



**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: 16 April 2021

Dear Councillor

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

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

- **Proposed H1 CPZ Kohat Road Area**

and will be implemented at **noon on Wednesday 21 April 2021** 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 H1 CPZ Kohat Road Area

2. Reason for exemption (if any)

3. Decision maker

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

4. Date of Decision

15 April 2021

5. Date report made available to decision maker

15 April 2021

6. Decision

- That the Cabinet Member considers the issues detailed in this report and
- A) Notes the result of the statutory consultation carried out between 2nd February and 5 March 2021 on the proposals to extend the existing hours and days of Controlled Parking Zone (CPZ) 'H1' (Wimbledon Park Ward) to operate Monday to Sunday between 8.30am and 8pm.
 - B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
 - C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed extension of days and hours of operation H1 CPZ from Monday to Friday, between 8.30am and 6.30pm to Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-368-01 in Appendix 1.
 - D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' restrictions as shown in Drawing No. Z78-368-01 in Appendix 1.
 - E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Reason for decision

- 1) Support shown for the option in the consultation by residents with this being the most popular option
- 2) Without parking controls at evening and weekend it would lead to residents not having priority for parking spaces of matches because at matches at Wimbledon stadium

8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the current parking demands of the local business community.

9. Signature

Martin Whelton

Councillor Martin Whelton

Cabinet Member for Housing, Regeneration, and the Climate Emergency
15 April, 2021

Committee: Cabinet Member Report

Date: 13th April 2021

Agenda item:

Ward: Wimbledon Park

Subject: Proposed H1 CPZ Kohat Road – statutory consultation.

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

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Climate Change

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3337

Email: <mailto:paul.atie@merton.gov.uk>

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 2nd February and 5 March 2021 on the proposals to extend the existing hours and days of Controlled Parking Zone (CPZ) 'H1' (Wimbledon Park Ward) to operate Monday to Sunday between 8.30am and 8pm.
- B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed extension of days and hours of operation H1 CPZ from Monday to Friday, between 8.30am and 6.30pm to Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-368-01 in Appendix 1.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading 'at any time' restrictions as shown in Drawing No. Z78-368-01 in Appendix 1.
- E) 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 presents the results of the statutory consultation carried out on the Councils' proposals to extend the existing days and hours of operation of H1 CPZ from Monday to Friday, between 8.30am and 6.30pm to Monday to Sunday between 8.30am and 8pm.
- 1.2 It seeks approval to progress with the above recommendations.

2. DETAILS

- 2.1 The Council considers a CPZ or a review upon receiving a petition from the local residents. Upon receiving a petition, the Council undertakes an informal and a statutory consultation. With the exception of waiting restrictions proposals are progressed and implemented subject to majority support.

2.2 The process involves:

- Petition
- Consult Ward Cllrs & known associations
- Informal consultation with residents / local businesses
- Report results to Cabinet Member and consult with Ward Councillors
- Inform residents of outcome and start statutory consultation with residents
- Report results to Cabinet Member and consult with Ward Councillors
- Inform residents of outcome

2.3 It is important to note that on this occasion, this consultation is in response to a commitment the Council made during the planning stage of the new football stadium. The proposal is aimed at addressing the potential parking difficulties that may be generated by the stadium and the new residential units.

3. Informal consultation

3.1 An informal consultation was undertaken between 10 September and 9 October 2020. A consultation letter including a plan were posted to a total of 251 properties within the consultation area. Notification of the proposals along with the web link to the online questionnaires (e-form) was also posted on the Council's website. Proposals included:

- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions and narrow sections of roads.
- Single yellow lines (mainly between parking bays and across dropped kerbs) operational during the CPZ hours of operation;
- Permit holder bays for use by residents, businesses and their visitors

3.2 The consultation resulted in a total of 75 questionnaires returned (after removing duplicates/multiple returns from households, staff members of businesses and residents outside the catchment area), representing a response rate of 30% which is considered good for this type of consultation.

3.3 Of the 75 who responded, a majority of 60% support the change from Monday - Friday to Monday – Sunday while 31% support Monday to Saturday and 9% support no change.

3.4 In response to the question of extending the existing operational hours, a majority of 47% of respondents support 8.30am - 8.00pm, while 33% support 3pm - 8pm, 13% support 11am – 8pm and 5% opted for no change.

3.5 The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Climate Emergency on 13 November 2020. After careful consideration of the consultation results and officers' recommendations, the Cabinet Member agreed to proceed with a statutory consultation.

