

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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Date: 14 October 2015

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Environmental Sustainability and Regeneration**

The attached **Non-Key** decision has been taken by the Cabinet Member for Environmental Sustainability and Regeneration, with regards to *Proposed Borough Wide Waiting Restrictions –Statutory Consultation (Brickfields Road etc)* and will be implemented at noon on **Monday, 19/10/15** 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

**M.J.Udall
Democracy Services**

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

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

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

Proposed borough wide waiting restrictions – statutory consultation

2. Decision maker

Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

3. Date of Decision

9th October 2015

4. Date report made available to decision maker

7th October 2015

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

6. Decision

To approve the report and all its recommendations

7. Reason for decision

To remove obstructive parking, improve sightlines and road safety and improve traffic flow



8. Alternative options considered and why rejected

To do nothing would not address the obstructive parking

9. Documents relied on in addition to officer report

10. Declarations of Interest

11. 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.

*There is no need to resend Street Management Advisory Committee reports.

Notes

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

If the issue has been to Street Management Advisory Committee you may be able to use the same report to that committee together with the minute of the relevant discussion as the basis for the decision.

Otherwise you must complete an officer report for any non-key Cabinet member decision just as if the report was going to Cabinet. Use the standard [Committee report template](#) and change the first heading 'Committee' to 'Cabinet Member'.

Note on exempt information in reports

Rules regarding exempt information are the same as for Committee reports. Exempt information should be published in a separate appendix where possible. Where this is not possible the whole report will need to be exempt and the reason for exemption should be shown on the decision form. A reason for exemption must also be given in the report. If the decision form contains exempt information a redacted copy for publication must be made available.

(Constitution part 4B Section 10)

2 Decision maker

The title of the Cabinet member making the decision. Currently (2 April 2009) only the Cabinet Member for Planning and Traffic Management has a delegated authority to make individual decisions.

3 Date of Decision and 4 Date report made available to decision maker

You should advise the decision maker to allow three clear normal working days* between the receipt of the report and taking the decision. This shows that they have given due consideration to the issues.

(Constitution Part 4B Section 22.1).

* Clear days exclude the days of publication and decision so day 1 = publication, clear days 2, 3 and 4, decision day 5.

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

You must make the report available to the Chairs of the Commission and any relevant panel as soon as practicable after making it available to the decision maker.

(Constitution Part 4B Section 22.2)

6 Decision

Record the proposed action and advise the decision maker to make any amendments here.

7 Reason for decision

If the reason for the decision is entirely contained in the officer report then you can say so. If there are reasons which are not included in that report – for example if the recommendations are rejected in favour of another course of action – then this reasoning should be shown here.

8 Alternative options considered and why rejected

The report should have examined alternative options and given reasons for rejection of these or it may have presented alternative options with an either/or option. The decision maker may reject the recommendations in the report in favour of another course of action in which case the recommendations themselves were a possible alternative and a reason for their rejection should be explained. Doing nothing is an alternative option that should be considered.

9 Documents relied on in addition to officer report

This may be any document which does not form part of the report or its appendices but which contains relevant information. For example, an Act of Parliament, Statutory Guidance issued by a Government Minister or some other public domain document. If the documents are part of the Council's records consider whether to produce them or excerpts from them as part of the report or an exempt appendix.

10 Declarations of Interest

If the decision maker has an interest it must be declared. Not all interests will preclude the decision maker from proceeding but failing to declare an interest could be a breach of the Members Code of Conduct. Check with the Monitoring Officer or Head of Civic and Legal Services for further advice.

(Constitution Part 5A)

11 Publication of this decision and call in provision

The decision cannot be enacted until noon on the third working following publication to allow time for a possible call-in. Check with Democratic Services for the publication date.

If the decision is called in by the deadline the decision cannot then be acted upon until the rest of the call-in procedure has been completed.

(Constitution Part 4E Section 16(c) & (d))

If the decision is urgent and cannot be delayed for the call-in procedure to be completed please contact Democratic Services regarding the call-in and urgency procedure.

(Constitution Part 4E Section 17)

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 6th October 2015

Agenda item:

Wards: Graveney, Figge's March/Pollards Hill, St. Helier, Lower Morden, Cricket Green, Wimbledon Park

Subject: Proposed Borough Wide Waiting Restrictions – Statutory consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

Forward Plan reference number: N/A

Contact Officer: Paul Atie, Tel: 020 8545 3840

Email: barry.copestake@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 28th May and 11th June 2015 on the proposals to introduce parking controls (double and single yellow lines) in the following roads :

Site/Location	Drawing No.
Brickfields Rd	Z27-640-03
The Bungalows	Z27-640-04
St George's Rd Mitcham junc Cedars Ave	Z27-640-05
Cartmel Gdns	Z27-640-06
Ashbourne Rd area	Z27-640-07
Garth Close	Z27-640-08
Salcombe drive	Z27-640-09
Miles Rd	Z27-640-10

- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
- C) Considers the objections against the proposed measures.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed double and single yellow lines as detailed in the table above and shown on drawing attached as Appendix 2.
- E) 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 The report details the outcome of a statutory consultation conducted between 28th May and 11th June 2015 to introduce waiting restrictions as detailed in section 'A' above.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions in the roads named in section 'A' above.

2 BACKGROUND

- 2.1 It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads, and cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions.
- 2.2 When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.
- 2.3 The Highway Code stipulates that motorists should not park within 10 metres of a junction. The failure by a person to observe any provision of the Highway Code does not in itself render that person liable to criminal proceedings, such a failure may though be relied upon by any party to proceedings (whether civil or criminal) in order to establish or negate liability (s.38 (7) Road Traffic Act 1988). Although a failure to observe the Code does not then itself amount to a criminal offence, and neither does it create a presumption of negligence, a breach of the Code may as a matter of fact amount to strong evidence to prove lack of proper driving. Given that not stopping within 10 metres of a junction or on a bend is an express provision of the Code it is of relevance when considering road safety in this area.
- 2.4 The Council routinely receives concerns from residents, motorists, and the Ward Councillors regarding vehicles parking obstructively, for example close to or/and at various junctions causing obstruction to flow of traffic and pedestrians and causing sightlines difficulties. There have been continuous demands for the introduction of parking restrictions at key locations to improve safety, visibility and access by keeping junctions and key locations clear. Upon receiving complaints, officers investigate the site conditions and determine the appropriate extent of the restrictions necessary. The proposed restrictions are kept to a minimum designed to improve access for emergency vehicles, refuse vehicles and for all other road users.

3 Consultation undertaken

- 3.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in item 'A' above was carried out between 11th June and 3rd July 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan was also circulated to all those properties included within the consultation areas.
- 3.2 Ward Councillors were provided with copies of the proposals and newsletters prior to the start of the statutory consultation. Given the nature of some of the locations and to remain cost effective not all residents in each street received a newsletter.
- 3.3 The statutory consultation resulted in a number of representations from each area. These representations are detailed in Appendix 3. A representation was also received by the Metropolitan Police with no comment or observation.

4.0 PROPOSALS

- 4.1 The following sites have been investigated based on concerns and complaints received. Given the nature of concerns it is considered that the proposals detailed below will improve access, safety, sightlines and visibility at the relevant key locations.

4.2 The Bungalows

The Bungalows is a cul-de-sac that has a width of 7.4m. There is currently indiscriminate parking at the junction that restricts access. The council has received representations from the residents of The Bungalows and it is proposed to introduce 'At any time' waiting and loading restrictions at the junction of The Bungalows and Streatham Road. To maintain vehicular access, it is also proposed to introduce 'At any time' waiting restrictions outside properties nos. 12 and 4 The Bungalows.

4.3 St George's Rd Mitcham Junction with Cedars Avenue

Due to indiscriminate parking at this junction there have been representations from local residents regarding sight lines and access at this junction. It is proposed to introduce 'At any time' waiting restrictions at this junction to maintain sight lines and access.

4.4 Cartmel Gardens

The proposal is to introduce 'At any time' waiting restrictions in Cartmel Gardens at its junction with Canterbury Road. Cartmel Gardens (between Canterbury Rd and the green) is not wide enough to facilitate parking on one side and still allow vehicular access. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the middle of the carriageway. In order to mitigate the safety issue with this manner of parking it is proposed to introduce double yellow lines on both sides of the road. This will allow safe access for emergency vehicles; the councils refuse vehicles and pedestrians.

4.5 There is also an issue with parking around the green in Cartmel Gardens. There are vehicles parked on both side of the road which reduces access for emergency vehicles, council refuse vehicles and residents who are trying to enter their properties via their crossovers. 'At any time' waiting restrictions will address these access difficulties.

4.6 Ashbourne Road – Gorringe Park Avenue area

Ward Members have requested that the council treat the junctions on Ashbourne Road with waiting restrictions due to indiscriminate parking. If these restrictions are introduced there will be a knock on effect which could create problems at other neighbouring junctions. Therefore all junctions in the area have been investigated. The restrictions proposed are being kept to a minimum in order to minimise the loss of parking. The restrictions are at the junctions of Ashbourne Road / Heaton Road, Heaton Road / Gorringe Park Road, Ashbourne Road / Tynemouth Road, Tynemouth Road / Gorringe Park Road, Ashbourne Road / Thirsk Road, Thirsk Road / St Barnabas Road, Thirsk Road / Gorringe Park Road, Ashbourne Road / Stanley Road, Stanley Road / Milton Road, Stanley Road / St Barnabas Road, St Barnabas / Edenvale Road, Edenvale Road / Woodland Way, Milton Road / Edenvale Road, Ashbourne Road / Woodland Way, Edenvale Road / Gorringe Park Avenue.

4.7 Salcombe Drive

It is proposed to introduce 'At any time' waiting restrictions at the junction of Salcombe Drive and Dunster Avenue; Salcombe Drive junction with Lynmouth Road, and Salcombe Drive junction with Kingsbridge Road. This proposal will ensure that sight lines at the junctions are maintained for all road users including pedestrians

4.8 Miles Road

Due to the narrow nature of the road and high demand for parking, the current manner of parking is causing obstruction to flow of traffic and causing unnecessary danger to all road users. To address this, it is proposed to introduce selective waiting restrictions throughout the road. During the statutory consultation 2 representations were received from Miles Road, both of which were resolved during the consultation.

4.9 Garth Close

It is proposed to introduce 'At any time' waiting restrictions at the cul-de-sac section of Garth Close to ensure access for residents who have been experiencing difficulties in accessing their crossover throughout the day. There is also an issue with parking on the footway. Cars are parking on the footway that is causing an obstruction to pedestrians forcing pedestrians into the road. If cars were to park on both sides of the carriageway, this would totally block the road. It is, therefore, proposed to introduce 'At any time' waiting restrictions (double yellow lines) on one side of Garth close to maintain access.

4.10 Brickfield Road

This road is off Weir Road. It is a cul-de-sac and narrow. Currently vehicles park on one side of the road completely on the carriageway and on the footway on the other side of the road. Although this road provides access into a residential area that is private, it does provide a turning area that at times can be blocked. There is a section of the road that has become popular for fly tippers. To address the obstructive parking it is proposed to introduce double yellow lines and to prevent fly tipping, it is proposed to introduce parking. It is also important to note that there is a comprehensive proposal for parking restrictions on Weir Road / Endeavour Way industrial estate which is subject to Cabinet Member approval in a different report. If the restrictions are introduced, Brickfield is likely to be consumed with displaced parking and therefore the obstructive parking is likely to exacerbate.

4.11 The Highway Code stipulates that vehicles should not park within 10 metres of the junction. However at the above junctions the restrictions need to be increased to achieve the required safety requirements. The restrictions will improve safety; keep the junctions clear of obstructively parked vehicles and increase visibility and access.

4.12 Many of the complaints regarding obstructive parking were raised by motorists, residents, residents associations and local Ward Councillors. Upon assessing each individual site, all relevant ward members were contacted with the details of the proposals. In some cases Officers attended meetings with Ward Councillors and residents. In many cases Ward Members are supportive of the proposals detailed within this report.

4.13 In considering the proposed measures, the Council must consider whether or not the problems currently being experienced is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

4.14 STATEMENT OF REASON

It would be irresponsible of the Council to ignore the manner of obstructive parking that is currently taking place. The Council has duty of care to ensure the safety of all road users and to maintain access at all times, particularly for the public service vehicles and the emergency services.

5.0 ALTERNATIVE OPTIONS

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

6.0 LEGAL IMPLICATIONS & STATUTORY PROVISION

- 6.1 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.

7.0 HUMAN RIGHTS & EQUALITIES

- 7.1 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.
- 7.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 7.3 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.
- 7.4 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.
- 7.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

8.0 RISK MANAGEMENT IMPLICATIONS

- 8.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users and to the residents, 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. It could also place the Council at risk for not exercising its duties in ensuring safety and access.
- 8.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand. However, the proposals will address safety concerns by improving access and visibility for both road users and pedestrians which outweigh loss of parking.

9.0 FINANCIAL IMPLICATIONS

- 9.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones within the Capital Programme 2015/2016.

10.0 TIMESCALES

10.1 The proposed waiting restrictions can be introduced and the Traffic Management Orders could be made soon 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 Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website.

11.0 APPENDICES

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

- Appendix 1 – Definition of restrictions
- Appendix 2 – Plans of the proposals
- Appendix 3 – Representations

11.2 Useful links:

- Merton Council's web site: <http://www.merton.gov.uk>

Readers should note the terms of the legal information (disclaimer) regarding information on Merton council's and third party linked websites.

- <http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.

Definition of Proposed Waiting Restrictions

Confirm Number, Location, Ward	Site Observation	Definition of proposed waiting restrictions ('at any time' waiting restrictions unless otherwise specified)
The Bungalows	Parking close to junction obscuring visibility and on the footway restricting access for all road users.	<p>The Bungalows, north side from the southeast kerblines of Streatham Rd southeast wards for a distance of 25m.</p> <p>The Bungalows, south side from the southeast kerblines of Streatham Rd southeast wards for a distance of 27m.</p> <p>Streatham Rd, southeast side from a point 8.5m northeast of the northeast kerblines of The Bungalows southwest wards to a point 8.5m southwest of the southwest kerblines of The Bungalows.</p>
St George's Rd junc Cedars Ave	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>St George's Rd Mitcham, northeast side from the southeast kerblines of Cedars Ave southwest wards for a distance of 30m</p> <p>St George's Rd Mitcham, southwest side from the southeast kerblines of Cedars Ave southwest wards for a distance of 31.5m</p> <p>Cedars Ave, southeast side from a point 30m northeast of the northeast kerblines of St George's Rd southwest wards to a point 28.5m southwest of the southwest kerblines of St George's Rd</p>
Cartmel Gdns	Parking close to junction obscuring visibility and on the footway restricting access for all road users	<p>Cartmel Gdns, north side from the east kerblines of Canterbury Rd east wards to a point 7.5m southwest of the common boundary of nos 5 and 7 Cartmel Gdns</p> <p>Cartmel Gdns, south side from the east kerblines of Canterbury Rd east wards to a point 11.5m northwest of the common boundary of nos 6 and 8 Cartmel Gdns</p> <p>Cartmel Gdns, cul-de-sac around the inner turning circle</p> <p>Canterbury Rd, east side from a point 7.5m north of the north kerblines of Cartmel Gdns south wards to a point 7m south of the south kerblines of Cartmel Gdns</p>
Ashbourne Rd area	Parking close to junctions obscuring visibility and restricting access for all road users at these points within the area	<p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerblines of Tynemouth Rd</p> <p>Ashbourne Rd, south side from a point from a point 6.5m northwest of the northwest kerblines of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerblines of Thirsk Rd</p> <p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7.5m southeast of the southeast kerblines of Stanley Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerblines of Edenvale Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Woodland Way southeast wards to a point 7m southeast of the southeast kerblines of Woodland Way</p> <p>Gorrings Park Rd, north side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Gorrings Park Rd, north side from a point from a point 7m northwest of the</p>

northwest kerbline of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerbline of Tynemouth Rd

Gorringe Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerbline of Thirsk Rd

Gorringe Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerbline of Edenvale Rd

Heaton Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Heaton Rd, northwest side from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Heaton Rd, southeast side from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 8m

Tynemouth Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7.5m

Tynemouth Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Thirsk Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

Thirsk Rd, east side from the southwest kerbline of St Barnabas Rd southwest wards for a distance of 7m

Stanley Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Stanley Rd, from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

Stanley Rd, east side from a point from a point 7m northeast of the northeast kerbline of Milton Rd southwest wards to a point 7m southwest of the southwest kerbline of Milton Rd

Milton Rd, northeast side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 7m

Milton Rd, southwest side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 6.5m

Edenvale Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Edenvale Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7m

Edenvale Rd, east side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 8m

Edenvale Rd, west side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 9.5m

Edenvale Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

Edenvale Rd, west side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

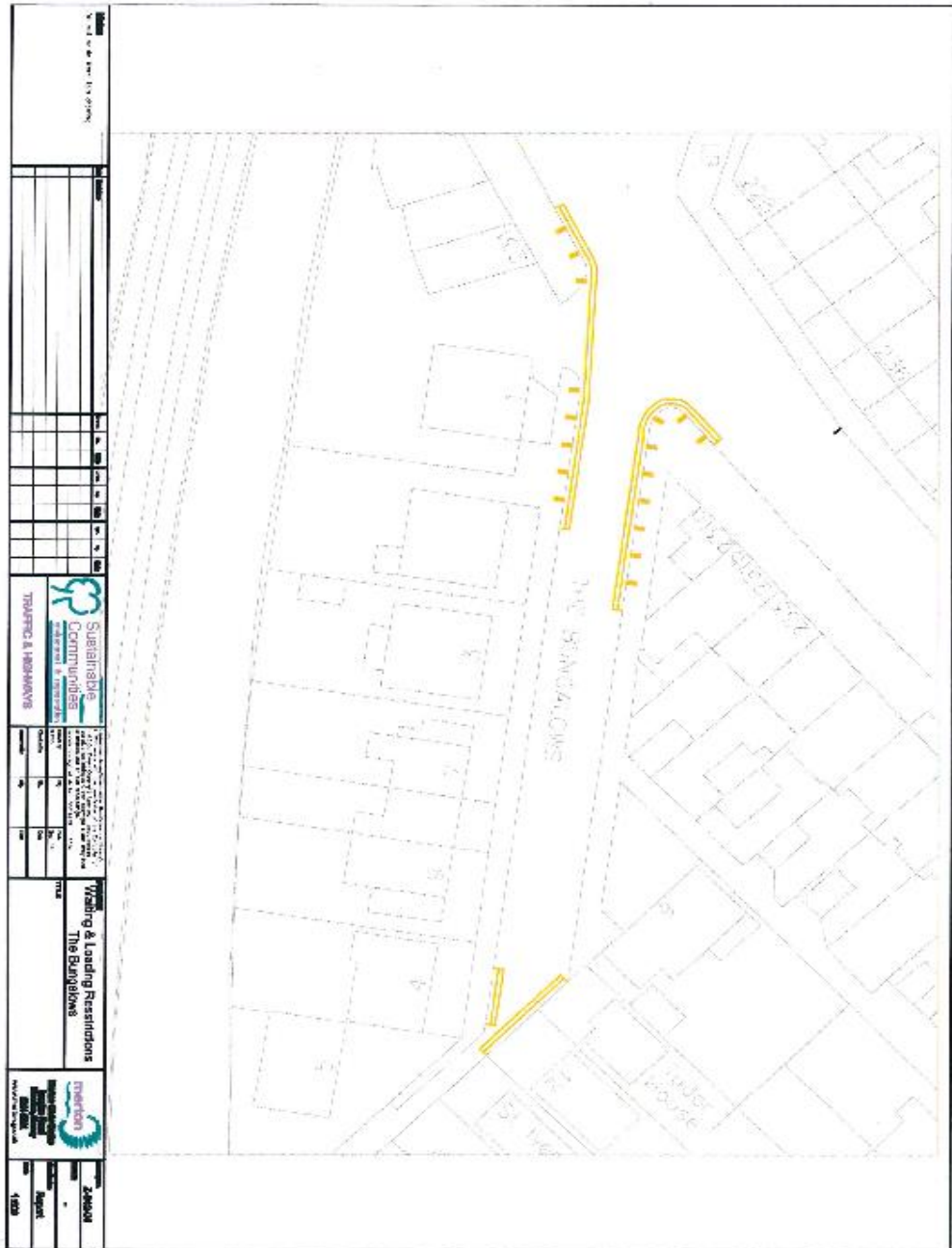
Edenvale Rd, east side from a point 5m northeast of the north east kerbline of Woodland Way southwest to a point 5m southwest of the southwest kerbline of

