

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
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Date: 30 June 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 (2020 Batch 1A) statutory consultation**

and will be implemented at **noon on Friday 3 July 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.

Title of report: Proposed waiting restrictions borough wide (2020 Batch 1A) statutory consultation

Reason for exemption (if any) – N/A

Decision maker

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

Date of Decision

30 June 2020

Date report made available to decision maker

08 May 2020

Decision

Having considered the officer's recommendations and the representations to the consultation, I agree to the making of the TMO and the implementation of the proposed waiting and loading restrictions as set out in the report titled Proposed waiting restrictions borough wide (Batch 1A) statutory consultation

I agree not to hold a public inquiry on the consultation process.

Reason for decision

The proposals will ensure safety and access at all times

Alternative options considered and why rejected

Do Nothing. This, however, would be contrary to the Council's commitment to maintain access and road safety and will not address safety concerns raised by member of public.

To look at having waiting restrictions on one side of the road on Elm Gardens and Walsingham Road which I rejected as it would still cause safety issues. Most households on this road also have off-street parking.

Documents relied on in addition to officer report

N/A

Declarations of Interest

Elm Gardens is in Pollards Hill ward which I represent as a councillor

Signature

Cllr Martin Whelton

30/6/2020

Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

Cabinet Member Report

Date: 8th June 2020

Agenda item: Ward: Various

Subject: Proposed waiting restrictions borough wide (2020 Batch 1A) 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: Mitra Dubet [Email: mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 06th March 2020 and 27th March 2020 on the proposals to introduce 'at any time' waiting and loading restrictions at various locations across the borough.
- 2) Notes and considers the representations received in respect of the proposals as detailed in Appendix 2.
- 3) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' at various locations across the borough as shown in Drawing attached in Appendix 1.
- 4) 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 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 'at any time' waiting restrictions at various locations across the borough as shown in drawing attached in Appendix 1.

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 and other 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 at any given time. 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 and loading restrictions at various locations listed in section 3.2 of this report and in appendix 1, was carried out between 06th March 2020 and 27th March 2020. The consultation included the erection of street Notices on lamp columns within 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 and at the Civic Centre and local libraries.

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

Site/Location	Drawing No.	Representations
Marina Avenue	Z27-681-01	0
Lessness Road	Z27-681-02	1
Gladstone Road	Z27-681-03	0
Elm Gardens	Z27-681-04	5
Prince Georges Road	Z27-681-06	0
Walsingham Road	Z27-681-07	7
Portland Road	Z27-681-08	6
Lewis Road	Z27-681-10	0

3.3 The statutory consultation resulted in the Council receiving zero representations from Marina Avenue, Lewis Rd, Prince Georges Road and Gladstone Road; one representation from Lessness Road; five representations from Elm Gardens (1 support & 4 objections); seven representations (1 support & 6 objections) from Walsingham Road; and six representations from Portland. The representations and officer's comments are set out in Appendix B.

Ward Councillors

3.4 Ward Members of each affected Ward were informed of the proposed restrictions and the statutory consultation.

3.5 Waiting restrictions are applied to areas where safety and access concerns have been received. The Council makes every attempt to minimise the 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.

4.0 PROPOSALS

4.1 Elm Gardens

Following a representation from a resident via the local MP regarding the pavement parking in Elm Gardens the Council carried out the necessary site assessment and concluded that the footway width is 2m and the carriageway width is 4.9m. Many of the residents have off street parking which means there is very little on street parking. However, the road suffers from obstructive parking with the current manner of footway and carriageway parking. To remove this obstructive parking and ease crossover egress/access, it is proposed to introduce 'At any time' waiting restrictions. As per normal practice, every effort is made to maximise safe parking; it is, therefore proposed to allow partial footway parking where it is safe to do so. The objections are set out in appendix B of this report.