4. STATUTORY CONSULTATION

- 4.1 The statutory consultation on the Council's intention to extend days and hours of operation H1 CPZ was carried out between 2nd February and 5 March 2021. The consultation included erecting Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Wimbledon and Wandsworth Times and the London Gazette. Consultation documents were also available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan (see Appendix 3) was also distributed to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:
- details of the statutory consultation
 - A plan of design layout and zone boundary
 - Zone operational hours (Monday to Friday between 11am – 3pm)
- 4.3 The statutory consultation resulted in 5 representations, 1 representation in support; 2 comments and 2 against the proposed extension to the days and hours of operation of the CPZ. Details of these representations along with officer's comments can be found in appendix 2.
- 4.4 The prominent point raised within the representations from those within the boundary of the existing CPZ, relate to day and hours of operation and the costs associated with parking permits. Comments include "*Implementing longer hours of parking restrictions more days per week will not make anyone safer, you will still only have the same amount of parking spaces, loading bays, yellow lines and crossings that have already been implemented.*"
- 4.5 The other prominent point raised within the representations relate to introducing a match day restrictions. Some residents feel that it would be fairer to only have match day restrictions rather than having restrictions Monday to Sunday. Given the number of matches and other events, this would be resource intensive and expansive. It would also not do anything to address the residents / visitors associated with the development.
- 4.8 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians therefore, access for all road users take priority over parking. It is therefore essential that the yellow lines are introduced as proposed. The residents within the uncontrolled areas have not demonstrated support for a CPZ and it would be unreasonable to ignore the requests from those who have petitioned the Council for inclusion.

Ward Councillor Comments

- 4.9 Ward Councillors have been engaged during the consultation process and have been advised of the outcome of the consultation and officers' recommendations; at the time of writing this report, no comments have been received against the proposed measures.

4. PROPOSED MEASURES

- 4.1 It is recommended that the Traffic Management Orders TMOs be made to extend the days and hours of operation of the existing Controlled Parking Zone (CPZ) 'H1' from Monday to Friday, between 8.30am and 6.30pm to Monday to Sunday between 8.30am and 8pm as shown in Drawing No. Z78-368-01 in Appendix 1.

4.2 The CPZ design comprises of permit holder bays to be used by residents and their visitors. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

4.4 Permit issue criteria

It is proposed that the residents' permit parking provision should be identical to that offered in other controlled parking zones in Merton at the time of consultation. The charges for permits are (tier 2 on the price list) £100 for the first car in a household, £150 for the second in a household and £200 for the third and subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual visitor's permit is £320.

4.6 Visitors' permits

Half-day permits at £3. Half-day permits can be used between 11am and 3pm. The allowance of visitor permits per adult in a household shall be 100 half-day permits.

4.7 Trades permits

Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

4.9 **NEW CHARGES**

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on emission based-parking charges which will affect the existing permit and P&D tariffs. It is likely that a final decision will be made early 2021 and if approved, the new charges will be implemented after April 2021. For full details please refer to the website

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

5 **ALTERNATIVE OPTIONS**

5.1 Do nothing. This would not address the need to protect the residents against surge of visitors seeking parking in this area. And it would be against the resident's views expressed during the informal consultation, as well as the Council's duty to provide a safe environment for all road users.

5.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the Council at risk and the Council could be considered as failing in its duties by not giving safety and access priority, especially for emergency and refuse collection service vehicles.

6. **TIMETABLE**

6.1 If a decision is made to proceed with the implementation of the proposed changes, Traffic Management Orders could be made within 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 the Wimbledon and Wandsworth Times and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £12k. This includes the publication of the Made Traffic Management Orders, the road markings and the signs.
- 7.2 The Environment and Regeneration revenue budget for 2021/22 currently contains a provisional budget for Parking Management schemes. The cost of this proposal can be met from this budget.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1 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.
- 8.2 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.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents / risks.
- 9.3 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 design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without prejudice toward charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed changes is that the existing parking difficulties would increase exponentially and it would do nothing to assist the residents nor address the obstructive parking that has been identified.