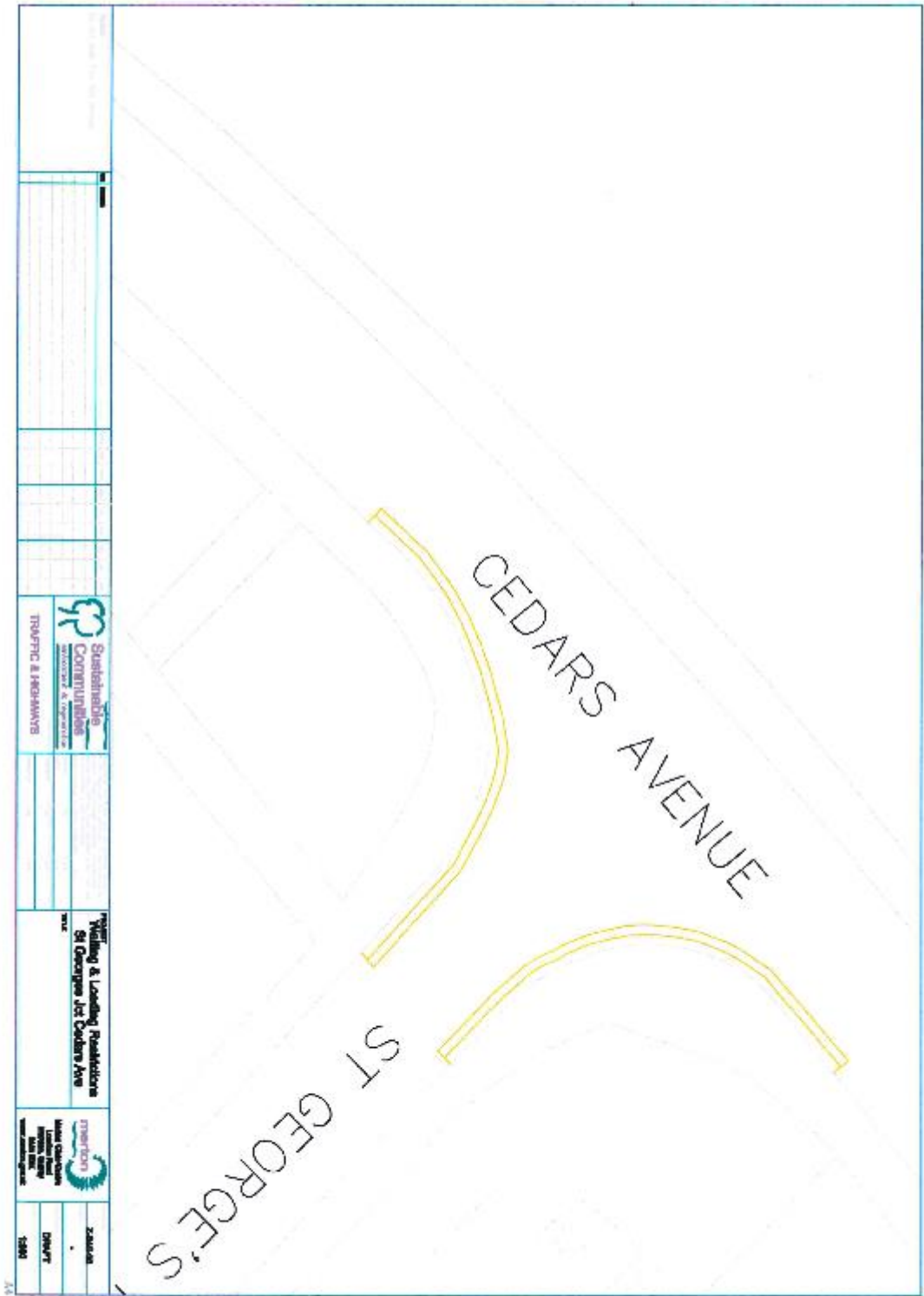
		<p>Woodland Way</p> <p>Edenvale Rd, west side from a point 7m northeast of the north east kerblines of Milton Rd southwest to a point 7m southwest of the southwest kerblines of Milton Rd</p> <p>Woodland Way, from the south kerblines of Ashbourne Rd southwest wards for a distance of 7m</p> <p>Woodland Way, from the east kerblines of Edenvale Rd southeast wards for a distance of 5m</p> <p>St Barnabas Rd, north side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, north side from a point 7m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7m southeast of the southeast kerblines of Stanley Rd</p> <p>St Barnabas Rd, north side from a point 8m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5m southeast of the southeast kerblines of Edenvale Rd</p> <p>St Barnabas Rd, south side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, south side from a point 9m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5.5m southeast of the southeast kerblines of Edenvale Rd</p>
Garth Close	Parking close to junction, on bend and in cul-de-sac obscuring visibility and on the footway restricting access for all road users.	<p>Garth Close, east side from a point 8.5m north of the north kerblines of Garth Rd north to the common boundary of nos 71 and 73 Garth Close</p> <p>Garth Close, north side from a point 1m east of the partywall of nos 12 and 13 Garth Close east wards around the cul-de-sac to the partywall of 27 and 28 Garth Close.</p>
Salcombe Drive	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Dunster Ave northeast to a point 10m northeast of the northeast kerblines of Dunster Ave</p> <p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, southeast side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Salcombe Drive, northwest side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, northwest side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Dunster Ave, from the southeast kerblines of Salcombe Drive southeast wards for a distance of 10m</p> <p>Lynmouth Ave, from a point 10m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 10m northwest of the northwest kerblines of Salcombe Drive</p> <p>Kingsbridge Rd, southwest side from a point 6m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 6m northwest of the northwest kerblines of Salcombe Drive</p>
Miles Rd	Parking close to junction obscuring visibility and restricting access for all road users at this	<p>Miles Rd, south side the east kerblines of Church Rd east wards for a distance of 92.5m</p> <p>Miles Rd, south side from a point 6.5m east of the east kerblines of Venus Mews west wards for a distance of 22.5m</p>

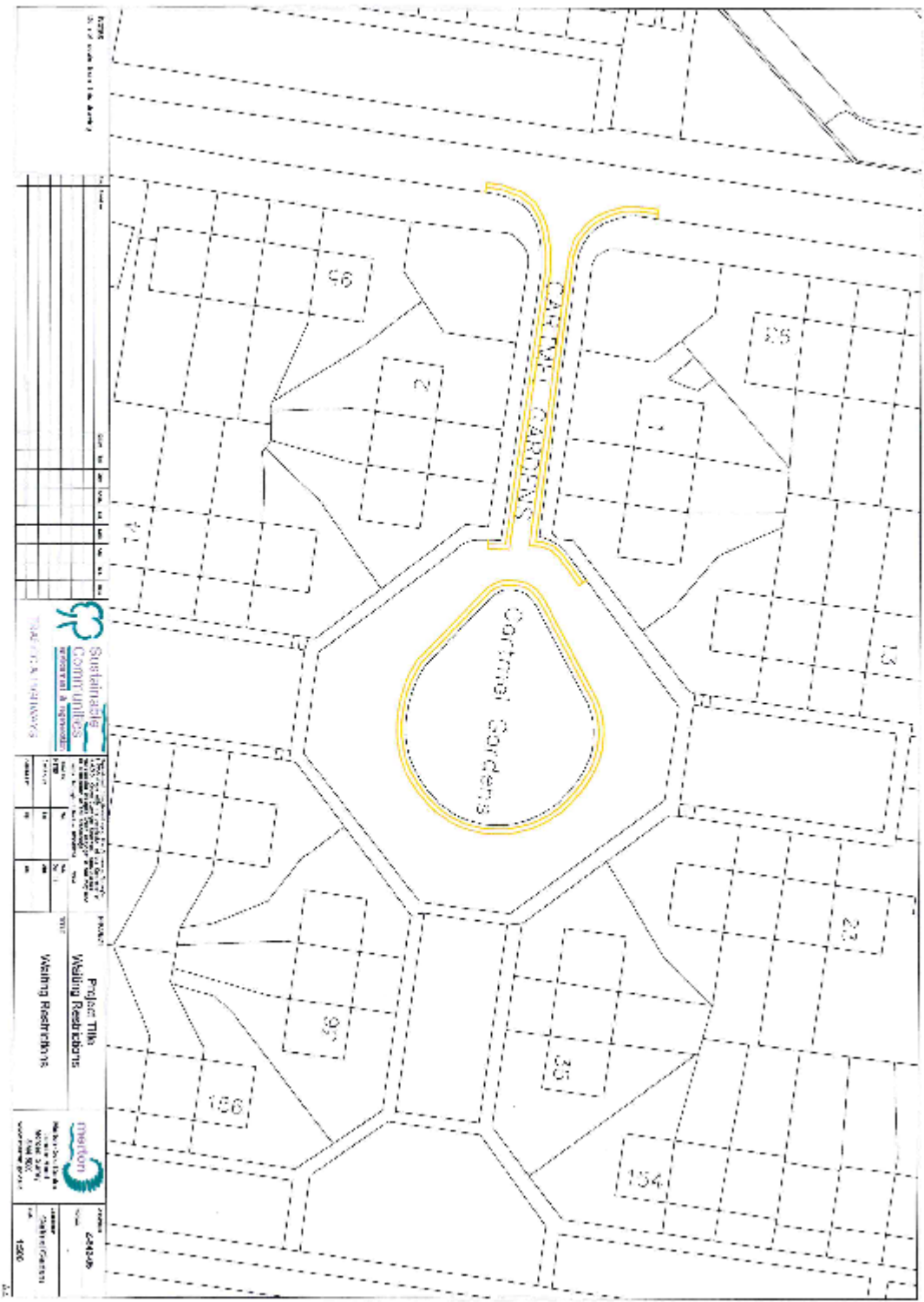
	point.	<p>Miles Rd, south side from a point 5m east of the east kerbline of Frimley Gdns west wards to a point 10m west of the west kerbline of Frimley Gdns</p> <p>Miles Rd, south side from a point 7m east of the east kerbline of Edmund Rd west wards to a point 7.5m west of the west kerbline of Edmund Rd</p> <p>Miles Rd, south side from a point 5m east of the east kerbline of Merlin Close west wards to a point 7.5m west of the west kerbline of Merlin Close</p> <p>Miles Rd Cul-De-Sac, south side from partywall of nos 32 and 34 Miles Rd east wards for a distance of 10.5m around cul-de-sac</p> <p>Miles Rd, north side the east kerbline of Church Rd east wards for a distance of 53.5m</p> <p>Miles Rd, north side from a point 6m east of the east kerbline of Blake Rd west wards to a point 6m west of the west kerbline of Blake Rd</p> <p>Miles Rd, north side from a point 6m east of the east kerbline of Furlong Ave west wards to a point 7m west of the west kerbline of Furlong Ave</p> <p>Miles Rd, north side the east building line of 95 Aspery House east wards for a distance of 14m</p> <p>Miles Rd, north side from a point 26.5m east of the east kerbline of Lavender Gdns west wards to a point 5m west of the west kerbline of Lavender Gdns</p> <p>Blake Rd, west side from the north kerbline of Blake Rd north wards for a distance of 24m</p> <p>Blake Rd, east side from the north kerbline of Blake Rd north wards for a distance of 5m</p> <p>Blake Rd, east side from the south kerbline of Blake Rd south wards for a distance of 5m</p> <p>Blake Rd, south side from a point 6m east of the east kerbline of Blake Rd west wards to a point 6m west of the west kerbline of Blake Rd</p> <p>Lavender Gdns, from the north kerbline of Miles Rd north wards for distance of 5m</p> <p>Frimley Gdns, east side from the south kerbline of Miles Rd south wards for a distance of 5m</p> <p>Frimley Gdns, west side from the south kerbline of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, east side from the south kerbline of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, west side from the south kerbline of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, east side from the south kerbline of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, west side from the south kerbline of Miles Rd south wards for a distance of 7.5m</p> <p><u>Proposed waiting restrictions Mon – Sat 8am to 5pm</u></p> <p>Miles Rd, north from a point 4.5m east of the east building line of 69 Miles Rd east wards for a distance of 20m</p>
Brickfields Rd	Parking on the footway obscuring visibility and restricting access for all road users.	<p>Brickfield Rd, east side from a point 15m south of the southeast kerbline of Weir Rd south wards around the cul-de-sac of Brickfield Rd.</p>

Plans of the Proposals

Plans of the Proposals







DATE: 11/17/2011
 BY: [Signature]

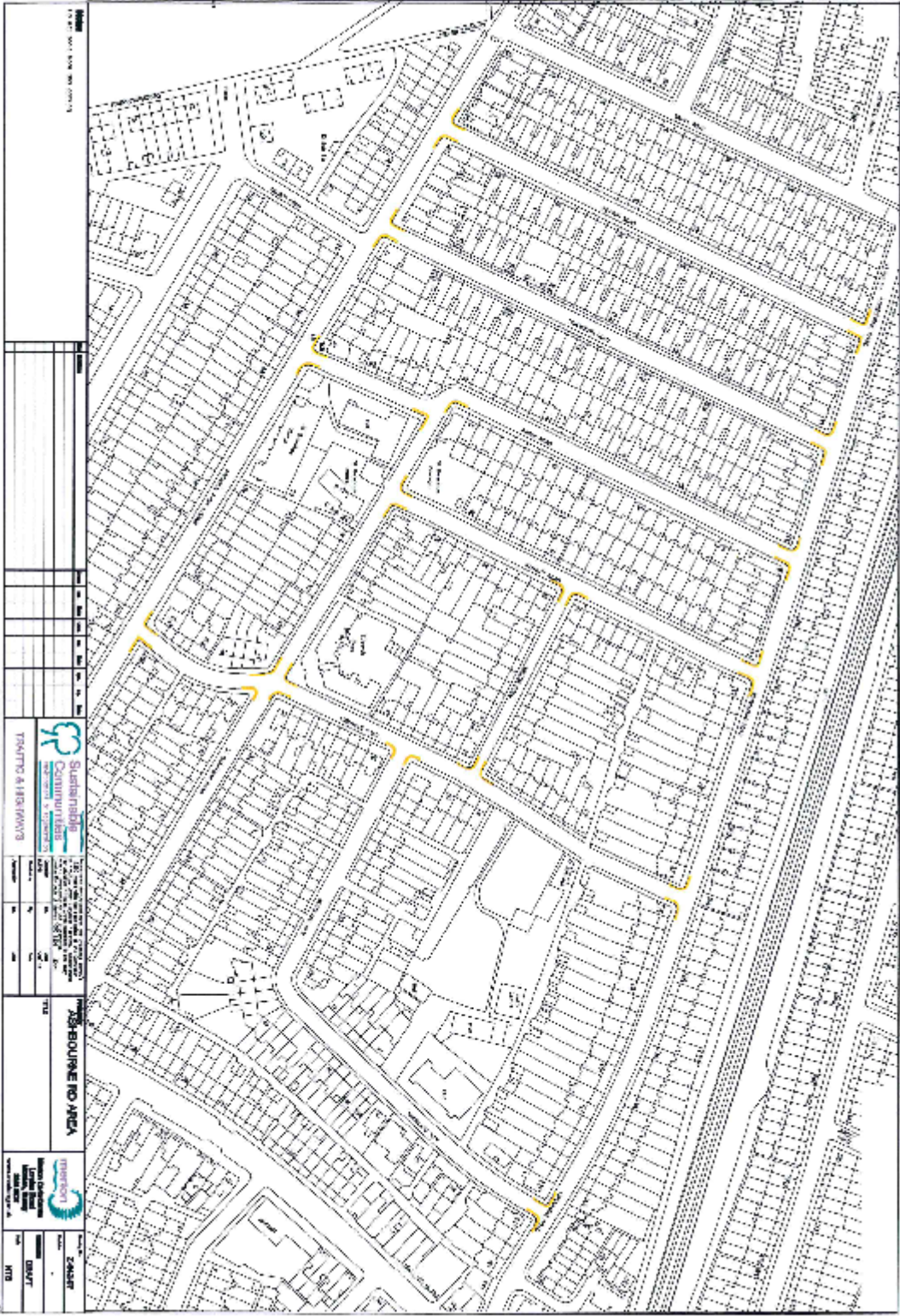
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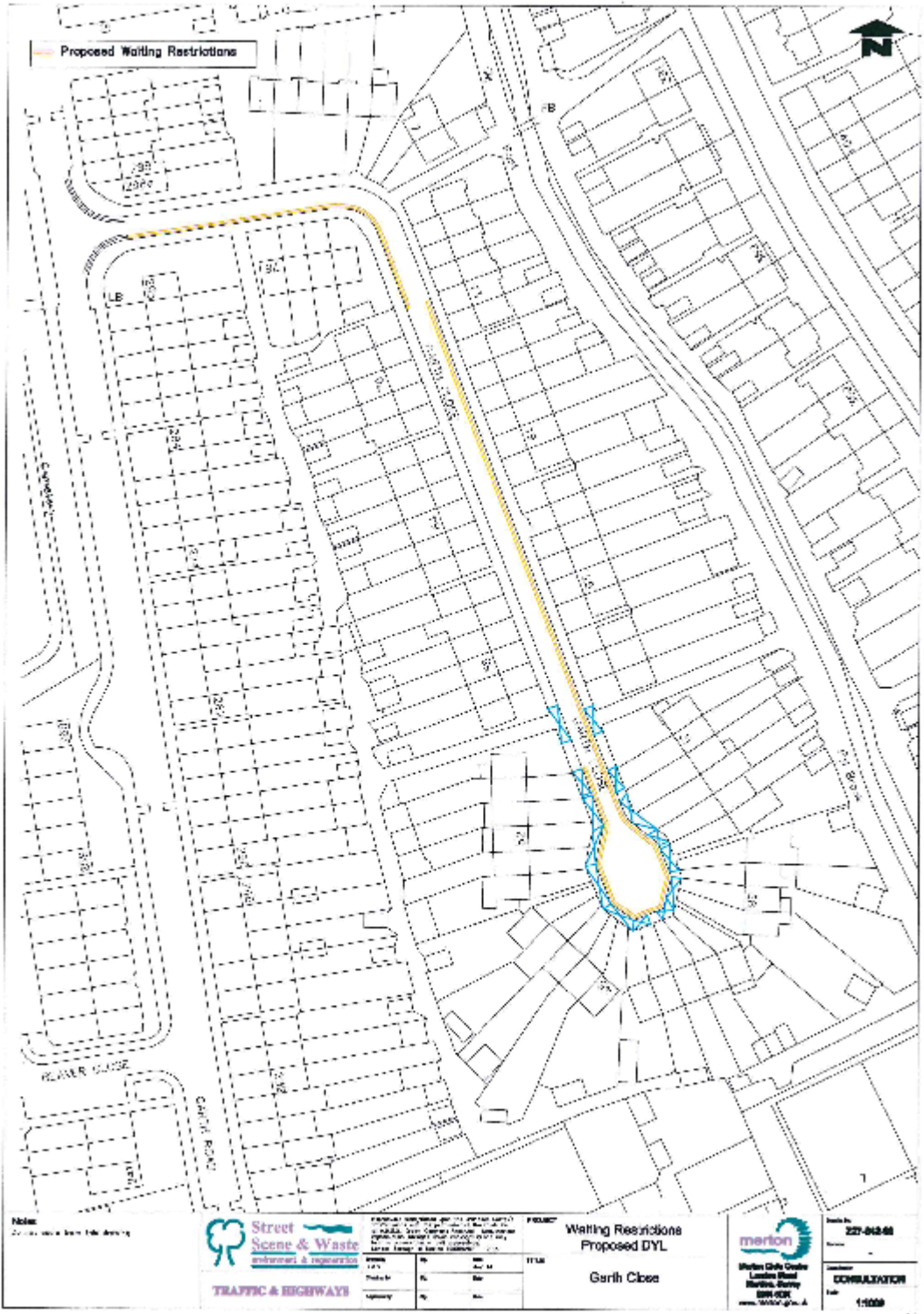
NO.	DATE	BY	REVISION

Project Title: **Walking Restrictions**

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<p>Sustainable Communities CONNECTION • ENGAGEMENT • IMPROVEMENT</p>		
<p>ASHBOURNE RD AREA</p>		
<p>DATE: 12/10/10 TIME: 1:00 PM LOCATION: 1200 S. 1200 E. ST. #100 PROJECT: 1200 S. 1200 E. ST. #100 DRAWN BY: MTB CHECKED BY: ZMADR SCALE: AS SHOWN</p>	<p>DATE: 12/10/10 TIME: 1:00 PM LOCATION: 1200 S. 1200 E. ST. #100 PROJECT: 1200 S. 1200 E. ST. #100 DRAWN BY: MTB CHECKED BY: ZMADR SCALE: AS SHOWN</p>	<p>DATE: 12/10/10 TIME: 1:00 PM LOCATION: 1200 S. 1200 E. ST. #100 PROJECT: 1200 S. 1200 E. ST. #100 DRAWN BY: MTB CHECKED BY: ZMADR SCALE: AS SHOWN</p>



Note:
 Consult with the local planning authority for any proposed changes to the existing road layout.