4.2 Lewis Road, CR4

The Council received complaints from a resident via one of the local Councillor raising concerns about the safety of the junction of Lewis Road and Western Road due to vehicles parking at the junction obstructing sightlines. Currently the junction is subject to 10m of double yellow lines and the issue is more of enforcement rather than extension of existing restrictions. However, the double yellow lines on Lewis Road is 8.3m in length with 1m of it faded. It is recommended that this is extended to 10m on Lewis which will ensure improved sightlines and safety. There has not been any objections to this proposal.

4.3 Marina Avenue, KT3

Due to obstructive parking at the turning head at the cul-de-sac in Marina Avenue, there have been representations from local residents regarding inconsiderate parking making turning manoeuvres an impossibility. It is proposed to introduce 'At any time' waiting restrictions to ensure that the area is kept clear so as to allow a clear turning area. There has not been any objections to this proposal.

4.4 Lessness Road, SM4.

Following complaints regarding obstructive parking, Lessness Rd was investigated and it has been concluded that the road of width 4.4m is too narrow to accommodate parking and the footway width of 1.4m is not wide enough to allow footway or partial footway parking. It has also been noted that the majority of residents have off street parking.

Any form of parking would mean obstruction to both vehicular traffic and pedestrians. Parking will have an adverse impact on safety and access as emergency services would not be able to gain access; it also impacts refuse vehicles as well as other service vehicles. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the carriageway. Being aware of such safety risks, the Council cannot allow carriageway and footway obstruction to continue. The proposed waiting restrictions will ensure safety and access for residents, pedestrian and motorist at all times.

The one objection that has been received is set out in appendix 2.

4.5 **Gladstone Road, SW19**

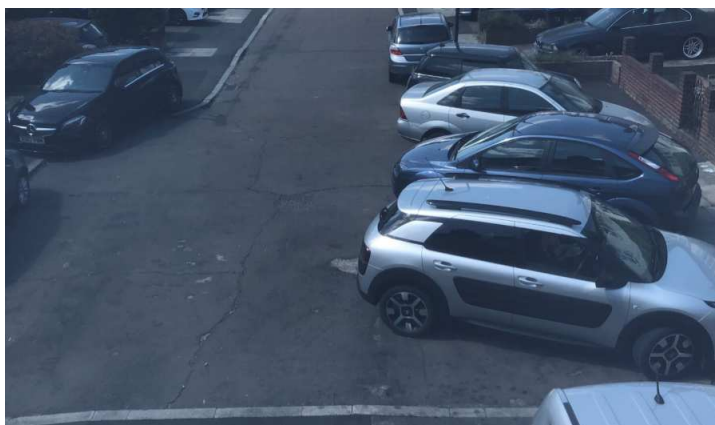
The Council has received several representations from some of the residents of Gladstone Road regarding frequent obstructive parking on the existing single yellow lines and across crossovers thus blocking access to residents' off-street parking facility. To ensure clear access at all times, it is proposed to convert the existing single yellow line into double yellow lines 'At any time' waiting restrictions.

4.6 **Prince Georges Road, SW19**

The Council has received representations from the businesses based in Prince Georges Road that articulated lorries often park on double yellow lines on the bend making it hazardous. It is, therefore, proposed to convert the existing double yellow line waiting restrictions) to 'no waiting & loading' at any time restrictions. This will ensure that the area is kept clear of obstruction at all times. There has not been any objections to this proposal.

4.7 **Walsingham Road**

The Council received several reports from some residents about severe obstructive parking particularly during the evening period. Obstruction appeared to be concentrated within the cul de sac and across dropped kerbs. Parking across a dropped kerb is illegal and enforcement is carried out upon receiving a report. There have been many requests for yellow line restrictions and enforcement and due to the fact that it is not always possible to undertake enforcement at all times particularly during evening periods, the best solution to address inconsiderate and obstructive parking is the introduction of double yellow lines.





4.7.1 The carriageway is not wide enough to accommodate parking and majority of the residents have dropped kerbs which minimises the road space for kerb side parking. Although it is acknowledged that loss of parking would be unacceptable to some residents, 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.