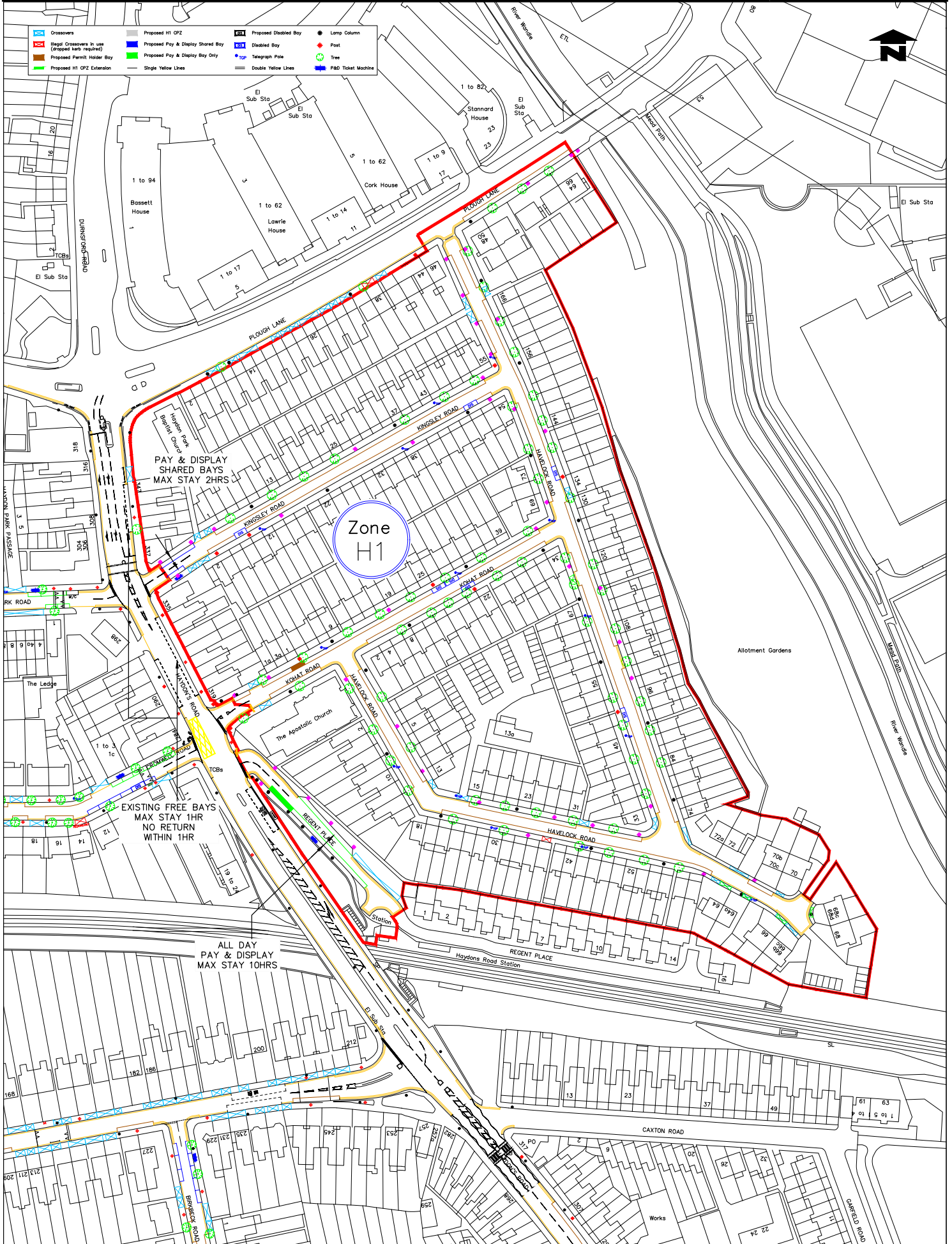
- 11.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction from those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters;
- (a) the desirability of securing and maintaining reasonable access to premises,
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,
 - (c) the national air quality strategy,
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers,
 - (e) any other matters appearing to the Council to be relevant.

13. APPENDICES

- 13.1 The following documents are to be published with this report and form part of the report;
- Appendix 1 - Drawing No.Z78-368-01,
 - Appendix 2 - Statutory consultation document newsletter,
 - Appendix 3 – Representations and Officer’s Comments.



Notes
Do not scale from this drawing

Rev	Date	By	Check	Issue
1	11/08/20	RM	11/08/20	RM

Rev	Date	By	Check	Issue
1	11/08/20	RM	11/08/20	RM

Street Scene & Waste
Environment & Regeneration
TRAFFIC & PARKING

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Rev	Date	By	Check	Issue
1	21 October 2020	RM	21 October 2020	RM
2	21 October 2020	RM	21 October 2020	RM
3	21 October 2020	RM	21 October 2020	RM

PROJECT
Controlled Parking Zones (CPZ's)

TITLE
Proposed Extension to CPZ H1

merton
Merton Civic Centre
London Road
Morden, Surrey
S24 6DX
www.merton.gov.uk

278-367-01
Consultation
1: 1000

Proposed Controlled Parking Zone (CPZ) H1 Review - Kohat Road area.