Project No.	10000000000000000000
Project Name	Waiting Restrictions Proposed DYL
Project Location	Garth Cleeve
Project Status	Proposed
Project Date	10/10/2020

PROJECT:
 Waiting Restrictions
 Proposed DYL
 Garth Cleeve

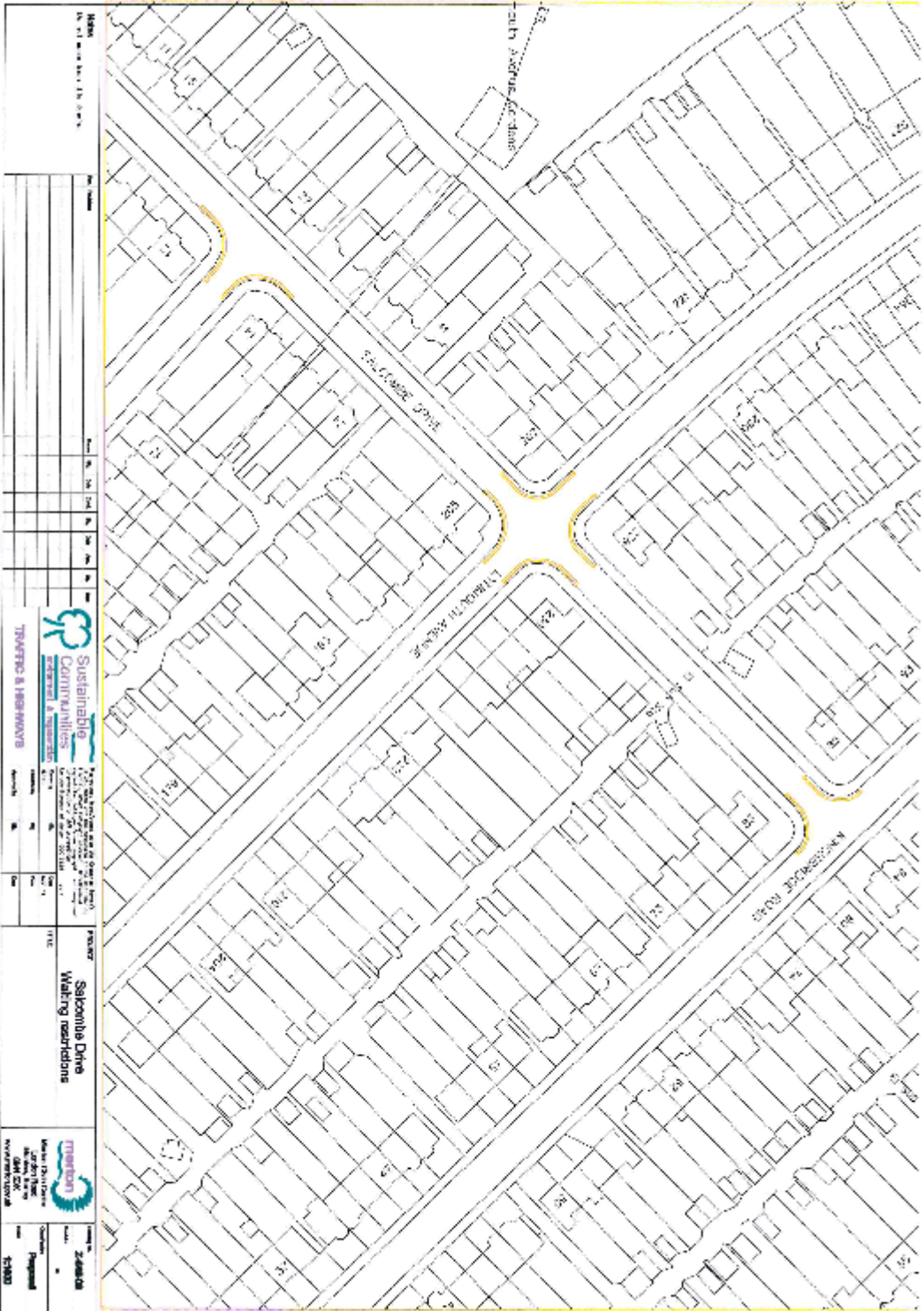


Merton Council
 London Road
 Merton, Surrey
 SW19 1QR
 www.merton.gov.uk

Reference:
 227-042-00

Document:
 CONSULTATION

Date:
 11/09/20



Notes:
 1. All measurements in feet.
 2. All measurements are approximate.

Block	Lot	Area	Owner
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Salicorado Drive
 Waiting residents



Sustainable Communities
Development & Promotion
TRANSFORMING A HIGHWAY

Author Mattia Fidi
Year 2011
Working notes/notes

TRANSFORM
TRANSFORMING A HIGHWAY
TRANSFORMING A HIGHWAY
TRANSFORMING A HIGHWAY
Scale: 1:500
Project
1/11



Representations**St George's junction with Cedar Avenue****Resident 12381708 - SUPPORT**

I know the deadline was 3rd July (yesterday) but I have been away for some time and only returned this morning so I hope this representation can be taken into consideration. We are in support of the proposals wholeheartedly as we believe that the current situation represents great risk to all drivers and pedestrians with the volume of vehicles that park on the corners of St Georges Road and Cedars Avenue on both sides. It makes it incredibly difficult to see oncoming traffic when pulling out of St Georges Road in both directions and this has resulted in several near accidents on my part and I know the same goes for several of my neighbours. I think alongside the consultation for double yellow lines in this location, the same should be done on the section of road opposite St Georges Road as well. Every day there are vehicles parking mostly on the kerb which doesn't cause traffic issues but it does make it increasingly dangerous to cross the road and has again resulted in several what could have been fatal accidents involving pedestrians not just that I have been involved in but that I have witnessed as well. My grave concern with adding double yellow lines is the negative impact it would have on the already deteriorating parking situation in St Georges Road. With the increase in residents dropping the kerb outside their house to create parking there has become fewer and fewer spaces in the road for other residents to park in. This wouldn't be a problem if it was just residents of St Georges Road that parked in the street. What we have witnessed on a near daily basis is people parking in the street, often on the corners and then walking across the road to the new development whose name I do not know. I know this was an issue that was raised by residents when planning permission was applied for and they were ensured that it wouldn't be an issue, I have seen the correspondence that states this. It clearly is an issue which I do not understand given how many empty spaces there seems to be in the new development. Is it a case of the permits being too expensive or people subletting illegally and therefore not eligible for a permit. This is a major issue that needs to be addressed as by my calculations by implementing the double yellow lines you would be removing in the region of 10 parking spaces in the road and these cars will just cause chaos in the rest of the street. On multiple occasions I have been able to park anywhere in the street, let alone in the vicinity of my own house and this is unacceptable when there is plenty of other parking available to the residents of the new build development opposite. I think the council should look at implementing permit parking for St Georges Road and I know I have the support of 100% of the residents of St Georges Road that I have spoken to about the issue so far. Another issue which compounds the parking problem is the social housing development next door to 2 St Georges Road. They all park on the street as well despite having a large car park that is empty 100% of the time. In 18 months of living here I have seen only a handful of cars ever park there. Can this be utilised in a more productive way? In summary as I appreciate this is a long e-mail. I support the proposals but think that as part of the implementation, further consideration should be given to the overall parking situation in St Georges Road.

Miles Road**Resident 12381699 – SUPPORT & OBJECTION**

As per your plan I have noticed that a double yellow line is to end just past my house, which prohibits me from parking outside my own home. I am very disappointed in this matter as I have been parking outside our home for 16 years and there has never been a problem, traffic passes freely and pedestrians pass freely too. I do understand the need for this action in certain areas, as at certain times Frimley Gardens on both corners are parked on which makes it difficult for vehicle users to pass, but I believe that the doctor's surgery is to fault. I also agree that it is needed at the beginning of Miles Road, as the road is very narrow, but there is a stretch of waste land by the side of the pavement, which I believe could be put to better use. I do hope that this matter is resolved soon, and that you can see my point. I look forward to receiving your reply.

Officer's comment – the extent of the restriction outside the property has been reduced. This object has, therefore been resolved

Garth Close

Representation received via a Ward Cllr on behalf of one of the residents: SUPPORT

I have just received a distressed phone call from Mr XXXX, XX Garth Close, Morden, an invalid who has to use walking stick. This morning he was unable to get a parcel delivered because of vehicles parked either side of Garth Close and delivery van was unable to get into the Garth Close. He is worried also of having to walk in the road because of parked vans on the pavement, so near the junction, if a car came round the corner he is unable to move fast enough to get out of the way. Please update me on any plans to resolve this dangerous situation.

Resident 12381690 - Objection

As you know they are proposing to introduce double yellow lines in Garth Close - including round to our property. Obviously I feel this would be totally wrong for our close and don't know of any problems caused by the parking or

pavement access. However there will be more issues by restricting where cars can park. Do you know if the double lines would go across our drive way or would we still be permitted to park in the road outside our property where the driveway is dropped? I think there will be strong feelings against this proposal in the Close and feel it would be good to have a meeting to get everyone's views. My daughter uses a wheelchair and we haven't had issues with using the pavement up and down Garth Close. A problem that I have been experiencing recently is large vans and trucks stopping at the top of Garth Close to empty their rubbish into cars and then avoid the charges at the dump. I have noticed this happening on a number of days this week. I would be grateful if you are able to help on the above information and pass on my comments and answer the above question re parking outside our drive.

Resident 12381695 Objection

With regards the proposed measures of double yellow lines being implemented into Garth close, we would like to strongly object to the proposal. My husband and I appreciate something needs to be done as the visibility and safety at the entrance to the road and coming round the corner in the close can be difficult with cars parked on both sides of the road, although to implement double yellow lines down the entire one side of the close is not the solution. It has been our observation that people who do not live in Garth Close park their cars in the Close. People who work in the Garth Road industrial area park in our road. It has also been observed that people from Lynmouth Avenue park in Garth Close and use the access over the river to return to Lynmouth Avenue. Whilst I appreciate the information is available to view at the Morden Council's office between 9am and 5pm Monday to Friday, the website link doesn't appear to be updated and the information can't be located. Please could you advise when the information will be available online and where we will be able to publicly view the responses provided in relation to either the objections or agreement with the proposal with the outcome of this proposal. Where your proposal outlines the double yellow lines, in the attached picture taken at 5.30am shows no-one parking, yet on the pavement is where the cars park on the opposite side of the road, therefore these areas should be better marked with either parking bays or residents only parking. With the restrictions proposed, there will be a lack of parking for visitors, resulting in them having to walk long distances to get from their parked cars to our property. If we were to have any services to the property (British Gas or Virgin as examples), they would not be able to access the property. British Gas always asks whether there are any restrictions to the property and this could be an issue if we were to advise the parking restrictions. Another main concern would be the devaluation to property if we were ever to move. The double yellow lines with restrictions would pose as a highly likely issue in the decision for a potential buyer when viewing the property. The street isn't a main road or through road and is relatively quiet. Children feel safe playing in the streets and the issue of not being able to cross or walk safely with pushchairs isn't an issue. An alternative suggestion to your proposal would be to implement the following: Extension of the yellow lines on the south side of Garth Close to the first lamppost, round the corner only. Marked parking bays between the lamppost and the dropped kerb. Residents permit parking for areas – This would stop any non-residents parking in the Close. Designated marked parking bays, therefore allowing sufficient pedestrian access.

Resident 05-15 050 Objection

My wife and I are residents in Garth Close and object to the proposal to put double yellow lines on the south side of the close for a number of reasons. Firstly and most importantly my wife has a number of medical conditions which impact on her ability to walk. This may come on at any time without warning. Very often she is taken out by other members of our family of friends to give me some respite and they come and collect her from our home and therefore need to be able to park. The proposed parking restrictions, if approved and implemented, will mean that we are unable to have visitors of any type to our home. This will leave us isolated. Furthermore, we will be unable to have any deliveries to our house. Garth Close is not a busy road. It is a quiet residential street with very little traffic flow. Residents and visitors park considerably and ensure there is space to allow larger vehicles such as the Council refuse vehicles to access. Residents have not had any difficulties in accessing their drives, nor as far as I am aware have there been any accidents or problems caused by visibility problems. Surely, the more sensible option is to put such restrictions on the busier Garth Road where parking does hold up both traffic and public transport and is more significantly more dangerous.

Resident 05-15 057 Objection

I am writing to raise an objection in relation to the proposal to implement parking restrictions (double yellow lines) in Garth Close. My parents live in Garth Close, Morden Surrey, SM4 4NN. My mum has a number of medical conditions which impact on her ability to walk. Very often in order to give my dad a break I, my husband and other friends and family often help by taking mum out. To be able to do this we need to be able to come and collect mum from her house and to be able to park without any restrictions. The proposed parking restrictions, if approved, will make it significantly more difficult to continue to help mum as we have done thus far. I am hugely concerned that this will leave her isolated at home and about the negative effect this will have on her overall health and wellbeing. Furthermore, I worry about the future and how my parents will access any help they may need when the time comes if for example carers are not able to park. My husband and I lived in Garth Close for 18 years and know that it is a quiet residential street with little traffic. We never had any difficulties in accessing the street due to parked cars. Implementation of these plans will simply mean that residents park out on the already overcrowded Garth Road which I believe to be more dangerous to the public as it used by public transport.

Cartmel Gardens**Resident 12381688 Objection**

I have lived at Cartmel Gardens for 24 years now and am opposing your intention to introduce waiting restrictions in Cartmel Gardens. I do not understand after 24 years why at this time you feel it necessary to introduce such restrictions to our parking facilities. None of the other gardens off of Canterbury Road are subject to these restrictions, although the lay out is the same. I would like to understand how or where you consider the 12 cars currently parking around the circle will be able to park. There is no more parking in Canterbury road or on St. Helier Avenue as there is limited parking on these two roads like there always has been. I pay my road tax and my council tax and do not feel that my rights, as a tax payer are being acknowledged. My household will be severely affected by these restrictions as I work in London, my daughter works in Theatre and therefore I leave the house at 7am in the morning and return around 7.30pm. By the time I arrive home there will be no parking spaces. My daughter working in Theatre obviously works late into the night and therefore with your restrictions, potentially will have to park at least 3 streets away. This causing her to walk home in the dark and is very stressful for myself. As most of the residents in Cartmel Gardens are non-tax payers and therefore are unemployed or claiming benefits they have the opportunity to be at home all day and therefore will have the parking spaces all the time. In your statement you say that there is not enough parking to accommodate cars on both sides of the carriage way which I agree. However, have never experienced this situation in my 24 years where cars have parked on both sides. It would have been correct for you to consult with the residents first before proposing these restrictions in the first place, as we would have been able to consider alternative options such as, reducing the size of the circular green and putting in potential parking bays for all residents. We could have considered each household having up to one car parking, even though they already have more than one car per household; in order for this to be fair to all residents in the gardens. I would like you to take this email as my objection to your proposal and please reconsider your actions. In proposing these waiting restrictions you are also devaluing the cost of my property as I will be unable to sell my property as a home with off street parking.

The Bungalows**Resident 12381710 Objection**

I wrote to you last month with my objection to the proposed double-yellow lines the council wish to put outside my property. I do know a member of the council spoke to my neighbour regarding her objection but to date my objection has not been acknowledged. Would you please let me know you have received my objection on the grounds that both myself & my neighbours family who drive have no problem with turning our vehicles at the end of the Bungalows. PS Just to remind you there is no number 15 The Bungalows.

Officer's comments

All the proposed restrictions are in response to complaints and concerns received and restrictions are drawn up to address obstructive and dangerous parking. Every effort is made to minimise the extent of the restrictions but within any proposed measures safety and access is given priority. Requests / complaints from some residents are often about inconsiderate and obstructive parking with vehicles blocking driveways and footway forcing pedestrians into the road.

It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users including refuse vehicles and emergency vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times. It will also improve visibility and provide clear access for all road users' particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the footway and section of dropped kerb at the junctions.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The report details the outcome of a statutory consultation conducted between 28th May and 11th June 2015 to introduce waiting restrictions as detailed in section 'A' above.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions in the roads named in section 'A' above.

2 BACKGROUND

- 2.1 It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads, and cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions.
- 2.2 When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.
- 2.3 The Highway Code stipulates that motorists should not park within 10 metres of a junction. The failure by a person to observe any provision of the Highway Code does not in itself render that person liable to criminal proceedings, such a failure may though be relied upon by any party to proceedings (whether civil or criminal) in order to establish or negate liability (s.38 (7) Road Traffic Act 1988). Although a failure to observe the Code does not then itself amount to a criminal offence, and neither does it create a presumption of negligence, a breach of the Code may as a matter of fact amount to strong evidence to prove lack of proper driving. Given that not stopping within 10 metres of a junction or on a bend is an express provision of the Code it is of relevance when considering road safety in this area.
- 2.4 The Council routinely receives concerns from residents, motorists, and the Ward Councillors regarding vehicles parking obstructively, for example close to or/and at various junctions causing obstruction to flow of traffic and pedestrians and causing sightlines difficulties. There have been continuous demands for the introduction of parking restrictions at key locations to improve safety, visibility and access by keeping junctions and key locations clear. Upon receiving complaints, officers investigate the site conditions and determine the appropriate extent of the restrictions necessary. The proposed restrictions are kept to a minimum designed to improve access for emergency vehicles, refuse vehicles and for all other road users.