4.8 **Portland Road**

The Council has received two separate representations, one via the local MP regarding obstructive parking in Portland Road. There are concerns about the obstructive parking in Portland Road that blocks access for larger vehicles such as delivery vehicles, refuse vehicles, fire engines and ambulances. With vehicles parked on both sides and at junctions causes further safety concerns.

The second representation was from a local resident concerning inconsiderate parking on Portland Road that prevents access to their garage. On Portland Road toward its junction with Western Road, there is footway on one side of the road with a width of 1.6m and the carriageway width is 7.2m up to the side of property no 16 Portland Road, after which the carriageway width gradually increases. It appears that larger vehicles routinely park at this location thereby exacerbating the problem.

To ensure safety and access, it is proposed to introduce 'At any time' waiting restrictions along its various lengths as shown on plan in appendix 1.

4.9 Officer's recommendations

The Council has a statutory responsibility to ensure safety and access for all road users. The objective of any parking management including the proposed restrictions is to ensure clear access is maintained on public highway (carriageway and footway) more specifically along narrow roads / footways; at bends, junctions, turning heads etc.

The proposed restrictions ensure unobstructive sightlines, access and manoeuvrability for all road users especially for pedestrians, service vehicles and emergency services.

Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and visitors. The Council's statutory duty is to ensure 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

4 TIMETABLE

- 4.1 If agreed the 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 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. In the event of an incident, lack of action could put the Council at risk.

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 2020 / 2021.

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 restrictions would be the potential risk to all road users and occupiers particularly in the event 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

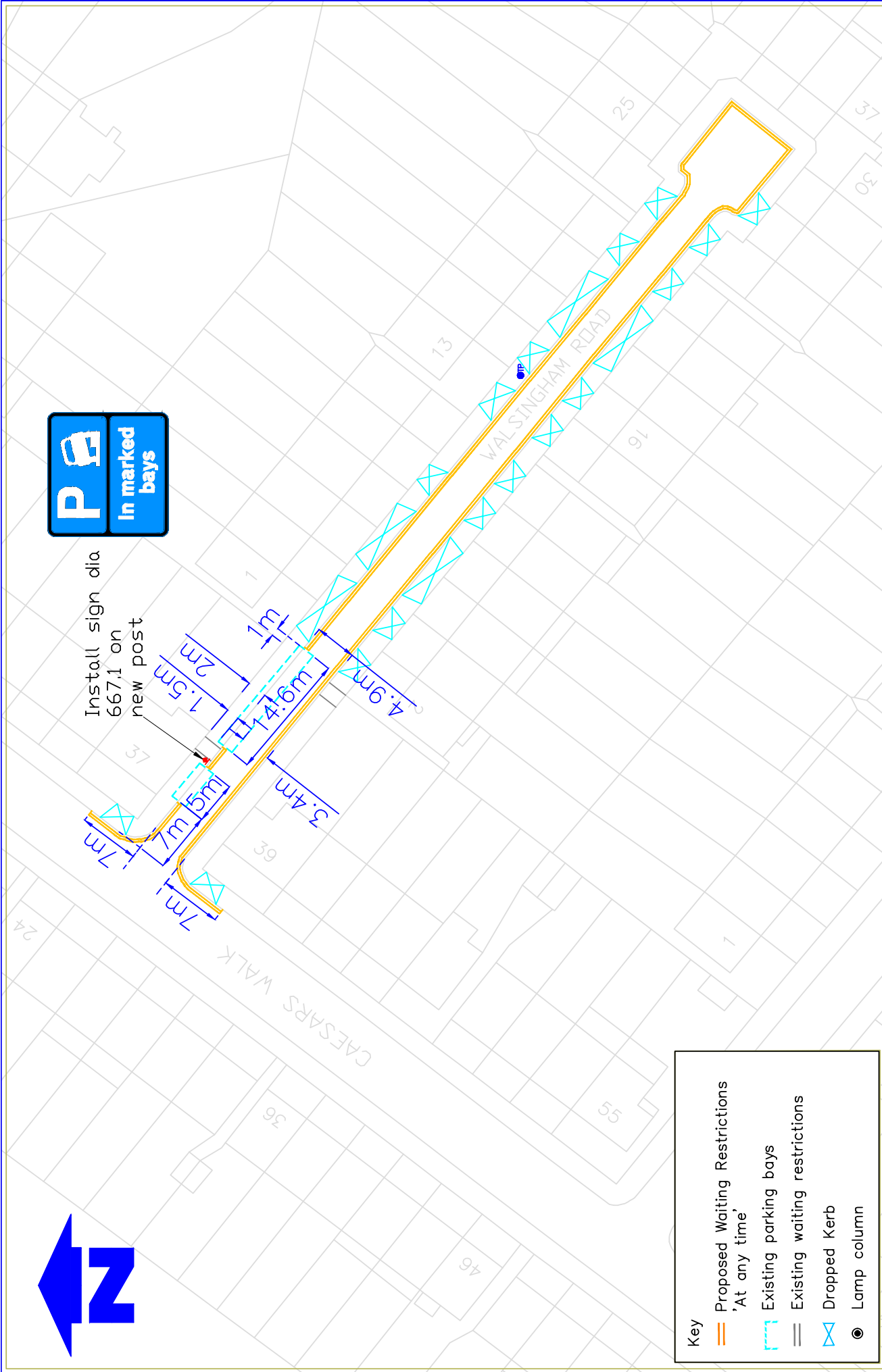
location. However, the benefits of the proposals outweigh the possible increase in demand.