ISSUE DATE : 4 FEBRUARY 2021

Dear Resident,

The purpose of this leaflet is to let you know the outcome of the informal consultation carried out between 10th September and 9th October 2020 on the general review of the existing zone and the proposal of increasing the operational days and hours of the existing CPZ.

H1 CPZ REVIEW CONSULTATION RESULTS

The consultation resulted in a total of 75 questionnaires returned (after removing duplicates/multiple returns from households, staff members of businesses and residents outside the catchment area), representing a response rate of 30% which is considered good for this type of consultation.

Of the 75 who responded, a majority of 60% support a change from Monday - Friday to Monday – Sunday while 31% support Monday to Saturday and 9% support no change.

In response to the question of extending the existing operational hours, a majority of 47% of respondents support 8.30am - 8.00pm, while 33% support 3pm - 8pm, 13% support 11am – 8pm and 5% opted for no change.

The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Regeneration, Housing and Climate Change on 13 November 2020. The report and the decision sheet can be viewed on our website www.merton.gov.uk/cpzh1. The following recommendations which were made to the Cabinet Member have now been agreed:

- to proceed with a statutory consultation on the proposals to increase the operational days and hours of the existing H1 CPZ to Monday

- Sunday between 8.30am and 8pm. The roads include Havelock Road, Kingsley Road, Kohat Road and part of Plough Lane (on the even numbers between Haydon Park Baptist Church and property No 66 Plough Lane)

- to proceed with the statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed 'At any time' waiting restrictions at all the junctions within H1 CPZ.
- to exercise his discretion not to hold a public inquiry on the consultation process.

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette. Notices will also be posted on lamp columns throughout the zone. Representations against the proposals described in this Notice must be made in writing or email to trafficandhighways@merton.gov.uk by no later than 5 March 2021 quoting reference ES/H1. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons are available at Merton Council's website www.merton.gov.uk/cpzh1

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Climate Emergency. Please note

that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important to us.

Further information on how CPZs work, details of permit costs can be found in our Frequently Asked Questions (FAQ's) at www.merton.gov.uk/cpzh1

Please note that between 10 September and 26 October 2020 the Council carried out a statutory consultation on emission based-parking charges which will affect the existing permit and P&D tariffs. It is likely that a final decision will be made early 2021 and if approved, the new charges will be implemented after April 2021. For full details please refer to the website

<https://www.merton.gov.uk/streets-parking-transport/parking/consultations/charges-2020>

WIMBLEDON PARK WARD COUNCILLORS

Cllr Edward Gretton
Phone - 020 8545 3396
Email: edward.gretton@merton.gov.uk

Cllr **Janice Howard**
Phone - 020 8545 3396
Email: janice.howard@merton.gov.uk

Cllr Oonagh Moulton
Phone - 020 8545 3396
Email: oonagh.moulton@merton.gov.uk

Cabinet Member for Regeneration, Housing and Climate Emergency

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk

(The contact details of Ward Councillors are provided for information purposes only)

Appendix 3 - Representations and Officer's Comments

Support

004

I am writing in response to the statutory consultation about the proposed changes to the Controlled Parking Zone (CPZ) review H1 - Kohat Road area.

In light of the opening of the Plough Lane stadium and the associated large residential development, I strongly support of the proposal to increase the operating days from Monday to Sunday. I also strongly support the proposal to increase the operating times from 8:30am to 8:00pm.

In supporting those proposals, I note:

- when the Greyhound stadium was operational on Plough Lane, parking could be impossible in the CPZ area when there were significant events on Sunday evenings. The football stadium will have much larger crowds so, absent parking restrictions, will lead to the complete blockage of those roads;
- there are a number of families and elderly people living within the CPZ area for whom being able to park is essential;
- whilst football matches primarily take place on Saturday afternoons, evening kick-offs and Sunday games are not uncommon so the timings for the CPZ need to cover those as well; and
- even at present, it can be very hard to park on a Sunday evening - with the new residential and other developments on Plough Lane, that is only going to get more difficult.

I trust that the above is clear but, should you have any queries, please do not hesitate to contact me.