3 Consultation undertaken

- 3.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in item 'A' above was carried out between 11th June and 3rd July 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan was also circulated to all those properties included within the consultation areas.
- 3.2 Ward Councillors were provided with copies of the proposals and newsletters prior to the start of the statutory consultation. Given the nature of some of the locations and to remain cost effective not all residents in each street received a newsletter.
- 3.3 The statutory consultation resulted in a number of representations from each area. These representations are detailed in Appendix 3. A representation was also received by the Metropolitan Police with no comment or observation.

4.0 PROPOSALS

- 4.1 The following sites have been investigated based on concerns and complaints received. Given the nature of concerns it is considered that the proposals detailed below will improve access, safety, sightlines and visibility at the relevant key locations.

4.2 The Bungalows

The Bungalows is a cul-de-sac that has a width of 7.4m. There is currently indiscriminate parking at the junction that restricts access. The council has received representations from the residents of The Bungalows and it is proposed to introduce 'At any time' waiting and loading restrictions at the junction of The Bungalows and Streatham Road. To maintain vehicular access, it is also proposed to introduce 'At any time' waiting restrictions outside properties nos. 12 and 4 The Bungalows.

4.3 St George's Rd Mitcham Junction with Cedars Avenue

Due to indiscriminate parking at this junction there have been representations from local residents regarding sight lines and access at this junction. It is proposed to introduce 'At any time' waiting restrictions at this junction to maintain sight lines and access.

4.4 Cartmel Gardens

The proposal is to introduce 'At any time' waiting restrictions in Cartmel Gardens at its junction with Canterbury Road. Cartmel Gardens (between Canterbury Rd and the green) is not wide enough to facilitate parking on one side and still allow vehicular access. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the middle of the carriageway. In order to mitigate the safety issue with this manner of parking it is proposed to introduce double yellow lines on both sides of the road. This will allow safe access for emergency vehicles; the councils refuse vehicles and pedestrians.

4.5 There is also an issue with parking around the green in Cartmel Gardens. There are vehicles parked on both side of the road which reduces access for emergency vehicles, council refuse vehicles and residents who are trying to enter their properties via their crossovers. 'At any time' waiting restrictions will address these access difficulties.

4.6 Ashbourne Road – Gorringe Park Avenue area

Ward Members have requested that the council treat the junctions on Ashbourne Road with waiting restrictions due to indiscriminate parking. If these restrictions are introduced there will be a knock on effect which could create problems at other neighbouring junctions. Therefore all junctions in the area have been investigated. The restrictions proposed are being kept to a minimum in order to minimise the loss of parking. The restrictions are at the junctions of Ashbourne Road / Heaton Road, Heaton Road / Gorringe Park Road, Ashbourne Road / Tynemouth Road, Tynemouth Road / Gorringe Park Road, Ashbourne Road / Thirsk Road, Thirsk Road / St Barnabas Road, Thirsk Road / Gorringe Park Road, Ashbourne Road / Stanley Road, Stanley Road / Milton Road, Stanley Road / St Barnabas Road, St Barnabas / Edenvale Road, Edenvale Road / Woodland Way, Milton Road / Edenvale Road, Ashbourne Road / Woodland Way, Edenvale Road / Gorringe Park Avenue.

4.7 Salcombe Drive

It is proposed to introduce 'At any time' waiting restrictions at the junction of Salcombe Drive and Dunster Avenue; Salcombe Drive junction with Lynmouth Road, and Salcombe Drive junction with Kingsbridge Road. This proposal will ensure that sight lines at the junctions are maintained for all road users including pedestrians

4.8 Miles Road

Due to the narrow nature of the road and high demand for parking, the current manner of parking is causing obstruction to flow of traffic and causing unnecessary danger to all road users. To address this, it is proposed to introduce selective waiting restrictions throughout the road. During the statutory consultation 2 representations were received from Miles Road, both of which were resolved during the consultation.

4.9 Garth Close

It is proposed to introduce 'At any time' waiting restrictions at the cul-de-sac section of Garth Close to ensure access for residents who have been experiencing difficulties in accessing their crossover throughout the day. There is also an issue with parking on the footway. Cars are parking on the footway that is causing an obstruction to pedestrians forcing pedestrians into the road. If cars were to park on both sides of the carriageway, this would totally block the road. It is, therefore, proposed to introduce 'At any time' waiting restrictions (double yellow lines) on one side of Garth close to maintain access.

4.10 Brickfield Road

This road is off Weir Road. It is a cul-de-sac and narrow. Currently vehicles park on one side of the road completely on the carriageway and on the footway on the other side of the road. Although this road provides access into a residential area that is private, it does provide a turning area that at times can be blocked. There is a section of the road that has become popular for fly tippers. To address the obstructive parking it is proposed to introduce double yellow lines and to prevent fly tipping, it is proposed to introduce parking. It is also important to note that there is a comprehensive proposal for parking restrictions on Weir Road / Endeavour Way industrial estate which is subject to Cabinet Member approval in a different report. If the restrictions are introduced, Brickfield is likely to be consumed with displaced parking and therefore the obstructive parking is likely to exacerbate.

4.11 The Highway Code stipulates that vehicles should not park within 10 metres of the junction. However at the above junctions the restrictions need to be increased to achieve the required safety requirements. The restrictions will improve safety; keep the junctions clear of obstructively parked vehicles and increase visibility and access.

4.12 Many of the complaints regarding obstructive parking were raised by motorists, residents, residents associations and local Ward Councillors. Upon assessing each individual site, all relevant ward members were contacted with the details of the proposals. In some cases Officers attended meetings with Ward Councillors and residents. In many cases Ward Members are supportive of the proposals detailed within this report.

4.13 In considering the proposed measures, the Council must consider whether or not the problems currently being experienced is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

4.14 STATEMENT OF REASON

It would be irresponsible of the Council to ignore the manner of obstructive parking that is currently taking place. The Council has duty of care to ensure the safety of all road users and to maintain access at all times, particularly for the public service vehicles and the emergency services.

5.0 ALTERNATIVE OPTIONS

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

6.0 LEGAL IMPLICATIONS & STATUTORY PROVISION

- 6.1 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.

7.0 HUMAN RIGHTS & EQUALITIES

- 7.1 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.
- 7.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 7.3 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.
- 7.4 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.
- 7.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

8.0 RISK MANAGEMENT IMPLICATIONS

- 8.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users and to the residents, 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. It could also place the Council at risk for not exercising its duties in ensuring safety and access.
- 8.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand. However, the proposals will address safety concerns by improving access and visibility for both road users and pedestrians which outweigh loss of parking.

9.0 FINANCIAL IMPLICATIONS

- 9.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones within the Capital Programme 2015/2016.

10.0 TIMESCALES

10.1 The proposed waiting restrictions can be introduced and the Traffic Management Orders could be made soon 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 Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website.

11.0 APPENDICES

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

- Appendix 1 – Definition of restrictions
- Appendix 2 – Plans of the proposals
- Appendix 3 – Representations

11.2 Useful links:

- Merton Council's web site: <http://www.merton.gov.uk>

Readers should note the terms of the legal information (disclaimer) regarding information on Merton council's and third party linked websites.

- <http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.

Definition of Proposed Waiting Restrictions

Confirm Number, Location, Ward	Site Observation	Definition of proposed waiting restrictions ('at any time' waiting restrictions unless otherwise specified)
The Bungalows	Parking close to junction obscuring visibility and on the footway restricting access for all road users.	<p>The Bungalows, north side from the southeast kerblines of Streatham Rd southeast wards for a distance of 25m.</p> <p>The Bungalows, south side from the southeast kerblines of Streatham Rd southeast wards for a distance of 27m.</p> <p>Streatham Rd, southeast side from a point 8.5m northeast of the northeast kerblines of The Bungalows southwest wards to a point 8.5m southwest of the southwest kerblines of The Bungalows.</p>
St George's Rd junc Cedars Ave	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>St George's Rd Mitcham, northeast side from the southeast kerblines of Cedars Ave southwest wards for a distance of 30m</p> <p>St George's Rd Mitcham, southwest side from the southeast kerblines of Cedars Ave southwest wards for a distance of 31.5m</p> <p>Cedars Ave, southeast side from a point 30m northeast of the northeast kerblines of St George's Rd southwest wards to a point 28.5m southwest of the southwest kerblines of St George's Rd</p>
Cartmel Gdns	Parking close to junction obscuring visibility and on the footway restricting access for all road users	<p>Cartmel Gdns, north side from the east kerblines of Canterbury Rd east wards to a point 7.5m southwest of the common boundary of nos 5 and 7 Cartmel Gdns</p> <p>Cartmel Gdns, south side from the east kerblines of Canterbury Rd east wards to a point 11.5m northwest of the common boundary of nos 6 and 8 Cartmel Gdns</p> <p>Cartmel Gdns, cul-de-sac around the inner turning circle</p> <p>Canterbury Rd, east side from a point 7.5m north of the north kerblines of Cartmel Gdns south wards to a point 7m south of the south kerblines of Cartmel Gdns</p>
Ashbourne Rd area	Parking close to junctions obscuring visibility and restricting access for all road users at these points within the area	<p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerblines of Tynemouth Rd</p> <p>Ashbourne Rd, south side from a point from a point 6.5m northwest of the northwest kerblines of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerblines of Thirsk Rd</p> <p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7.5m southeast of the southeast kerblines of Stanley Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerblines of Edenvale Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Woodland Way southeast wards to a point 7m southeast of the southeast kerblines of Woodland Way</p> <p>Gorrington Park Rd, north side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Gorrington Park Rd, north side from a point from a point 7m northwest of the</p>

northwest kerbline of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerbline of Tynemouth Rd

Gorringe Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerbline of Thirsk Rd

Gorringe Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerbline of Edenvale Rd

Heaton Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Heaton Rd, northwest side from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Heaton Rd, southeast side from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 8m

Tynemouth Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7.5m

Tynemouth Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Thirsk Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

Thirsk Rd, east side from the southwest kerbline of St Barnabas Rd southwest wards for a distance of 7m

Stanley Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Stanley Rd, from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

Stanley Rd, east side from a point from a point 7m northeast of the northeast kerbline of Milton Rd southwest wards to a point 7m southwest of the southwest kerbline of Milton Rd

Milton Rd, northeast side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 7m

Milton Rd, southwest side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 6.5m

Edenvale Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Edenvale Rd, from the northeast kerbline of Gorringe Park Rd northeast wards for a distance of 7m

Edenvale Rd, east side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 8m

Edenvale Rd, west side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 9.5m

Edenvale Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

Edenvale Rd, west side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

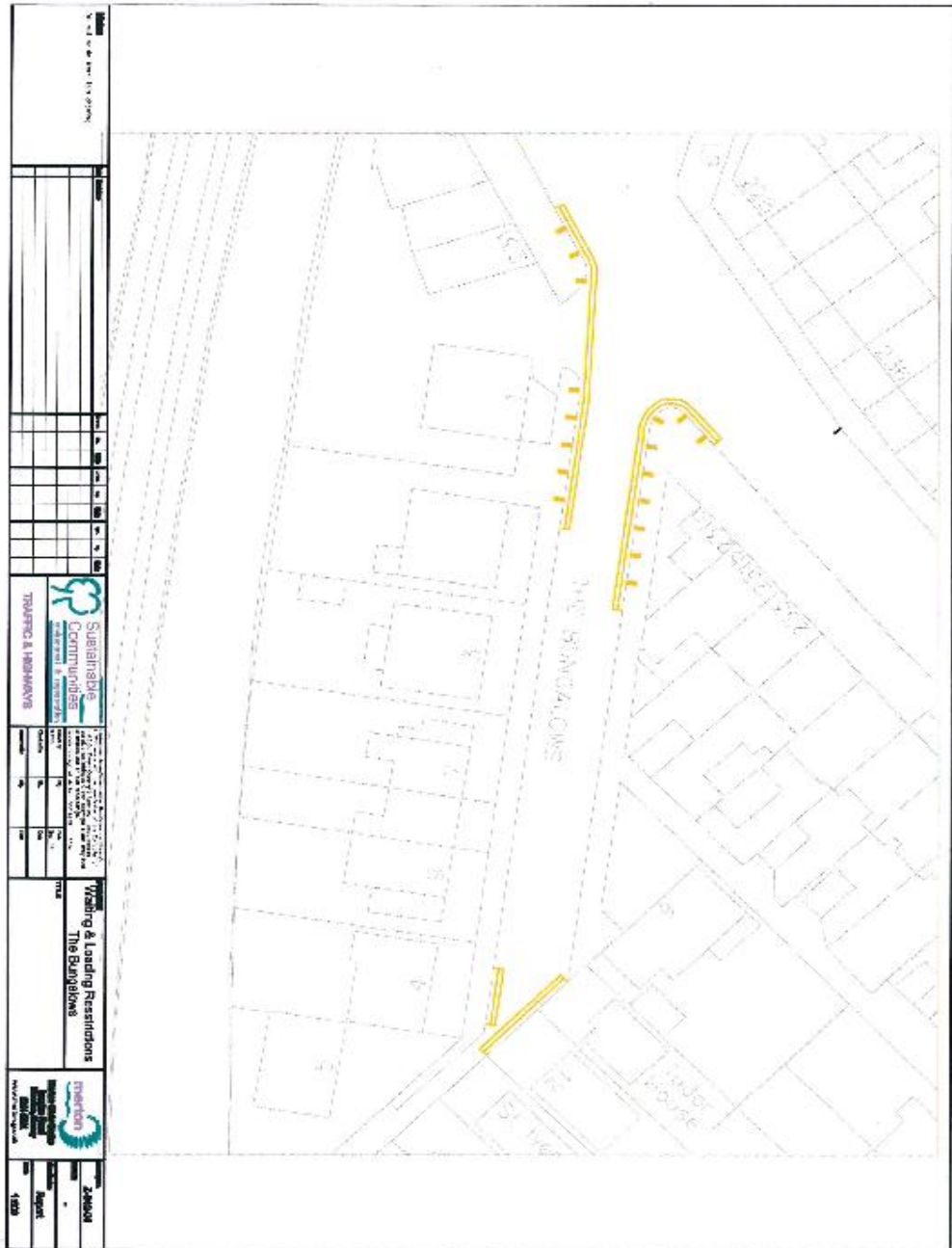
Edenvale Rd, east side from a point 5m northeast of the north east kerbline of Woodland Way southwest to a point 5m southwest of the southwest kerbline of

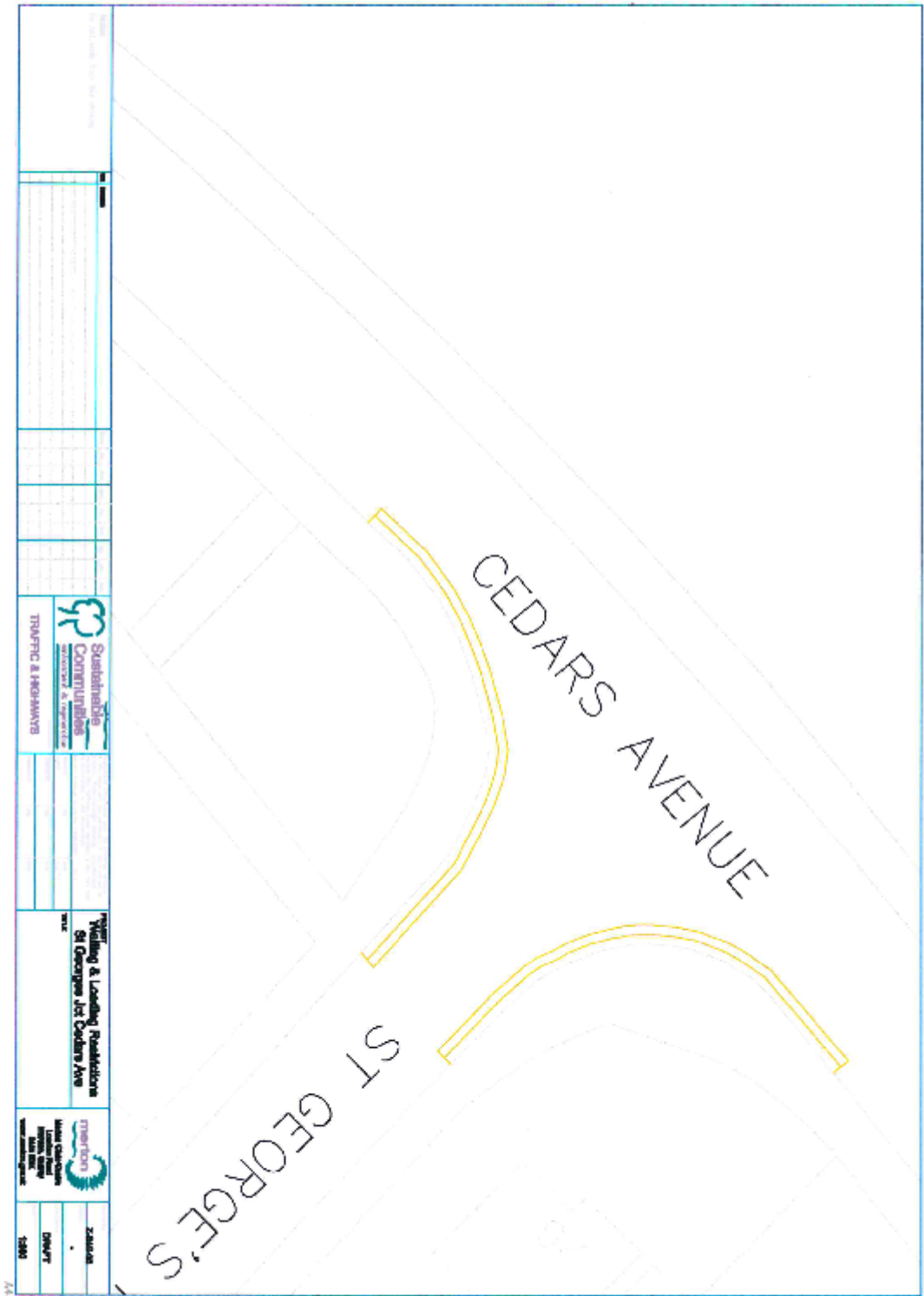
		<p>Woodland Way</p> <p>Edenvale Rd, west side from a point 7m northeast of the north east kerblines of Milton Rd southwest to a point 7m southwest of the southwest kerblines of Milton Rd</p> <p>Woodland Way, from the south kerblines of Ashbourne Rd southwest wards for a distance of 7m</p> <p>Woodland Way, from the east kerblines of Edenvale Rd southeast wards for a distance of 5m</p> <p>St Barnabas Rd, north side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, north side from a point 7m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7m southeast of the southeast kerblines of Stanley Rd</p> <p>St Barnabas Rd, north side from a point 8m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5m southeast of the southeast kerblines of Edenvale Rd</p> <p>St Barnabas Rd, south side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, south side from a point 9m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5.5m southeast of the southeast kerblines of Edenvale Rd</p>
Garth Close	Parking close to junction, on bend and in cul-de-sac obscuring visibility and on the footway restricting access for all road users.	<p>Garth Close, east side from a point 8.5m north of the north kerblines of Garth Rd north to the common boundary of nos 71 and 73 Garth Close</p> <p>Garth Close, north side from a point 1m east of the partywall of nos 12 and 13 Garth Close east wards around the cul-de-sac to the partywall of 27 and 28 Garth Close.</p>
Salcombe Drive	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Dunster Ave northeast to a point 10m northeast of the northeast kerblines of Dunster Ave</p> <p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, southeast side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Salcombe Drive, northwest side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, northwest side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Dunster Ave, from the southeast kerblines of Salcombe Drive southeast wards for a distance of 10m</p> <p>Lynmouth Ave, from a point 10m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 10m northwest of the northwest kerblines of Salcombe Drive</p> <p>Kingsbridge Rd, southwest side from a point 6m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 6m northwest of the northwest kerblines of Salcombe Drive</p>
Miles Rd	Parking close to junction obscuring visibility and restricting access for all road users at this	<p>Miles Rd, south side the east kerblines of Church Rd east wards for a distance of 92.5m</p> <p>Miles Rd, south side from a point 6.5m east of the east kerblines of Venus Mews west wards for a distance of 22.5m</p>