10 **APPENDICES**

10.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – plans of proposed restrictions

Appendix 2 – Representations and Officer's Comments



Key

- Proposed Waiting Restrictions
- 'At any time' Existing parking bays
- Existing waiting restrictions
- Dropped Kerb
- Lamp column

Revisions

Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

Responsible Approvals: Highways, Planning, Environment, Traffic, and Road Safety. Council of Merton, London Borough of Merton. Approved for publication on 10/02/2019.

PROJECT
WAITING RESTRICTIONS
(PROPOSED)

TITLE
WALSINGHAM ROAD
CR4



Merton Civic Centre
London Road
Merton, Surrey
Surrey
www.merton.gov.uk

Reference: Z27-681-07

Consultation
CONSULTATION
NTS

Appendix 2 - Representations and Officers' Comments

Representations
<p>Lessness Road, SM4.</p> <p>I would like to have it noted that I think it would be enough just to have the lines down one side of the road, it seems very unfair to residents who don't have off street parking that they won't be able to park in Lessness Road at all & surely it will just clog up the other street's around the area which are already fairly full?</p> <p><u>Officer's comments:</u> Implementing the double yellow lines only on one side of the carriageway would not help resolve the safety and access issue for Lessness Road. Lessness Road is a very narrow road and therefore cannot accommodate parking on the footway or the carriageway. Parking, therefore, has an adverse impact on safety and access as emergency services would not be able to gain access; it also impacts refuse vehicles as well as other service vehicles. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the carriageway. Being aware of such safety risks, the Council cannot allow carriageway and footway obstruction to continue. The proposed waiting restrictions will ensure safety and access for pedestrian and motorist at all times.</p>
<p style="text-align: center;">Elm Gardens, CR4.</p>
<p>objection</p> <p>I would like to object to the proposal at hand. I believe double yellow lines are not necessary throughout the whole road, only on the ends of the roads. I believe that single yellow lines and the bays should be sufficient enough.</p>
<p>I am objecting to the proposal.</p>
<p>I am writing to protest about the proposed parking/waiting restrictions planned for Elm Gardens. I have 2 cars in my property, one is parked on the drive and the other is parked outside the drive on chestnut grove. If you install double yellow lines along the whole length of Elm Gardens it will mean all the cars which are parked there now will look to park somewhere else and there will be no place for us to park our cars. It's unfair on those residents that live on Chestnut grove. There is a high demand for cars and parking right now. What will it be like after having double yellow lines along the length of elm gardens?</p>
<p>I am the owner of XX Elm Gardens, I am writing to protest about the proposed parking/waiting restrictions planned for Elm Gardens. I will have nowhere to park my car, my husband car and have a young family. Having double yellow lines along the whole length of the road is unfair on those residents that don't have dropped kerbs and off street parking. The road is wide enough to park cars off both sides and leave 1 meter distance off the fence for people! Alternative parking nearby is not available which will make it very difficult for my family and I. Check the drownings attached please!!!</p>
<p>support</p> <p>I am in receipt of your letter dated 6 March 2020, contents of which are noted.</p> <p>Whilst I am in great favour of your recent plans to introduce double yellow lines and parking bays for the safety of residents (i.e. Ambulance/Fire services not being able to gain access due to dangerous and obstructive parking) I must bring to your attention that it will inevitably increase the danger of speeding vehicles along the road which is already an issue.....in fact a nightmare.</p> <p>I have, in the past appealed to my local MP Siobhan McDonagh with my concerns of the dangers of</p>