Comments

002

I would like to make an alternative proposal to your plans for the H1 parking area brought about by the building of the new stadium and flats at the far end of Plough Lane, this would be by implementing changes to parking restrictions only on match days. This plan of action was taken by Islington council when the Emirates stadium was built and so far seems to have worked both for the residents and council. I cannot understand the councils reasons for calling for changes to the parking to be 7 days a week when Football will only be played at the most twice per week, this is why most residents believe that this is a money making scheme and not about pedestrian safety , implementing longer hours of parking restrictions more days per week will not make anyone safer, you will still only have the same amount of parking spaces, loading bays, yellow lines and crossings that have already been implemented. I would also call into question the implication that most people voted for parking controls 8:30 am to 8pm to be put in place, 35 votes from a total of 251 properties equals only 14% of the total households in this area and would be reason not to put this in place but have a further consultation, maybe the proposal could be put on hold for the moment due to the current situation with Covid until maybe a door to door questionnaire could be carried out and a much better return of numbers and opinions,

005

Many thanks for providing the details of the outcome of the informal consultation, I have the following comments / thoughts:

- I understand that the proposed changes are as a result of two local changes:
 - 633 new residential units
 - Match day and *'other events... at any given time'*
- It would seem to me that, without further detail, it is not possible to understand the impact on available parking spaces at evenings and weekends in the H1 CPZ. In light of this, could you:
 - Clarify how many parking spaces have been provided on site for these units and what metric / regulation was used to arrive at this number?
 - Confirm the new residents will not be able to apply for resident or visitor permits within the H1 CPZ?
- If there is adequate parking provision within the development, would it not be fairer to residents to enforce match / event day restrictions only? This would avoid the extra cost we would incur as a result of providing visitor permits for friends and family?

- Will the extra days result in an increased annual resident permit cost? We should not be unfairly prejudiced as a result of a development that should improve and enhance the local community.
- Can you clarify how this definition 'other events... at any given time' (from the original consultation document) is controlled by the consent or license granted to the stadium - what are the time limits? eg. A concert advertised as starting at 7:30pm will not normally have the main act coming on stage until 9pm possibly rendering the proposed parking restriction time limits ineffective?

Finally, I understand this last comment sits outside the scope of this consultation and I can't deny an amount of self-interest being a motivator here, but it would be nice to understand what other impacts we can expect as a result of the stadium operation. I can imagine that on match days we will partially lose the use of the safe child-friendly bike bath which the Wandle trail has become as a result of greater numbers of people walking from Earlsfield or Colliers Wood. Will there be extra funds to provide clean ups along the river after matches? It would be nice if we were all civic minded and took our rubbish home but unfortunately that is not normally the case.

Against

001

In response to receiving the outcome of your informal consultation. Simply I am against this change. I do not believe the outcome that Merton council have published Clearly Merton council want this change and are going ahead regardless

006

I continue to disagree with the options presented which should have included a match day parking option. I understand that the council felt it could not offer that option as it would trigger a wider area consultation under the S106 agreement with the football club so I suggest the following.
 Take into account that the signs at the end of Kohat and Kingsley Road said Mon-Sat restriction since the day the zone started even though it is Mon-Fri and probably still do ie have been misleading for years I propose...
 If we have to have an 8pm-8pm Mon-Sun zone just to inhibit match day parking why not advertise it on the signage as such BUT only implement patrols and fines on Match days and evenings.
 This keeps patrol costs down, and achieves the desired result for the residents. You simply write to the residents to inform them of this 'discretionary rule' and problem solved.
 The residents in the flats (and apparently I am told many people in Cromwell Road shift their vehicles over Haydons Road at weekends to avoid their own different enforcement zone) are simply not informed of this discretionary rule so we eliminate them parking in H1 too. Minimum cost, Maximum benefit.
 Create a Council Win/Residents Win/Club win from a Lose/lose/lose situation that you are currently planning to inflict.

Officer's comments

The statutory consultation is for a review of the existing days and hours of operation of H1 CPZ with new operational days of Monday to Sunday between 8.30am and 8pm as supported during the informal consultation.

The proposed restrictions are to safeguard residents not just during match days but also from other events and other activities that the stadium might hold, as well as from the residential side of the development.

To apply the restrictions every time there is an event is extremely resource intensive and expansive. It is not something that the Council is in a position to consider and manage. The proposed CPZ is almost self-enforcing and is considered to be the best manageable and viable option.

The implementation and administrations costs for the CPZ and subsequently the cost for routinely maintain and enforcing the scheme is paid with the revenue generated through the sale of parking permits; effectively the CPZ pays for itself. Any surplus funds generated is legally required to be ring fenced to be invested back into the highway / transport or fund concessionary travel schemes.

The key objective of managing parking is to reduce and control non-essential parking and assist residents and short-term visitors. Within any CPZ, only those within the zone are entitled to parking permits. Residents can purchase 'Visitor Parking Permits' for their visitors which entitles them to park within any permit holder bays throughout the zone.

Within any parking management design, every effort is made to maximise the number of safe parking spaces, however it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if the other proposed changes are not introduced and this was detailed in both informal and statutory consultation leaflets.

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 and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409