	point.	<p>Miles Rd, south side from a point 5m east of the east kerblines of Frimley Gdns west wards to a point 10m west of the west kerblines of Frimley Gdns</p> <p>Miles Rd, south side from a point 7m east of the east kerblines of Edmund Rd west wards to a point 7.5m west of the west kerblines of Edmund Rd</p> <p>Miles Rd, south side from a point 5m east of the east kerblines of Merlin Close west wards to a point 7.5m west of the west kerblines of Merlin Close</p> <p>Miles Rd Cul-De-Sac, south side from partywall of nos 32 and 34 Miles Rd east wards for a distance of 10.5m around cul-de-sac</p> <p>Miles Rd, north side the east kerblines of Church Rd east wards for a distance of 53.5m</p> <p>Miles Rd, north side from a point 6m east of the east kerblines of Blake Rd west wards to a point 6m west of the west kerblines of Blake Rd</p> <p>Miles Rd, north side from a point 6m east of the east kerblines of Furlong Ave west wards to a point 7m west of the west kerblines of Furlong Ave</p> <p>Miles Rd, north side the east building line of 95 Aspery House east wards for a distance of 14m</p> <p>Miles Rd, north side from a point 26.5m east of the east kerblines of Lavender Gdns west wards to a point 5m west of the west kerblines of Lavender Gdns</p> <p>Blake Rd, west side from the north kerblines of Blake Rd north wards for a distance of 24m</p> <p>Blake Rd, east side from the north kerblines of Blake Rd north wards for a distance of 5m</p> <p>Blake Rd, east side from the south kerblines of Blake Rd south wards for a distance of 5m</p> <p>Blake Rd, south side from a point 6m east of the east kerblines of Blake Rd west wards to a point 6m west of the west kerblines of Blake Rd</p> <p>Lavender Gdns, from the north kerblines of Miles Rd north wards for distance of 5m</p> <p>Frimley Gdns, east side from the south kerblines of Miles Rd south wards for a distance of 5m</p> <p>Frimley Gdns, west side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, east side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, west side from the south kerblines of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, east side from the south kerblines of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, west side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p><u>Proposed waiting restrictions Mon – Sat 8am to 5pm</u></p> <p>Miles Rd, north from a point 4.5m east of the east building line of 69 Miles Rd east wards for a distance of 20m</p>
Brickfields Rd	Parking on the footway obscuring visibility and restricting access for all road users.	<p>Brickfield Rd, east side from a point 15m south of the southeast kerblines of Weir Rd south wards around the cul-de-sac of Brickfield Rd.</p>

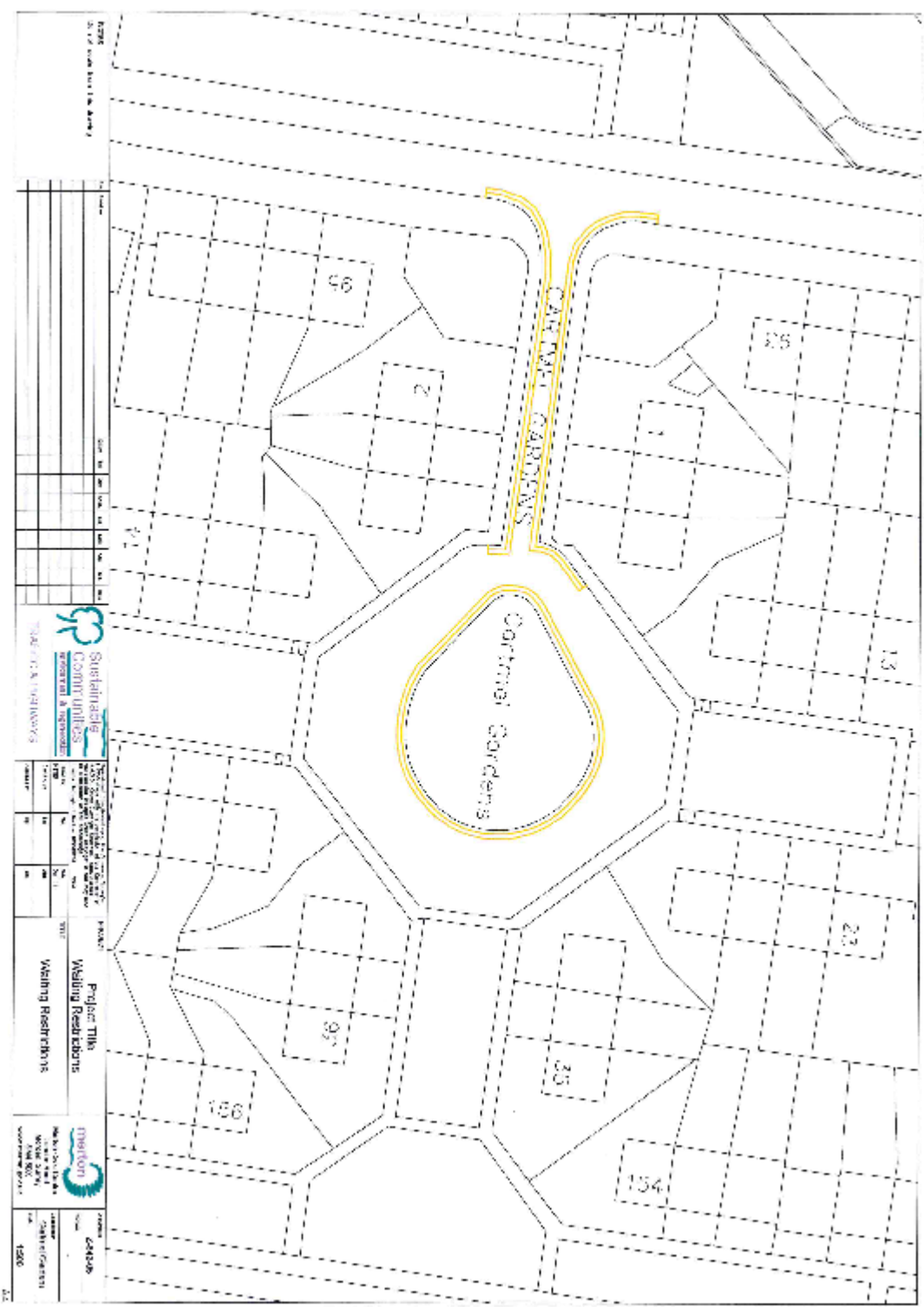
Plans of the Proposals

Plans of the Proposals





<p>Sustainable Communities STRATEGY & OPERATIONS TRAFFIC & HIGHWAYS</p>		<p>Planning & Land Use St George's Ave</p>	<p>Planning St George's Ave</p>	<p>Planning St George's Ave</p>
<p>DATE: 15/06/2011</p>	<p>SCALE: 1:1000</p>	<p>PROJECT: St George's Ave</p>	<p>CLIENT: [Redacted]</p>	<p>15000</p>



DATE: 20.11.2024

NO.	REVISION	DATE



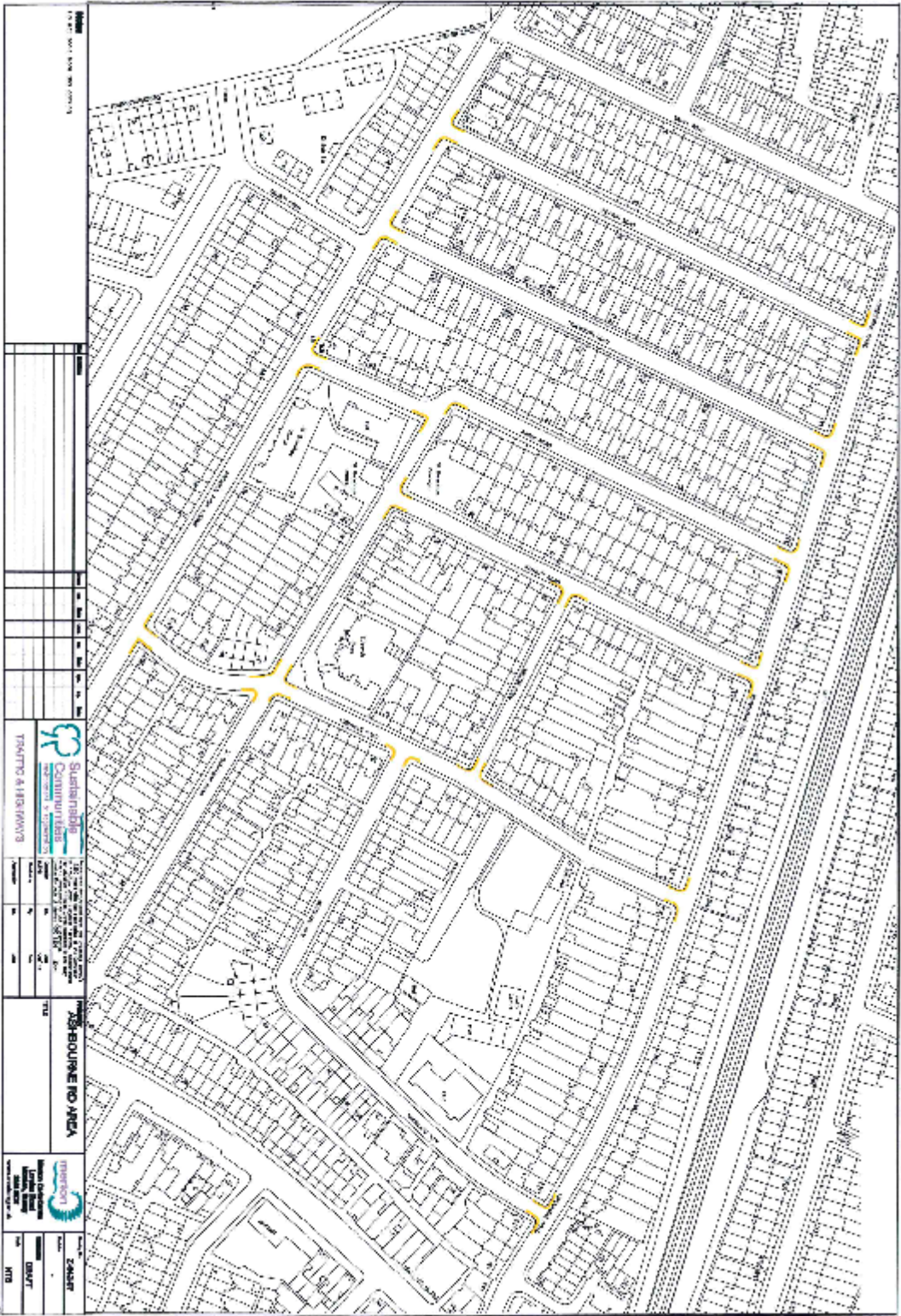
NO.	REVISION	DATE

Project Title: **Walking Restrictions**

DRIFTON

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DATE: 2024.06.14
 TIME: 10:30 AM
 DRAWN BY: [Name]

NO.	DATE	BY	REVISION
1	2024.06.14	[Name]	ISSUED FOR PERMIT
2	2024.06.14	[Name]	REVISED TO SHOW CHANGES
3	2024.06.14	[Name]	REVISED TO SHOW CHANGES

Sustainable Communities
 CONSULTING & ENGINEERING LTD
 1000 BAYVIEW AVENUE, SUITE 300, SCARBOROUGH, ONTARIO, CANADA M1S 5E4
 TEL: (416) 291-7100
 WWW.SUSTAINABLECOMMUNITIESTRUSTEE.COM

DATE	BY	REVISION
2024.06.14	[Name]	ISSUED FOR PERMIT

ASHBOURNE ROAD AREA

UNIVERSITY OF TORONTO
 SCHOOL OF PLANNING
 70 KING STREET EAST, SUITE 205
 TORONTO, ONTARIO, CANADA M5X 1C5
 TEL: (416) 291-1234
 WWW.UOTORONTO.PLANNING.TORONTO.CA

DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: 2024.06.14



Note:
 Consult with the local planning authority for any proposed changes to the existing planning consent.



TRAFFIC & HIGHWAYS

Project No.	10	Issue	1
Project Name	Garth Cleeve	Project Manager	Garth Cleeve
Project Location	Garth Cleeve	Project Engineer	Garth Cleeve
Project Start Date	10/10/2010	Project End Date	10/10/2010

PROJECT
 Waiting Restrictions
 Proposed DYL
 Garth Cleeve



Merton Council
 London Road
 Merton, Surrey
 SW19 1EX
 www.merton.gov.uk

Project No: 227-043-01
 Date: 11/10/10
 CONSULTATION



Map showing the 10' buffer zone.

Lot	10'	20'	30'	40'	50'	60'	70'	80'	90'	100'
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Sustainable Communities
 Planning & Design
 10000 Kingswood Road, Suite 100
 Houston, TX 77056
 Phone: 281.485.1234
 Fax: 281.485.1235
 Website: www.sustainablecommunities.com

Project: Salscombe Drive
Working conditions:

City of Houston
 Planning Department
 10000 Kingswood Road, Suite 100
 Houston, TX 77056
 Phone: 281.485.1234
 Fax: 281.485.1235
 Website: www.cityofhouston.gov




Sustainable Communities
 Planning & Development
 TRAFFIC & HIGHWAYS

Author: **Malin Fild**
 Title: **Working drafts**


Transportation
 Planning & Development
 TRAFFIC & HIGHWAYS
 Date: **1/1/2010**



Representations**St George's junction with Cedar Avenue****Resident 12381708 - SUPPORT**

I know the deadline was 3rd July (yesterday) but I have been away for some time and only returned this morning so I hope this representation can be taken into consideration. We are in support of the proposals wholeheartedly as we believe that the current situation represents great risk to all drivers and pedestrians with the volume of vehicles that park on the corners of St Georges Road and Cedars Avenue on both sides. It makes it incredibly difficult to see oncoming traffic when pulling out of St Georges Road in both directions and this has resulted in several near accidents on my part and I know the same goes for several of my neighbours. I think alongside the consultation for double yellow lines in this location, the same should be done on the section of road opposite St Georges Road as well. Every day there are vehicles parking mostly on the kerb which doesn't cause traffic issues but it does make it increasingly dangerous to cross the road and has again resulted in several what could have been fatal accidents involving pedestrians not just that I have been involved in but that I have witnessed as well. My grave concern with adding double yellow lines is the negative impact it would have on the already deteriorating parking situation in St Georges Road. With the increase in residents dropping the kerb outside their house to create parking there has become fewer and fewer spaces in the road for other residents to park in. This wouldn't be a problem if it was just residents of St Georges Road that parked in the street. What we have witnessed on a near daily basis is people parking in the street, often on the corners and then walking across the road to the new development whose name I do not know. I know this was an issue that was raised by residents when planning permission was applied for and they were ensured that it wouldn't be an issue, I have seen the correspondence that states this. It clearly is an issue which I do not understand given how many empty spaces there seems to be in the new development. Is it a case of the permits being too expensive or people subletting illegally and therefore not eligible for a permit. This is a major issue that needs to be addressed as by my calculations by implementing the double yellow lines you would be removing in the region of 10 parking spaces in the road and these cars will just cause chaos in the rest of the street. On multiple occasions I have been able to park anywhere in the street, let alone in the vicinity of my own house and this is unacceptable when there is plenty of other parking available to the residents of the new build development opposite. I think the council should look at implementing permit parking for St Georges Road and I know I have the support of 100% of the residents of St Georges Road that I have spoken to about the issue so far. Another issue which compounds the parking problem is the social housing development next door to 2 St Georges Road. They all park on the street as well despite having a large car park that is empty 100% of the time. In 18 months of living here I have seen only a handful of cars ever park there. Can this be utilised in a more productive way? In summary as I appreciate this is a long e-mail. I support the proposals but think that as part of the implementation, further consideration should be given to the overall parking situation in St Georges Road.

Miles Road**Resident 12381699 – SUPPORT & OBJECTION**

As per your plan I have noticed that a double yellow line is to end just past my house, which prohibits me from parking outside my own home. I am very disappointed in this matter as I have been parking outside our home for 16 years and there has never been a problem, traffic passes freely and pedestrians pass freely too. I do understand the need for this action in certain areas, as at certain times Frimley Gardens on both corners are parked on which makes it difficult for vehicle users to pass, but I believe that the doctor's surgery is to fault. I also agree that it is needed at the beginning of Miles Road, as the road is very narrow, but there is a stretch of waste land by the side of the pavement, which I believe could be put to better use. I do hope that this matter is resolved soon, and that you can see my point. I look forward to receiving your reply.

Officer's comment – the extent of the restriction outside the property has been reduced. This object has, therefore been resolved

Garth Close

Representation received via a Ward Cllr on behalf of one of the residents: SUPPORT

I have just received a distressed phone call from Mr XXXX, XX Garth Close, Morden, an invalid who has to use walking stick. This morning he was unable to get a parcel delivered because of vehicles parked either side of Garth Close and delivery van was unable to get into the Garth Close. He is worried also of having to walk in the road because of parked vans on the pavement, so near the junction, if a car came round the corner he is unable to move fast enough to get out of the way. Please update me on any plans to resolve this dangerous situation.

Resident 12381690 - Objection

As you know they are proposing to introduce double yellow lines in Garth Close - including round to our property. Obviously I feel this would be totally wrong for our close and don't know of any problems caused by the parking or

pavement access. However there will be more issues by restricting where cars can park. Do you know if the double lines would go across our drive way or would we still be permitted to park in the road outside our property where the driveway is dropped? I think there will be strong feelings against this proposal in the Close and feel it would be good to have a meeting to get everyone's views. My daughter uses a wheelchair and we haven't had issues with using the pavement up and down Garth Close. A problem that I have been experiencing recently is large vans and trucks stopping at the top of Garth Close to empty their rubbish into cars and then avoid the charges at the dump. I have noticed this happening on a number of days this week. I would be grateful if you are able to help on the above information and pass on my comments and answer the above question re parking outside our drive.