speeding vehicles along my road, as have several other residents. It is one of the few side roads without speed humps so is being used day and night as a 'rat run'. My main concern to her was the safety of the children that 'play out' along the road. There are quite a lot of children and in the past one of them was injured in an accident involving a speeding car. Fortunately the young boy only suffered a broken leg, however it could've been a hell of a lot worse. The children are entitled to play together along the road, they are not unruly, they do not charge up & down they just play quietly together on scooters/bikes and on their drives.

Another instance was only a while ago when I watched in horror as 2 children sat on their own drive opposite my house, quietly playing a board game AWAY from the curb and pavement. A car raced down the road (I think the driver may have been trying to avoid being pulled over by a police car as there were sounds of sirens) then screeched to a halt, backed up onto their drive missing them by about an inch turned

the car around and sped off in the direction it had come, narrowly missing another child that happened to be crossing the road at the time. The parents and myself, ran out to check the children were ok, they were unhurt but extremely distressed and upset, it really was a 'near miss'.

My local MP, Ms McDonagh supported my concerns and contacted the department at Merton Council on my behalf and actually spoke with a member of the team that oversees the installation of speed humps, she then advised me by letter that she had put my concerns to the woman at Merton Council and that I would receive contact soon. I was then sent a letter a few months later explaining that they do not 'have the funds' to take this work on and that basically was the end of it!! I then tried appealing to the woman that sent the letter directly, I tried by email and written correspondence but she ignored my efforts of contact.

In which case I am hoping there is a possibility you may be able to help.....

As you are already overseeing the planning of yellow lines and parking bays would you please, please consider submitting the request of speed humps too? It really would be a relief to most of the residents along the road as the sound of speeding cars day and night really is unbearable, we're all waiting for that fatal 'bang' and it really does make us so anxious.

Once again, I welcome the proposed plans that are being considered and hope you also have the authority to introduce speed control by the way of speed humps as both changes will make Elm Gardens a much safer road.

Walsingham Road, CR4

Support

I am a current resident at XX Walsingham Road, I am glad there will be double yellow lines on Walsingham Road. People park very dangerous on our road, myself and my neighbour's (door XX) are the ones are heavily affected for the past years. People have been parking very dangerous and blocking our drive ways. People who are coming to collect the bins have struggled to come inside our road and have not collected the bins at times. We have had huge problems with people blocking our drive way and not moving the car. We have had police come into the road because of arguments with people parking dangerously.

I am emailing you thanking for making the decisions of placing yellow lines. Thank you, so much.

Objection

I live at XX Walsingham Road and am directly affected by the proposals and would like to object to the scheme. I have the following objections to make:

The scheme does not allow for any parking in the road at any time. Therefore this does not allow for any deliveries to be made to houses in the road, visitors to park in the road or service vehicles to park in the road. This would mean that if I had a bulky item delivered or for example any services provided such as to my boiler the vehicles are likely to have to park in Ceasars Walk.

