all day so if there was a time restriction they would not park there, I do hope that our suggestion could be heard as we are the residents living with the problem.

**ES/WR2019B4/003**

The plan was perfect to minimise the accidents in the area, however, looking at the plan layout, as I reside at the The Drive, the bend Road seems to be the blind area which causing lots of collations which our family vehicle while hit while it is parked. As well as there are people that has businesses where the unmarked road were used by them to unload rubbish from other car and loaded it to the parked van.

Would it be possible please if you can review my attached as where I have highlighted my concern area (green highlighted)

Secondly, in the pass months there has been incidents at the Wandle Road intersection too. I also highlighted in green as to where vehicles were parked therefore the used of lanes were restricted due to obstruction causing heavily traffic and dangerous. Attached a picture taken to show the roads.

**ES/WR2019B4/004**

I am totally against putting double yellow lines along various parts of The Drive, I believe that this would just penalise us residents, I think a far better solution would to have no parking between the hours of 12 noon - 1pm which would stop the commuter parking along these parts of The Drive, alternatively the double yellow lines to be in force only between the hours of 8am-4pm Monday-Friday.

**ES/WR2019B4/005**

We are the xxxxx family and we have lived at number xx The Drive for the past 24 years. We would like to make it clear that much of these proposals do not make sense, perhaps apart from double yellow lines at the corners of each road. the rest does not make sense for the following reasons:

1. For the past 24 years we have lived here, everything has been working fine until big strip of Bishopford Road closed due to the bridge collapse and then of course the gas works closed some more surrounding roads, causing chaos for everyone and now our road has been discovered by more and more motorists who have no choice. Open up the closed roads and all will be fine, simple and effective solution rather than adding more grief for the residents of this road who have not been at fault of any kind.
2. Many of the residents on our road are trade people, carrying tools in their vans, others who use their garages for their business or do not have driveways (which of course comes at a cost and also means the green areas in the front gardens have to be taken out to make parking space), others might have young children or disabled persons, elderly in their household, may have more cars/vans to have space for out of need, also as our adult children grow up they cannot afford to move out etc. we all have one or A combination of these situations. Therefore these plans are not going to help anyone.
3. We do not understand why the double yellow lines have to start before the double drop kerb right outside our house. Double yellow lines are not needed it does not do anything for this road.

Conclusion: It is obvious that facilitating and concentrating on repairing the bridge and opening the roads again will be a more effective, human friendly, environmentally friendly, cost effective way of dealing with this. As there are no real issues apart from the road closures which has put pressure on our road. As a matter of fact since we have been affected through these road closures for such a long time, there should be some kind of compensation rather than double yellow lines to make our lives unreasonably even more difficult. However having short double yellow lines on the corners of each road are good idea.

**Officer's Comments:**

See paragraph 4.2

**Caesars Walk, CR4****ES/WR2019B4/001**

I write further to my telephone conversation with Mr xxxxxxxx regarding the above Notice. At first I was led to believe the yellow lines would be outside my property but I now understand this not to be the case.

My concern is that Caesars Walk is extremely congested with cars as it is and it will affect the rest of us who does not have off-street parking. I am a 68 year old lady who lives on her own. I have no-one to help me, I have arthritis and no back exit so obviously I am extremely dependent on my car for getting around and lifting things in out of the car. Sometimes I need to go to the Tip so the car needs to be outside so I can have access to it, or offloading my groceries. Sometimes this is impossible now with the present parking situation so you can imagine how much worse it will be. A lot of the traffic in the cul-de-sac is a result of some of the houses near the substation having three cars. The residents at 61 had 3 cars and they have now moved out. So all three of these properties now have tenants with cars and big vans so hence the build-up of cars in the cul-de-sac.

Mr xxxx said that cars are always parked outside the substation. I believe this is because there is the School down the pathway and people dropping off and picking up their children park there. Sometimes people park outside my home and leave their cars for the whole day. It is not the residents who park there. I appreciate the people down the pathway may have difficulty getting access to their property (and that is the only reason they are complaining) but is it fair for the rest of us to be penalised because of this. Life is difficult enough as it is without these extra pressures being put upon me. I pay my Council Tax the same as those people down the pathway so why is preference being given to them and not me or the rest of us for that matter.