Resident 12381695 Objection

With regards the proposed measures of double yellow lines being implemented into Garth close, we would like to strongly object to the proposal. My husband and I appreciate something needs to be done as the visibility and safety at the entrance to the road and coming round the corner in the close can be difficult with cars parked on both sides of the road, although to implement double yellow lines down the entire one side of the close is not the solution. It has been our observation that people who do not live in Garth Close park their cars in the Close. People who work in the Garth Road industrial area park in our road. It has also been observed that people from Lynmouth Avenue park in Garth Close and use the access over the river to return to Lynmouth Avenue. Whilst I appreciate the information is available to view at the Morden Council's office between 9am and 5pm Monday to Friday, the website link doesn't appear to be updated and the information can't be located. Please could you advise when the information will be available online and where we will be able to publicly view the responses provided in relation to either the objections or agreement with the proposal with the outcome of this proposal. Where your proposal outlines the double yellow lines, in the attached picture taken at 5.30am shows no-one parking, yet on the pavement is where the cars park on the opposite side of the road, therefore these areas should be better marked with either parking bays or residents only parking. With the restrictions proposed, there will be a lack of parking for visitors, resulting in them having to walk long distances to get from their parked cars to our property. If we were to have any services to the property (British Gas or Virgin as examples), they would not be able to access the property. British Gas always asks whether there are any restrictions to the property and this could be an issue if we were to advise the parking restrictions. Another main concern would be the devaluation to property if we were ever to move. The double yellow lines with restrictions would pose as a highly likely issue in the decision for a potential buyer when viewing the property. The street isn't a main road or through road and is relatively quiet. Children feel safe playing in the streets and the issue of not being able to cross or walk safely with pushchairs isn't an issue. An alternative suggestion to your proposal would be to implement the following: Extension of the yellow lines on the south side of Garth Close to the first lamppost, round the corner only. Marked parking bays between the lamppost and the dropped kerb. Residents permit parking for areas – This would stop any non-residents parking in the Close. Designated marked parking bays, therefore allowing sufficient pedestrian access.

Resident 05-15 050 Objection

My wife and I are residents in Garth Close and object to the proposal to put double yellow lines on the south side of the close for a number of reasons. Firstly and most importantly my wife has a number of medical conditions which impact on her ability to walk. This may come on at any time without warning. Very often she is taken out by other members of our family of friends to give me some respite and they come and collect her from our home and therefore need to be able to park. The proposed parking restrictions, if approved and implemented, will mean that we are unable to have visitors of any type to our home. This will leave us isolated. Furthermore, we will be unable to have any deliveries to our house. Garth Close is not a busy road. It is a quiet residential street with very little traffic flow. Residents and visitors park considerably and ensure there is space to allow larger vehicles such as the Council refuse vehicles to access. Residents have not had any difficulties in accessing their drives, nor as far as I am aware have there been any accidents or problems caused by visibility problems. Surely, the more sensible option is to put such restrictions on the busier Garth Road where parking does hold up both traffic and public transport and is more significantly more dangerous.

Resident 05-15 057 Objection

I am writing to raise an objection in relation to the proposal to implement parking restrictions (double yellow lines) in Garth Close. My parents live in Garth Close, Morden Surrey, SM4 4NN. My mum has a number of medical conditions which impact on her ability to walk. Very often in order to give my dad a break I, my husband and other friends and family often help by taking mum out. To be able to do this we need to be able to come and collect mum from her house and to be able to park without any restrictions. The proposed parking restrictions, if approved, will make it significantly more difficult to continue to help mum as we have done thus far. I am hugely concerned that this will leave her isolated at home and about the negative effect this will have on her overall health and wellbeing. Furthermore, I worry about the future and how my parents will access any help they may need when the time comes if for example carers are not able to park. My husband and I lived in Garth Close for 18 years and know that it is a quiet residential street with little traffic. We never had any difficulties in accessing the street due to parked cars. Implementation of these plans will simply mean that residents park out on the already overcrowded Garth Road which I believe to be more dangerous to the public as it used by public transport.

Cartmel Gardens**Resident 12381688 Objection**

I have lived at Cartmel Gardens for 24 years now and am opposing your intention to introduce waiting restrictions in Cartmel Gardens. I do not understand after 24 years why at this time you feel it necessary to introduce such restrictions to our parking facilities. None of the other gardens off of Canterbury Road are subject to these restrictions, although the lay out is the same. I would like to understand how or where you consider the 12 cars currently parking around the circle will be able to park. There is no more parking in Canterbury road or on St. Helier Avenue as there is limited parking on these two roads like there always has been. I pay my road tax and my council tax and do not feel that my rights, as a tax payer are being acknowledged. My household will be severely affected by these restrictions as I work in London, my daughter works in Theatre and therefore I leave the house at 7am in the morning and return around 7.30pm. By the time I arrive home there will be no parking spaces. My daughter working in Theatre obviously works late into the night and therefore with your restrictions, potentially will have to park at least 3 streets away. This causing her to walk home in the dark and is very stressful for myself. As most of the residents in Cartmel Gardens are non-tax payers and therefore are unemployed or claiming benefits they have the opportunity to be at home all day and therefore will have the parking spaces all the time. In your statement you say that there is not enough parking to accommodate cars on both sides of the carriage way which I agree. However, have never experienced this situation in my 24 years where cars have parked on both sides. It would have been correct for you to consult with the residents first before proposing these restrictions in the first place, as we would have been able to consider alternative options such as, reducing the size of the circular green and putting in potential parking bays for all residents. We could have considered each household having up to one car parking, even though they already have more than one car per household; in order for this to be fair to all residents in the gardens. I would like you to take this email as my objection to your proposal and please reconsider your actions. In proposing these waiting restrictions you are also devaluing the cost of my property as I will be unable to sell my property as a home with off street parking.

The Bungalows**Resident 12381710 Objection**

I wrote to you last month with my objection to the proposed double-yellow lines the council wish to put outside my property. I do know a member of the council spoke to my neighbour regarding her objection but to date my objection has not been acknowledged. Would you please let me know you have received my objection on the grounds that both myself & my neighbours family who drive have no problem with turning our vehicles at the end of the Bungalows. PS Just to remind you there is no number 15 The Bungalows.

Officer's comments

All the proposed restrictions are in response to complaints and concerns received and restrictions are drawn up to address obstructive and dangerous parking. Every effort is made to minimise the extent of the restrictions but within any proposed measures safety and access is given priority. Requests / complaints from some residents are often about inconsiderate and obstructive parking with vehicles blocking driveways and footway forcing pedestrians into the road.

It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users including refuse vehicles and emergency vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times. It will also improve visibility and provide clear access for all road users' particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the footway and section of dropped kerb at the junctions.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The report details the outcome of a statutory consultation conducted between 28th May and 11th June 2015 to introduce waiting restrictions as detailed in section 'A' above.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions in the roads named in section 'A' above.

2 BACKGROUND

- 2.1 It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads, and cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions.
- 2.2 When considering road safety, S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under S.6 of the 1984 Act.
- 2.3 The Highway Code stipulates that motorists should not park within 10 metres of a junction. The failure by a person to observe any provision of the Highway Code does not in itself render that person liable to criminal proceedings, such a failure may though be relied upon by any party to proceedings (whether civil or criminal) in order to establish or negate liability (s.38 (7) Road Traffic Act 1988). Although a failure to observe the Code does not then itself amount to a criminal offence, and neither does it create a presumption of negligence, a breach of the Code may as a matter of fact amount to strong evidence to prove lack of proper driving. Given that not stopping within 10 metres of a junction or on a bend is an express provision of the Code it is of relevance when considering road safety in this area.
- 2.4 The Council routinely receives concerns from residents, motorists, and the Ward Councillors regarding vehicles parking obstructively, for example close to or/and at various junctions causing obstruction to flow of traffic and pedestrians and causing sightlines difficulties. There have been continuous demands for the introduction of parking restrictions at key locations to improve safety, visibility and access by keeping junctions and key locations clear. Upon receiving complaints, officers investigate the site conditions and determine the appropriate extent of the restrictions necessary. The proposed restrictions are kept to a minimum designed to improve access for emergency vehicles, refuse vehicles and for all other road users.

3 Consultation undertaken

- 3.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in item 'A' above was carried out between 11th June and 3rd July 2015. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan was also circulated to all those properties included within the consultation areas.
- 3.2 Ward Councillors were provided with copies of the proposals and newsletters prior to the start of the statutory consultation. Given the nature of some of the locations and to remain cost effective not all residents in each street received a newsletter.
- 3.3 The statutory consultation resulted in a number of representations from each area. These representations are detailed in Appendix 3. A representation was also received by the Metropolitan Police with no comment or observation.

4.0 PROPOSALS

- 4.1 The following sites have been investigated based on concerns and complaints received. Given the nature of concerns it is considered that the proposals detailed below will improve access, safety, sightlines and visibility at the relevant key locations.

4.2 The Bungalows

The Bungalows is a cul-de-sac that has a width of 7.4m. There is currently indiscriminate parking at the junction that restricts access. The council has received representations from the residents of The Bungalows and it is proposed to introduce 'At any time' waiting and loading restrictions at the junction of The Bungalows and Streatham Road. To maintain vehicular access, it is also proposed to introduce 'At any time' waiting restrictions outside properties nos. 12 and 4 The Bungalows.

4.3 St George's Rd Mitcham Junction with Cedars Avenue

Due to indiscriminate parking at this junction there have been representations from local residents regarding sight lines and access at this junction. It is proposed to introduce 'At any time' waiting restrictions at this junction to maintain sight lines and access.

4.4 Cartmel Gardens

The proposal is to introduce 'At any time' waiting restrictions in Cartmel Gardens at its junction with Canterbury Road. Cartmel Gardens (between Canterbury Rd and the green) is not wide enough to facilitate parking on one side and still allow vehicular access. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the middle of the carriageway. In order to mitigate the safety issue with this manner of parking it is proposed to introduce double yellow lines on both sides of the road. This will allow safe access for emergency vehicles; the councils refuse vehicles and pedestrians.

4.5 There is also an issue with parking around the green in Cartmel Gardens. There are vehicles parked on both side of the road which reduces access for emergency vehicles, council refuse vehicles and residents who are trying to enter their properties via their crossovers. 'At any time' waiting restrictions will address these access difficulties.

4.6 Ashbourne Road – Gorringe Park Avenue area

Ward Members have requested that the council treat the junctions on Ashbourne Road with waiting restrictions due to indiscriminate parking. If these restrictions are introduced there will be a knock on effect which could create problems at other neighbouring junctions. Therefore all junctions in the area have been investigated. The restrictions proposed are being kept to a minimum in order to minimise the loss of parking. The restrictions are at the junctions of Ashbourne Road / Heaton Road, Heaton Road / Gorringe Park Road, Ashbourne Road / Tynemouth Road, Tynemouth Road / Gorringe Park Road, Ashbourne Road / Thirsk Road, Thirsk Road / St Barnabas Road, Thirsk Road / Gorringe Park Road, Ashbourne Road / Stanley Road, Stanley Road / Milton Road, Stanley Road / St Barnabas Road, St Barnabas / Edenvale Road, Edenvale Road / Woodland Way, Milton Road / Edenvale Road, Ashbourne Road / Woodland Way, Edenvale Road / Gorringe Park Avenue.

4.7 Salcombe Drive

It is proposed to introduce 'At any time' waiting restrictions at the junction of Salcombe Drive and Dunster Avenue; Salcombe Drive junction with Lynmouth Road, and Salcombe Drive junction with Kingsbridge Road. This proposal will ensure that sight lines at the junctions are maintained for all road users including pedestrians

4.8 Miles Road

Due to the narrow nature of the road and high demand for parking, the current manner of parking is causing obstruction to flow of traffic and causing unnecessary danger to all road users. To address this, it is proposed to introduce selective waiting restrictions throughout the road. During the statutory consultation 2 representations were received from Miles Road, both of which were resolved during the consultation.

4.9 Garth Close

It is proposed to introduce 'At any time' waiting restrictions at the cul-de-sac section of Garth Close to ensure access for residents who have been experiencing difficulties in accessing their crossover throughout the day. There is also an issue with parking on the footway. Cars are parking on the footway that is causing an obstruction to pedestrians forcing pedestrians into the road. If cars were to park on both sides of the carriageway, this would totally block the road. It is, therefore, proposed to introduce 'At any time' waiting restrictions (double yellow lines) on one side of Garth close to maintain access.

4.10 Brickfield Road

This road is off Weir Road. It is a cul-de-sac and narrow. Currently vehicles park on one side of the road completely on the carriageway and on the footway on the other side of the road. Although this road provides access into a residential area that is private, it does provide a turning area that at times can be blocked. There is a section of the road that has become popular for fly tippers. To address the obstructive parking it is proposed to introduce double yellow lines and to prevent fly tipping, it is proposed to introduce parking. It is also important to note that there is a comprehensive proposal for parking restrictions on Weir Road / Endeavour Way industrial estate which is subject to Cabinet Member approval in a different report. If the restrictions are introduced, Brickfield is likely to be consumed with displaced parking and therefore the obstructive parking is likely to exacerbate.

4.11 The Highway Code stipulates that vehicles should not park within 10 metres of the junction. However at the above junctions the restrictions need to be increased to achieve the required safety requirements. The restrictions will improve safety; keep the junctions clear of obstructively parked vehicles and increase visibility and access.

4.12 Many of the complaints regarding obstructive parking were raised by motorists, residents, residents associations and local Ward Councillors. Upon assessing each individual site, all relevant ward members were contacted with the details of the proposals. In some cases Officers attended meetings with Ward Councillors and residents. In many cases Ward Members are supportive of the proposals detailed within this report.

4.13 In considering the proposed measures, the Council must consider whether or not the problems currently being experienced is of sufficient significance for change to go ahead; whether or not the change proposed is proportionate to the problems experienced and is acceptable in consideration of the possible impact.

4.14 STATEMENT OF REASON

It would be irresponsible of the Council to ignore the manner of obstructive parking that is currently taking place. The Council has duty of care to ensure the safety of all road users and to maintain access at all times, particularly for the public service vehicles and the emergency services.

5.0 ALTERNATIVE OPTIONS

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

6.0 LEGAL IMPLICATIONS & STATUTORY PROVISION

- 6.1 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.

7.0 HUMAN RIGHTS & EQUALITIES

- 7.1 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.
- 7.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 7.3 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.
- 7.4 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.
- 7.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

8.0 RISK MANAGEMENT IMPLICATIONS

- 8.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users and to the residents, 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. It could also place the Council at risk for not exercising its duties in ensuring safety and access.
- 8.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand. However, the proposals will address safety concerns by improving access and visibility for both road users and pedestrians which outweigh loss of parking.

9.0 FINANCIAL IMPLICATIONS

- 9.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders. The set up costs will be funded from the budget identified for controlled parking zones within the Capital Programme 2015/2016.

10.0 TIMESCALES

10.1 The proposed waiting restrictions can be introduced and the Traffic Management Orders could be made soon 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 Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website.

11.0 APPENDICES

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

- Appendix 1 – Definition of restrictions
- Appendix 2 – Plans of the proposals
- Appendix 3 – Representations

11.2 Useful links:

- Merton Council's web site: <http://www.merton.gov.uk>

Readers should note the terms of the legal information (disclaimer) regarding information on Merton council's and third party linked websites.

- <http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.

Definition of Proposed Waiting Restrictions

Confirm Number, Location, Ward	Site Observation	Definition of proposed waiting restrictions ('at any time' waiting restrictions unless otherwise specified)
The Bungalows	Parking close to junction obscuring visibility and on the footway restricting access for all road users.	<p>The Bungalows, north side from the southeast kerblines of Streatham Rd southeast wards for a distance of 25m.</p> <p>The Bungalows, south side from the southeast kerblines of Streatham Rd southeast wards for a distance of 27m.</p> <p>Streatham Rd, southeast side from a point 8.5m northeast of the northeast kerblines of The Bungalows southwest wards to a point 8.5m southwest of the southwest kerblines of The Bungalows.</p>
St George's Rd junc Cedars Ave	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>St George's Rd Mitcham, northeast side from the southeast kerblines of Cedars Ave southwest wards for a distance of 30m</p> <p>St George's Rd Mitcham, southwest side from the southeast kerblines of Cedars Ave southwest wards for a distance of 31.5m</p> <p>Cedars Ave, southeast side from a point 30m northeast of the northeast kerblines of St George's Rd southwest wards to a point 28.5m southwest of the southwest kerblines of St George's Rd</p>
Cartmel Gdns	Parking close to junction obscuring visibility and on the footway restricting access for all road users	<p>Cartmel Gdns, north side from the east kerblines of Canterbury Rd east wards to a point 7.5m southwest of the common boundary of nos 5 and 7 Cartmel Gdns</p> <p>Cartmel Gdns, south side from the east kerblines of Canterbury Rd east wards to a point 11.5m northwest of the common boundary of nos 6 and 8 Cartmel Gdns</p> <p>Cartmel Gdns, cul-de-sac around the inner turning circle</p> <p>Canterbury Rd, east side from a point 7.5m north of the north kerblines of Cartmel Gdns south wards to a point 7m south of the south kerblines of Cartmel Gdns</p>
Ashbourne Rd area	Parking close to junctions obscuring visibility and restricting access for all road users at these points within the area	<p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerblines of Tynemouth Rd</p> <p>Ashbourne Rd, south side from a point from a point 6.5m northwest of the northwest kerblines of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerblines of Thirsk Rd</p> <p>Ashbourne Rd, south side from a point from a point 7.5m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7.5m southeast of the southeast kerblines of Stanley Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerblines of Edenvale Rd</p> <p>Ashbourne Rd, south side from a point from a point 7m northwest of the northwest kerblines of Woodland Way southeast wards to a point 7m southeast of the southeast kerblines of Woodland Way</p> <p>Gorrings Park Rd, north side from a point from a point 7.5m northwest of the northwest kerblines of Heaton Rd southeast wards to a point 7m southeast of the southeast kerblines of Heaton Rd</p> <p>Gorrings Park Rd, north side from a point from a point 7m northwest of the</p>

northwest kerbline of Tynemouth Rd southeast wards to a point 7m southeast of the southeast kerbline of Tynemouth Rd

Gorrige Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Thirsk Rd southeast wards to a point 7m southeast of the southeast kerbline of Thirsk Rd

Gorrige Park Rd, north side from a point from a point 7m northwest of the northwest kerbline of Edenvale Rd southeast wards to a point 7m southeast of the southeast kerbline of Edenvale Rd

Heaton Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Heaton Rd, northwest side from the northeast kerbline of Gorrige Park Rd northeast wards for a distance of 7.5m

Heaton Rd, southeast side from the northeast kerbline of Gorrige Park Rd northeast wards for a distance of 8m

Tynemouth Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7.5m

Tynemouth Rd, from the northeast kerbline of Gorrige Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Thirsk Rd, from the northeast kerbline of Gorrige Park Rd northeast wards for a distance of 7.5m

Thirsk Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

Thirsk Rd, east side from the southwest kerbline of St Barnabas Rd southwest wards for a distance of 7m

Stanley Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 8m

Stanley Rd, from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

Stanley Rd, east side from a point from a point 7m northeast of the northeast kerbline of Milton Rd southwest wards to a point 7m southwest of the southwest kerbline of Milton Rd

Milton Rd, northeast side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 7m

Milton Rd, southwest side from the northwest kerbline of Edenvale Rd northwest wards for a distance of 6.5m

Edenvale Rd, from the south kerbline of Ashbourne Rd southwest wards for a distance of 7m

Edenvale Rd, from the northeast kerbline of Gorrige Park Rd northeast wards for a distance of 7m

Edenvale Rd, east side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 8m

Edenvale Rd, west side from the southwest kerbline of St Barnabas Rd southeast wards for a distance of 9.5m