The plan shows some parking bays provided at the end of the road but this is not sufficient for the number of vehicles that need to park in the road.

Ceasars Walk is already heavily parked and the addition of these restrictions will put more pressure on parking in that road, meaning that myself and my neighbours will not be able to park anywhere close to the entrance to Walsingham Road.

I do not have a drop kerb outside my property as I was informed that I do not have sufficient frontage to allow this. Therefore I have to park at the end of the road. The introduction of these restrictions will mean that there is less parking available at the entrance to the road, putting more pressure on parking in Ceasars Walk.

The plan shows double yellow lines in front of drive ways. This means that residents with more than 1 vehicle cannot park in front of their drives, adding to the parking pressure at the entrance to Walsingham Road and in Ceasars Walk. It should be noted that the plan does not show all of the dropped kerbs in use in the road, such as those at the closed end of the cul-de-sac.

You invite representations against the above proposal. Which this e-mail is.

You give no indication as to where the current number of vehicles are going to be parked. Do you have any suggestions?

If your survey has been conducted during the daylight hours Monday-Friday as I suspect, it does not reflect the existing problem, that being that the number of cars belonging to residents of Caesars Walk is already at more than full capacity. This can only be seen at early morning or late evening outside of working hours.

I must ask the question where the cars from Walsingham Road are going to park.

I await any further consideration addressing this problem.

I live at no. XX and luckily I have my own driveway. However, I am curious about the car owners who live at the end of the road. Where will they be able to park?

Also, do the yellow lines mean that I will not be able to park across my own driveway if I have a visitor?

The proposal has come of somewhat a shock after being a resident of this area for 29 years and have never been close to facing this kind of proposal. I am a resident of 39 Caesars Walk which is situated at the top of Walsingham road. The proposal is to bring the yellow lines across our driveway, this simply does not work as this is taking away the entitlement to park across our very own driveway should parking become difficult or we have frequent visiting guests. We often use the front of our driveway for parking as there is simply nowhere near the capacity to accommodate parking for residents and visitors of the area. Proposing this new setup is a complete invasion of access to our property.

Moving on to Walsingham road is a complete different problem in itself. To propose applying double yellow lines to the complete length of the road and across other resident's driveways will simply leave no parking for absolutely anybody. Residents of that road, where are they meant to park if they don't even have a drive? Where can they allow visitors to their home to park? Everyone will be forced onto Caesars Walk which is very heavily restricted for parking spaces as it is. It simply will leave no parking for ANYBODY whatsoever, some having to walk long distances to reach houses which could be in bad weather and late at night.

The proposal is not sustainable for such a small residential area. This area has been functioning just fine without the need for this kind of proposal.

By putting double yellow lines around Walsingham Road leaving approximately 4 spare bays will cause chaos with parking.

1. General day to day residents parking (if there are more than two cars in the household).
2. Residents who live right at the end of the cul de sac who do not have a driveway, have nowhere to park.
3. If any residents have visitors there is nowhere to park.

Surely it would be better to put double yellow lines 10 metres in on both corners, this would help dust carts

and emergency services to gain access to Walsingham Road. Residents and visitors would have to try and park in Carears Walk which would have a knock on effect as parking there is difficult at the moment, so you would end up parking in Cranmer Road which would cause chaos on that main road.

I am appealing against the yellow line proposal in Walsingham Road. There are several home owners without drive ways who have mobility issues who would have to walk considerable distances to reach their cars. By all means but yellow lines on the corners to make access easier. I have called on each house in the road with a petition which I have presented to my NO Siobhain McDonagh.

Portland Road, CR4

I received a letter today about the proposed double yellow lines on Portland Road and you placed them in front of my garage which I can't fix my car in the garage like most people in this area don't use them because for that same reason. It would be better for a residential parking permit issued rather than double yellow lines, as there are some residents who have more than one car.