I moved here over 13 years ago and there was never a problem with parking that is until new residents came with 3 cars. If I am not able to park outside my house or even nearby this will cause great difficulty for me.

I drove down the Street this morning and every space was filled with cars so where is the excess to go, what do I do if I have nowhere to park?

I believe that this is all about the residents down the pathway not being able to get access and they have off-street parking so once they have access and they also have their off-street parking it does not affect them in anyway but it affects the rest of us. Surely there must be another solution to resolving this access situation for the residents down the pathway.



**ES/WR2019B4/002**

I am writing in objection to proposal ES/WR2019B4 which seeks to install new yellow lines on Ceasars Walk where I am resident. I object based on the following points;

Parking is already an issue on parts of the road and surrounding roads, new restrictions here will force residents to park in an even more confined area, worsening the parking problem and extending it to far more people.

The same number of vehicles parked in a smaller area will likely cause access issues as vehicles will spend more time finding space and be forced more often to turn, causing congestion on already narrow roads.

Planned off-street parking restrictions on Caesar's Walk and surrounding will devalue property prices and will significantly lower life quality for residents in the area, it will cause unnecessary stress.

Planned restrictions cannot be accepted as this will affect local resident's life quality.

**ES/WR2019B4/003**

I am writing in objection to proposal ES/WR2019B4 which seeks to install new yellow lines on Ceasars Walk where I am resident. I object based on the following points; Parking is already an issue on parts of the road and surrounding roads, new restrictions here will force residents to park in an even more confined area, worsening the parking problem and extending it to far more people.

The same number of vehicles parked in a smaller area will likely cause access issues as vehicles will spend more time finding space and be forced more often to turn, causing congestion on already narrow roads.

Planned off-street parking restrictions on Caesar's Walk and surrounding will devalue property prices and will significantly lower life quality for residents in the area, it will cause unnecessary stress.

Planned restrictions cannot be accepted as this will affect local resident's life quality.

**ES/WR2019B4/004**

I'm writing to object to the proposed waiting restrictions in Caesars Walk and Hatton Gardens. Parking is already limited on these two roads as the majority, if not all the houses on Hatton Gardens have off street parking and some residents have more than one car. The available spaces that remain at the end of that road towards the junction of Caesars Walk is minimal as some of those additional cars as well as cars from Caesars Walk park there.

Less than 8 properties on Caesars Walk have a driveway so the rest of the households have no option but to park on the street. Walsingham Road and Cecil Place have driveways so there's less parking on those roads as well. Caesars Walk is used by commuters that leave their cars and travel by train/tram and others that attend/work at the local schools as well as residents. Placing double yellow lines will cause more congestion and parking problems on a road with already limited parking.

**Officer's Comments:**

**See paragraph 4.3**

**For objection ES/WR2019B4/001 – The resident had also written separately to the Ward Councillor.**

**For objection ES/WR2019B4/002 – The resident had also written separately to the Ward Councillor.**

Officer's comments

The Council has a statutory responsibility to ensure safety and access for all road users.

The objective of nay parking management including the proposed restrictions is to ensure that clear access is maintained along narrow sections of public highway (carriageway and footway), at bends, near junctions, at turning heads and any other access/egress facility.

The proposed restrictions ensure unconstructive sightlines, access and maneuverability particularly for all road users especially for larger vehicles such as the fire engines, ambulances, buses and service vehicles / HGVs.

Although it is acknowledged that loss of parking would be unacceptable to some residents and employees, it is not for the Council to facilitate the needs and demands of parking needs but it is the Council's statutory

duty to ensure that access and safety are maintained at all times. Once the Council is aware of obstructive parking, lack of mitigating action could put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties.



## Merton Council - call-in request form

### 1. Decision to be called in: (required)

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### 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](mailto:democratic.services@merton.gov.uk)
- ) **OR** as a signed paper copy to the Head of Democracy Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

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