Edenvale Rd, east side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7.5m

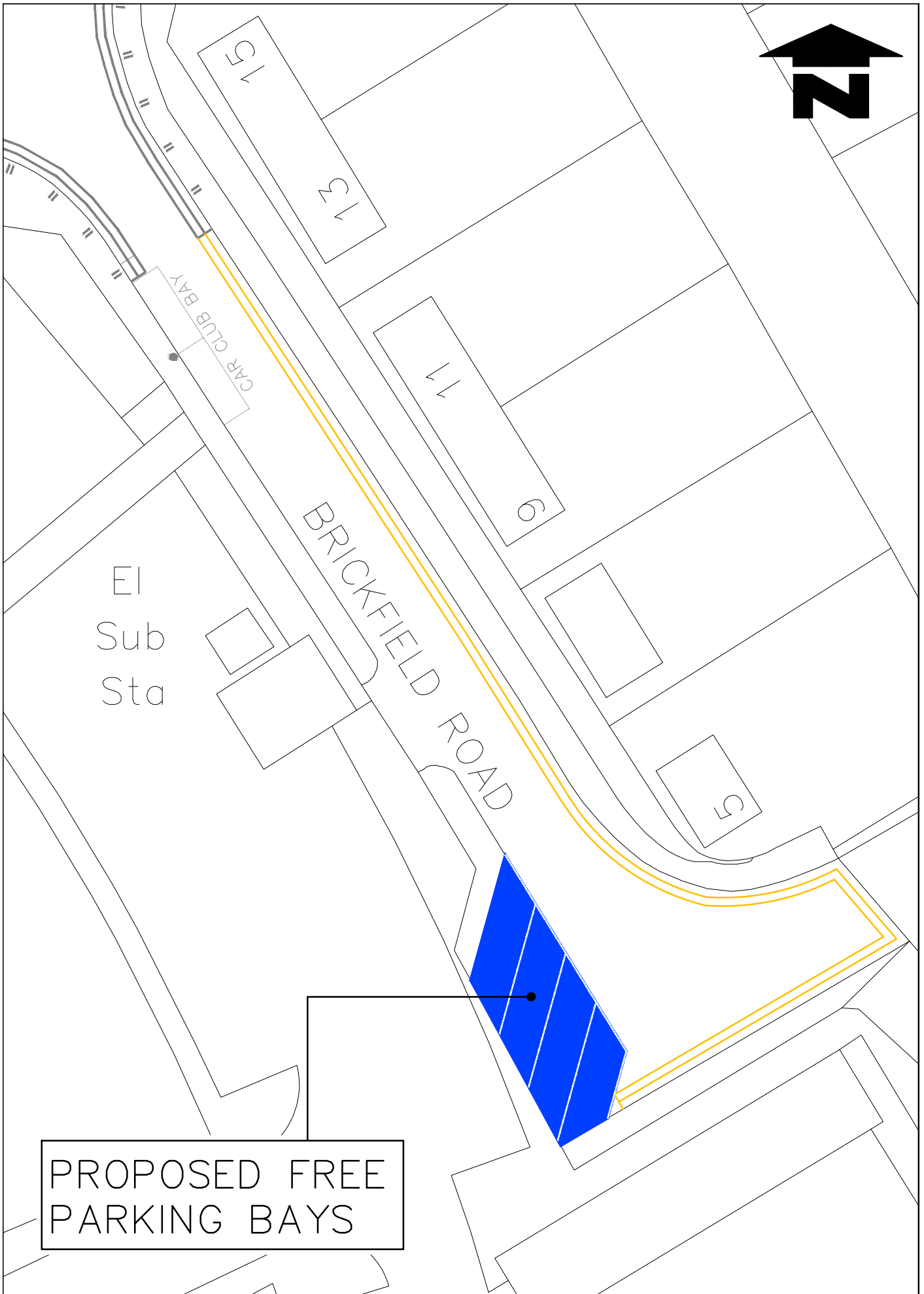
Edenvale Rd, west side from the northeast kerbline of St Barnabas Rd northeast wards for a distance of 7m

Edenvale Rd, east side from a point 5m northeast of the north east kerbline of Woodland Way southwest to a point 5m southwest of the southwest kerbline of

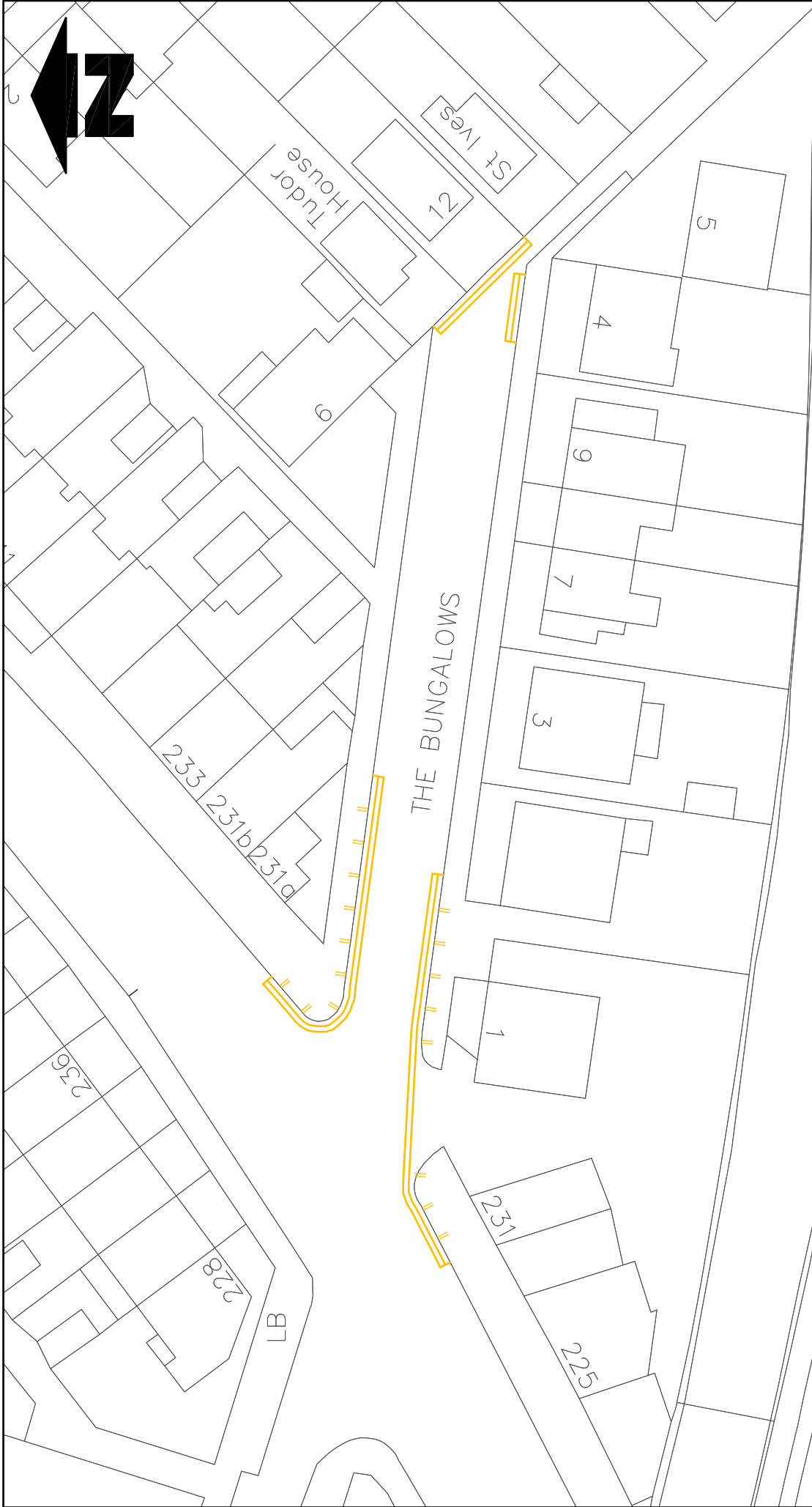
		<p>Woodland Way</p> <p>Edenvale Rd, west side from a point 7m northeast of the north east kerblines of Milton Rd southwest to a point 7m southwest of the southwest kerblines of Milton Rd</p> <p>Woodland Way, from the south kerblines of Ashbourne Rd southwest wards for a distance of 7m</p> <p>Woodland Way, from the east kerblines of Edenvale Rd southeast wards for a distance of 5m</p> <p>St Barnabas Rd, north side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, north side from a point 7m northwest of the northwest kerblines of Stanley Rd southeast wards to a point 7m southeast of the southeast kerblines of Stanley Rd</p> <p>St Barnabas Rd, north side from a point 8m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5m southeast of the southeast kerblines of Edenvale Rd</p> <p>St Barnabas Rd, south side from the southeast kerblines of Thirsk Rd southeast wards for a distance of 7m</p> <p>St Barnabas Rd, south side from a point 9m northwest of the northwest kerblines of Edenvale Rd southeast wards to a point 5.5m southeast of the southeast kerblines of Edenvale Rd</p>
Garth Close	Parking close to junction, on bend and in cul-de-sac obscuring visibility and on the footway restricting access for all road users.	<p>Garth Close, east side from a point 8.5m north of the north kerblines of Garth Rd north to the common boundary of nos 71 and 73 Garth Close</p> <p>Garth Close, north side from a point 1m east of the partywall of nos 12 and 13 Garth Close east wards around the cul-de-sac to the partywall of 27 and 28 Garth Close.</p>
Salcombe Drive	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Dunster Ave northeast to a point 10m northeast of the northeast kerblines of Dunster Ave</p> <p>Salcombe Drive, southeast side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, southeast side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Salcombe Drive, northwest side from a point 10m southwest of the southwest kerblines of Lynmouth Ave northeast to a point 10m northeast of the northeast kerblines of Lynmouth Ave</p> <p>Salcombe Drive, northwest side from the northeast kerblines of Kingsbridge Rd southwest wards for a distance of 10m</p> <p>Dunster Ave, from the southeast kerblines of Salcombe Drive southeast wards for a distance of 10m</p> <p>Lynmouth Ave, from a point 10m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 10m northwest of the northwest kerblines of Salcombe Drive</p> <p>Kingsbridge Rd, southwest side from a point 6m southeast of the southeast kerblines of Salcombe Drive northwest wards to a point 6m northwest of the northwest kerblines of Salcombe Drive</p>
Miles Rd	Parking close to junction obscuring visibility and restricting access for all road users at this	<p>Miles Rd, south side the east kerblines of Church Rd east wards for a distance of 92.5m</p> <p>Miles Rd, south side from a point 6.5m east of the east kerblines of Venus Mews west wards for a distance of 22.5m</p>

	point.	<p>Miles Rd, south side from a point 5m east of the east kerblines of Frimley Gdns west wards to a point 10m west of the west kerblines of Frimley Gdns</p> <p>Miles Rd, south side from a point 7m east of the east kerblines of Edmund Rd west wards to a point 7.5m west of the west kerblines of Edmund Rd</p> <p>Miles Rd, south side from a point 5m east of the east kerblines of Merlin Close west wards to a point 7.5m west of the west kerblines of Merlin Close</p> <p>Miles Rd Cul-De-Sac, south side from partywall of nos 32 and 34 Miles Rd east wards for a distance of 10.5m around cul-de-sac</p> <p>Miles Rd, north side the east kerblines of Church Rd east wards for a distance of 53.5m</p> <p>Miles Rd, north side from a point 6m east of the east kerblines of Blake Rd west wards to a point 6m west of the west kerblines of Blake Rd</p> <p>Miles Rd, north side from a point 6m east of the east kerblines of Furlong Ave west wards to a point 7m west of the west kerblines of Furlong Ave</p> <p>Miles Rd, north side the east building line of 95 Aspery House east wards for a distance of 14m</p> <p>Miles Rd, north side from a point 26.5m east of the east kerblines of Lavender Gdns west wards to a point 5m west of the west kerblines of Lavender Gdns</p> <p>Blake Rd, west side from the north kerblines of Blake Rd north wards for a distance of 24m</p> <p>Blake Rd, east side from the north kerblines of Blake Rd north wards for a distance of 5m</p> <p>Blake Rd, east side from the south kerblines of Blake Rd south wards for a distance of 5m</p> <p>Blake Rd, south side from a point 6m east of the east kerblines of Blake Rd west wards to a point 6m west of the west kerblines of Blake Rd</p> <p>Lavender Gdns, from the north kerblines of Miles Rd north wards for distance of 5m</p> <p>Frimley Gdns, east side from the south kerblines of Miles Rd south wards for a distance of 5m</p> <p>Frimley Gdns, west side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, east side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p>Edmund Rd, west side from the south kerblines of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, east side from the south kerblines of Miles Rd south wards for a distance of 6.5m</p> <p>Merlin Close, west side from the south kerblines of Miles Rd south wards for a distance of 7.5m</p> <p><u>Proposed waiting restrictions Mon – Sat 8am to 5pm</u></p> <p>Miles Rd, north from a point 4.5m east of the east building line of 69 Miles Rd east wards for a distance of 20m</p>
Brickfields Rd	Parking on the footway obscuring visibility and restricting access for all road users.	<p>Brickfield Rd, east side from a point 15m south of the southeast kerblines of Weir Rd south wards around the cul-de-sac of Brickfield Rd.</p>

Plans of the Proposals



PROPOSED FREE
PARKING BAYS



Notes
Do not scale from this drawing

Rev	Revisions	Drawn	SB	Date	Check	SB	Date	App	SB	Date

Project	SB	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

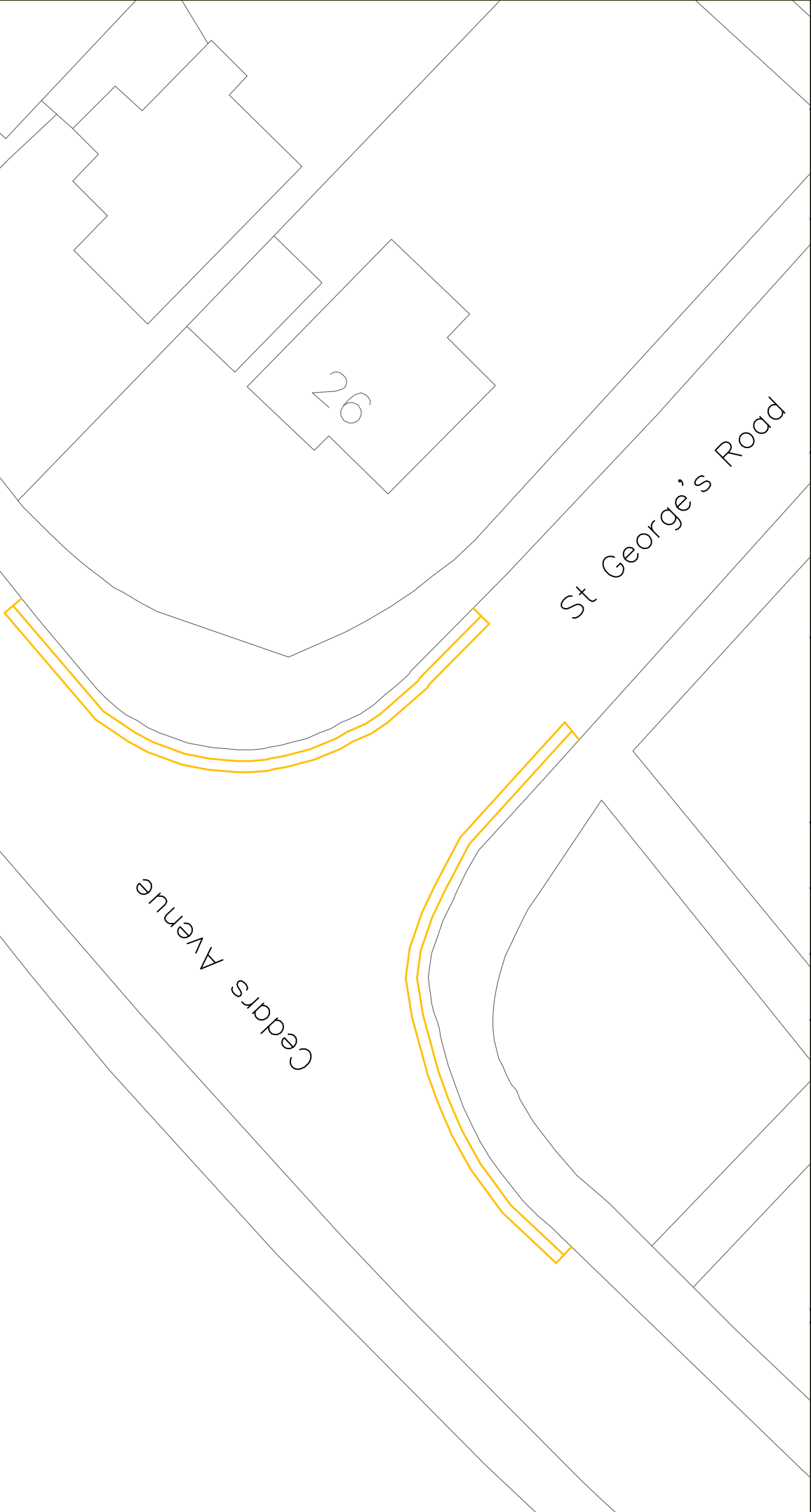
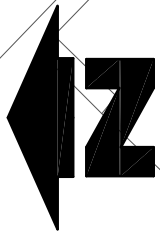
Approved by: _____ Date: _____

PROJECT
Waiting & Loading Restrictions
The Bungalows

TITLE
Waiting Restrictions

Merton CMC Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.	Z27-640-04
Revision	-
Classification	Report
Scale	1:500



Notes
Do not scale from this drawing

Rev	Revisions

Drawn	SB	Date	Chkd.	SB	Date	Appr.	SB	Date

TRAFFIC & HIGHWAYS

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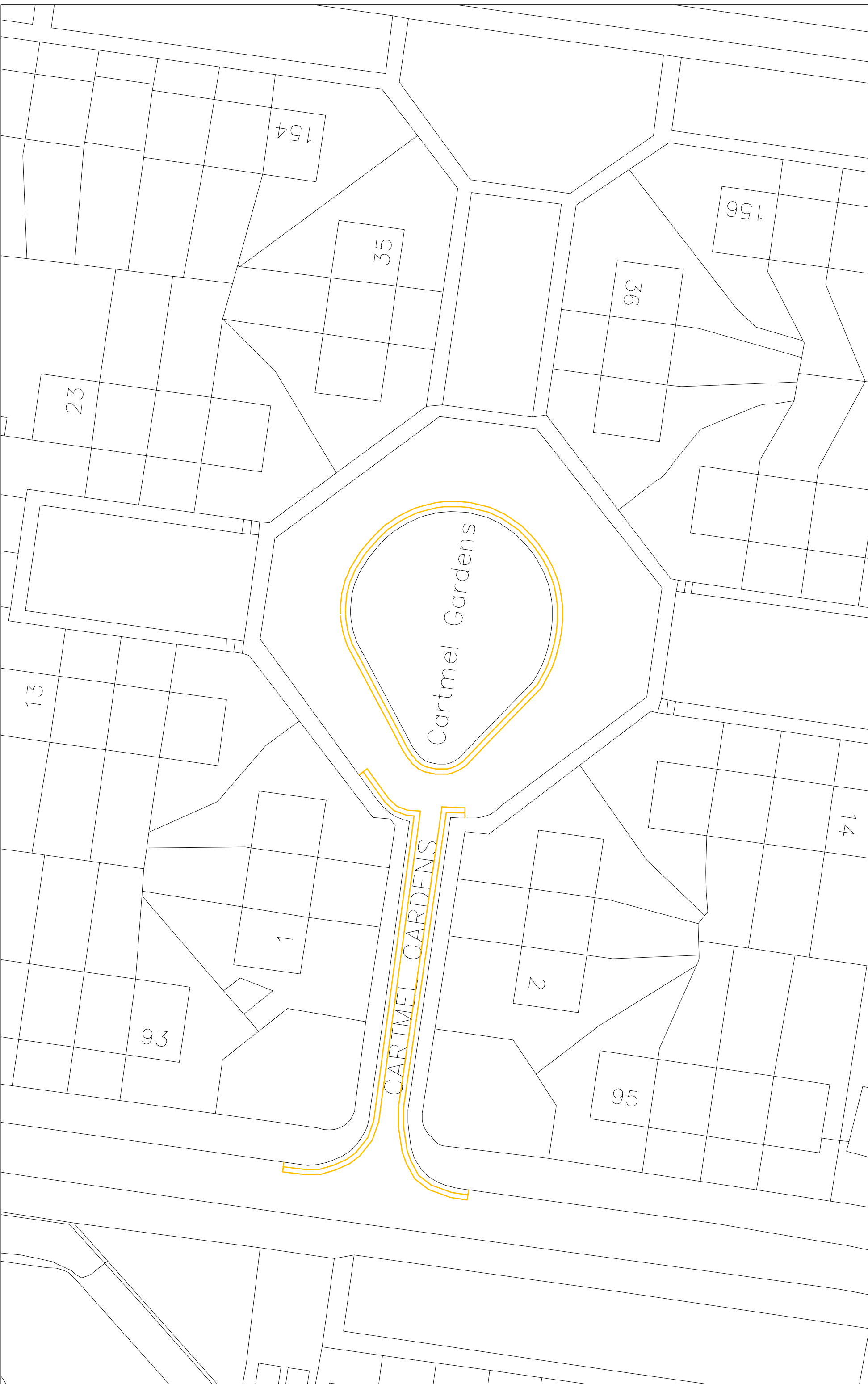
Drawn by	SB	Date	Checked by	SB	Date	Approved by	SB	Date
NRND								