I have lived in Portland Road for 18 years and I have never witnessed dangerous parking. Since the new estate opened at the bottom end it has become more congested and I think your double yellow lines should go along the wall that leads from the gasometer all the way down. This will make it easier for residents to access and use the road. I am totally against putting double yellows in the resident's space and I do not understand how this will help the issue as residents will need to find alternative parking in an already congested area? How can we be told that we cannot park outside our own homes? A lot of the residents are elderly and this would be exceptionally unfair on them.

My parents live at X Portland Road. My parents have a garage and parking space outside their house. It would appear from the proposed plans that my parents will be unable to park outside their house or access their own garage. I would be grateful for some clarification on the proposal. I have copied my parents in on this email as I live abroad, and would be grateful if you would respond to both myself and my parents.

My objections are that it is NOT THE RESIDENTS that are causing parking problems. The main parking problem is the actual Portland Road and the people from Sadlers Close, the new estate and a car dealership that uses Trade Plates parking along the main road (Portland Road). The closes self-manage themselves with parking. I think it very unfair for you to put double yellow lines outside people's houses when it is not them causing the problem.

My suggestion is I agree with the double yellow lines on the corners and that the pavement side of the road should have double yellow lines so that people can only park on one side. This would enable a clearer road and we would be able to have our road swept.

According to the plan on the back of this letter you are only dealing with the closes and the corners, what good is this?

Also can I ask who would 'police this'. My address is XX Portland Road.

I am writing with regards to the introduction of waiting restrictions on Portland Road. The area proposed for the waiting restrictions is not the problematic area. These are cul de sacs and private area and used by the residents only or their visitors.

The problematic area is the gas work wall where the cars are parked. Next to wall there are cars parked permanently, some have been there for a year now. It's not just cars, there are taxis, and vans parked as well making the road very narrow as the cars are also parked on the opposite side of the wall. This area needs to be no parking at all times.

I would strongly advise a visit to the Portland Road before these restrictions are applied. As the proposed restrictions will only cause problems for the residents and not for the people who have been parking on the road, some permanently, next to the wall. I have attached a picture of the problematic area next to the gas work wall.

I'm writing to inform you, that I strongly object the current proposals of the planned waiting restrictions in Portland Road. I have numerous reasons for my objection as listed below:

Proposal suggests residents have existing garages. However, the estate was built at a time when cars were much smaller. The existing garages do not cater for most cars in today's time and therefore parking in the garage is not an option for most residents, which in turn then would amplify the parking situation. Current proposal allows parking opposite number 1-3. Anyone knowing the location would realise by allowing to do so, residents would be unable to make use of the garage even if they owned a smaller car as it would obstruct entry.

Taking away the onsite parking will significantly devalue the property price as there is no real existing parking solution near the property. Existing residents and potential buyers

Existing proposal does not offer an alternative solution, which means it will shift the parking issue to the surrounding streets, where residents are already faced with similar problems.

I therefore urge the council to look further and explore real alternative solutions. (dedicated parking spaces in front of property for residents, allowing residents to rent parking space etc.). As the majority of Portland Road is a cul-de-sac there is no real issue with through traffic, however there is an issue with residents being able to access their properties safely, therefore a solution whereby only the resident of the property is allowed to park there is a much better one in my opinion, rather than taking away 80% of existing spaces without alternative solution.

Officer's comments

The investigation and statutory consultation has been instigated by residents / road users who have been experiencing problems with obstructive parking and have reported their concerns to the Council.

Upon being made aware of safety and access issues, the Council undertakes a site assessment and determine the appropriate extent of restrictions. Every effort is made to minimise the extent of restrictions which is primarily determined by the width of the carriageway and the footway.

Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents and their visitors 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.

Those who have complained about non-resident parking can petition the Council for a CPZ which is the only way of prioritizing available parking for residents and their visitors.

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
-) **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