PROJECT
Waiting and Loading Restrictions
St George's Jct with Cedar Av

TITLE
Waiting Restrictions

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.	ZZ7-640-05
Reviser	-
Classification	DRAFT
Scale	1:500



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Rev. Revisions

Rev.	Date	Chkd.	Sig.	Date	App.	Sig.	Date



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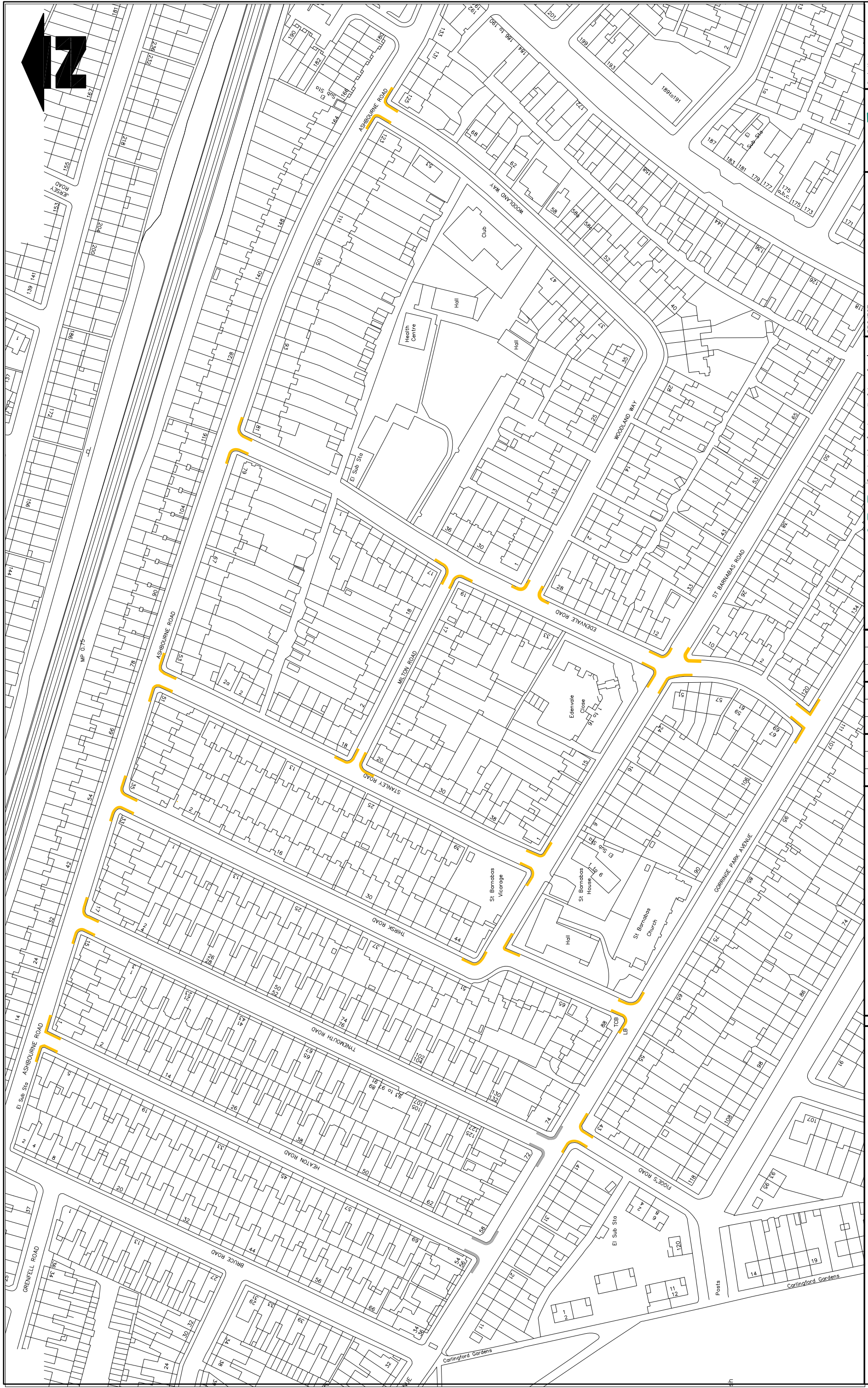
Drawn by	Sig.	Date
N.F.N.D.		Oct 14
Checked by	Sig.	Date
Approved by	Sig.	Date

PROJECT
Cartmel Gardens
Waiting Restrictions

TITLE
Waiting Restrictions

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z27-640-06
Revision -
Classification Cartmel Gardens
Scale 1:500



Notes
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Notes

Rev	Revisions	Drawn	Chk	Appr	Stg	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Drawn by		
Checked by		
Approved by		
Date		
Date		
Date		

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London Borough of Merton, L00019228

PROJECT
ASHBOURNE RD AREA
Waiting & Loading Restrictions

TITLE
Waiting Restrictions

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No. Z27-640-07

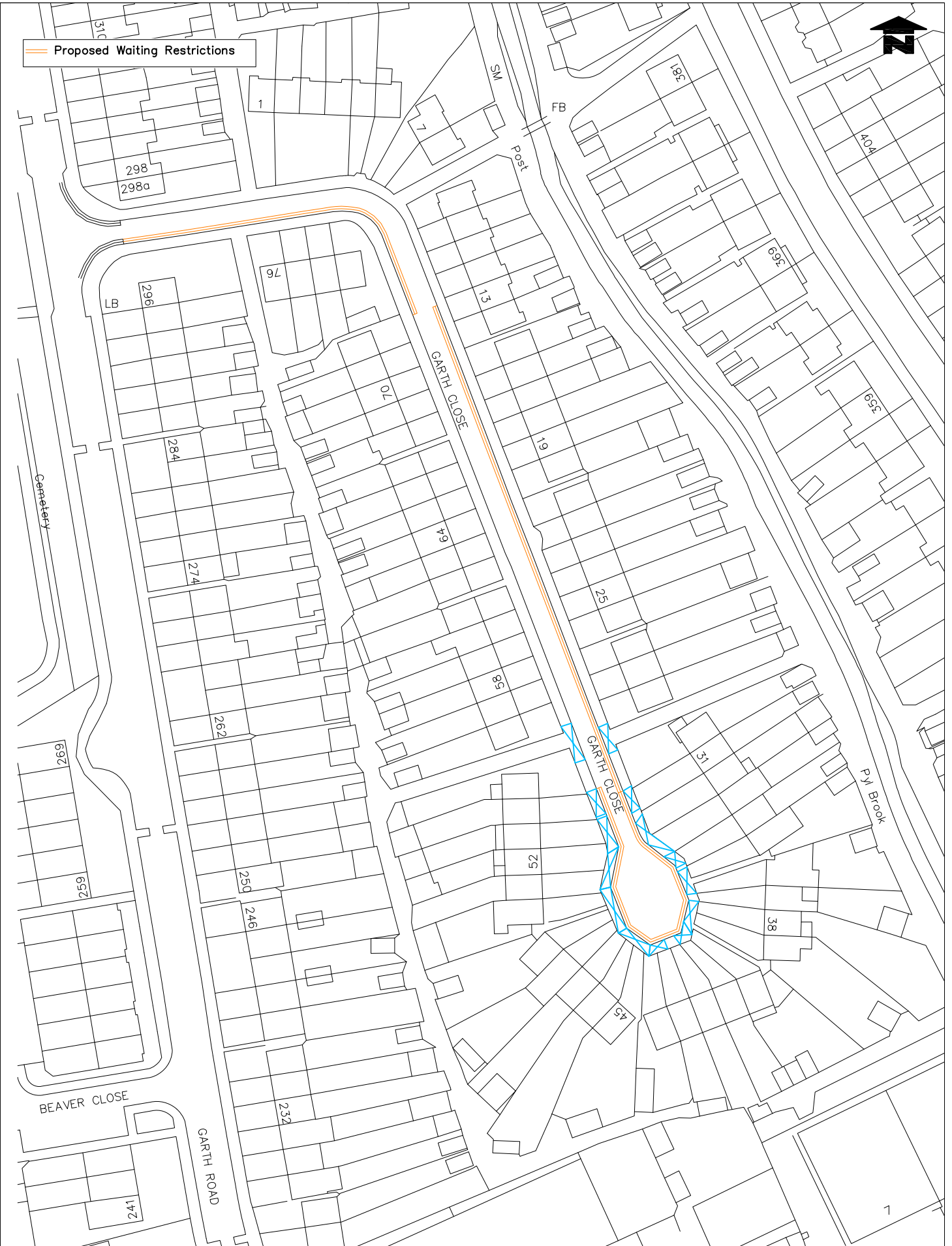
Revision: -

Classification: DRAFT

Scale: NTS



Proposed Waiting Restrictions



Notes
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Street Scene & Waste
environment & regeneration

TRAFFIC & HIGHWAYS

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Drawn by B.M.S.	Slp.	Date Mar' 14
Checked by	Slp.	Date
Approved by	Slp.	Date

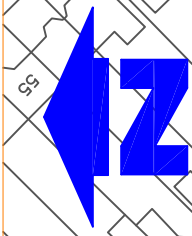
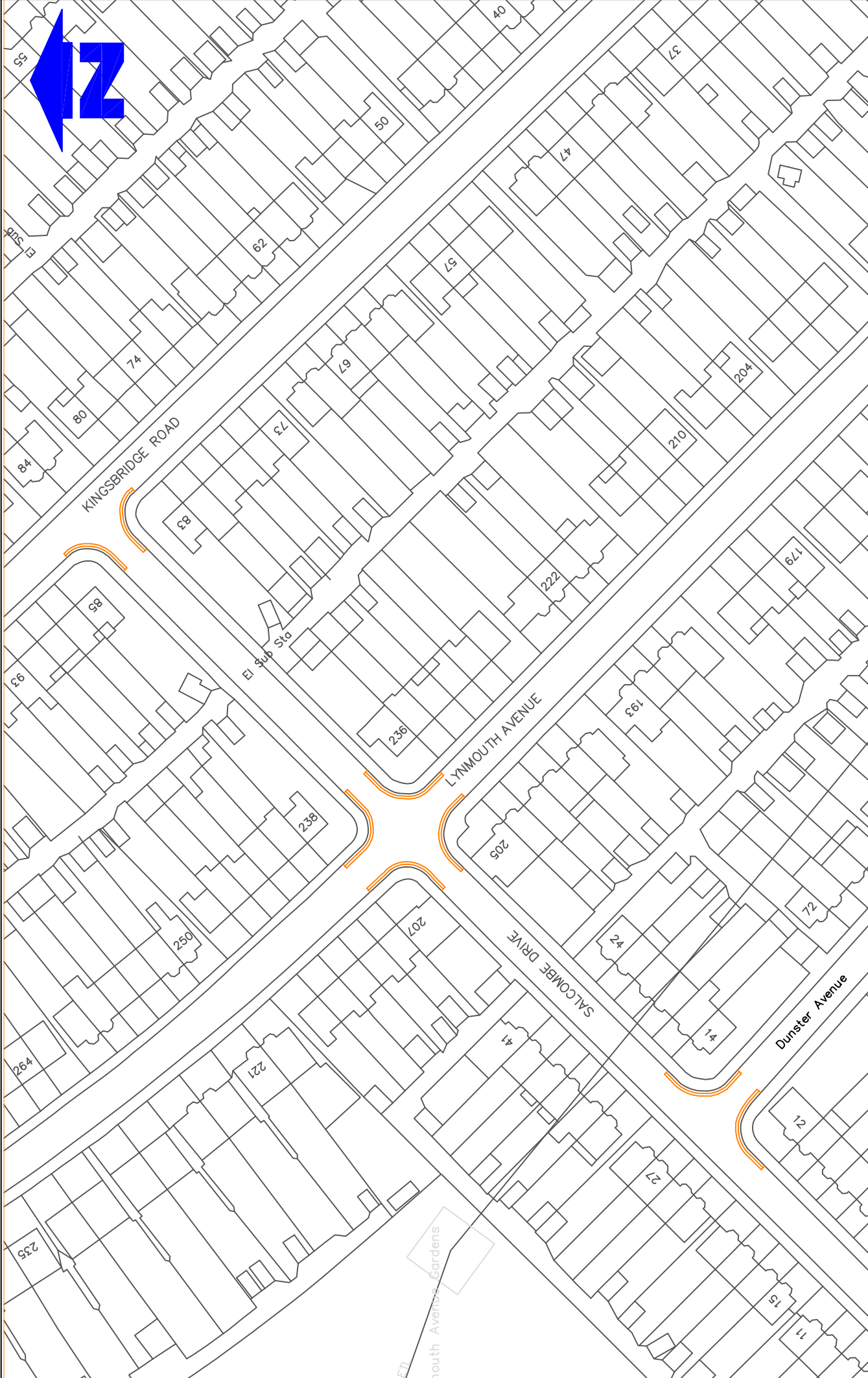
PROJECT	Waiting Restrictions Proposed DYL
TITLE	Garth Close



merton

Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.	Z27-640-08
Revision	-
Classification	CONSULTATION
Scale	1:1000



Notes
Do not scale from this drawing

Revised:
No. Description

Drawn	Sp.	Date	Chkd.	Sp.	Date	App.	Sp.	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

PROJECT	TITLE
Salcombe Drive Waiting restrictions	Waiting Restrictions

Merton Council
London Borough of Merton
Merton, Surrey
SMA 5DX
www.merton.gov.uk

Z27-640-09	Proposal	1:1000
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Representations**St George's junction with Cedar Avenue****Resident 12381708 - SUPPORT**

I know the deadline was 3rd July (yesterday) but I have been away for some time and only returned this morning so I hope this representation can be taken into consideration. We are in support of the proposals wholeheartedly as we believe that the current situation represents great risk to all drivers and pedestrians with the volume of vehicles that park on the corners of St Georges Road and Cedars Avenue on both sides. It makes it incredibly difficult to see oncoming traffic when pulling out of St Georges Road in both directions and this has resulted in several near accidents on my part and I know the same goes for several of my neighbours. I think alongside the consultation for double yellow lines in this location, the same should be done on the section of road opposite St Georges Road as well. Every day there are vehicles parking mostly on the kerb which doesn't cause traffic issues but it does make it increasingly dangerous to cross the road and has again resulted in several what could have been fatal accidents involving pedestrians not just that I have been involved in but that I have witnessed as well. My grave concern with adding double yellow lines is the negative impact it would have on the already deteriorating parking situation in St Georges Road. With the increase in residents dropping the kerb outside their house to create parking there has become fewer and fewer spaces in the road for other residents to park in. This wouldn't be a problem if it was just residents of St Georges Road that parked in the street. What we have witnessed on a near daily basis is people parking in the street, often on the corners and then walking across the road to the new development whose name I do not know. I know this was an issue that was raised by residents when planning permission was applied for and they were ensured that it wouldn't be an issue, I have seen the correspondence that states this. It clearly is an issue which I do not understand given how many empty spaces there seems to be in the new development. Is it a case of the permits being too expensive or people subletting illegally and therefore not eligible for a permit. This is a major issue that needs to be addressed as by my calculations by implementing the double yellow lines you would be removing in the region of 10 parking spaces in the road and these cars will just cause chaos in the rest of the street. On multiple occasions I have been able to park anywhere in the street, let alone in the vicinity of my own house and this is unacceptable when there is plenty of other parking available to the residents of the new build development opposite. I think the council should look at implementing permit parking for St Georges Road and I know I have the support of 100% of the residents of St Georges Road that I have spoken to about the issue so far. Another issue which compounds the parking problem is the social housing development next door to 2 St Georges Road. They all park on the street as well despite having a large car park that is empty 100% of the time. In 18 months of living here I have seen only a handful of cars ever park there. Can this be utilised in a more productive way? In summary as I appreciate this is a long e-mail. I support the proposals but think that as part of the implementation, further consideration should be given to the overall parking situation in St Georges Road.

Miles Road**Resident 12381699 – SUPPORT & OBJECTION**

As per your plan I have noticed that a double yellow line is to end just past my house, which prohibits me from parking outside my own home. I am very disappointed in this matter as I have been parking outside our home for 16 years and there has never been a problem, traffic passes freely and pedestrians pass freely too. I do understand the need for this action in certain areas, as at certain times Frimley Gardens on both corners are parked on which makes it difficult for vehicle users to pass, but I believe that the doctor's surgery is to fault. I also agree that it is needed at the beginning of Miles Road, as the road is very narrow, but there is a stretch of waste land by the side of the pavement, which I believe could be put to better use. I do hope that this matter is resolved soon, and that you can see my point. I look forward to receiving your reply.

Officer's comment – the extent of the restriction outside the property has been reduced. This object has, therefore been resolved

Garth Close

Representation received via a Ward Cllr on behalf of one of the residents: SUPPORT

I have just received a distressed phone call from Mr XXXX, XX Garth Close, Morden, an invalid who has to use walking stick. This morning he was unable to get a parcel delivered because of vehicles parked either side of Garth Close and delivery van was unable to get into the Garth Close. He is worried also of having to walk in the road because of parked vans on the pavement, so near the junction, if a car came round the corner he is unable to move fast enough to get out of the way. Please update me on any plans to resolve this dangerous situation.

Resident 12381690 - Objection

As you know they are proposing to introduce double yellow lines in Garth Close - including round to our property. Obviously I feel this would be totally wrong for our close and don't know of any problems caused by the parking or

pavement access. However there will be more issues by restricting where cars can park. Do you know if the double lines would go across our drive way or would we still be permitted to park in the road outside our property where the driveway is dropped? I think there will be strong feelings against this proposal in the Close and feel it would be good to have a meeting to get everyone's views. My daughter uses a wheelchair and we haven't had issues with using the pavement up and down Garth Close. A problem that I have been experiencing recently is large vans and trucks stopping at the top of Garth Close to empty their rubbish into cars and then avoid the charges at the dump. I have noticed this happening on a number of days this week. I would be grateful if you are able to help on the above information and pass on my comments and answer the above question re parking outside our drive.

Resident 12381695 Objection

With regards the proposed measures of double yellow lines being implemented into Garth close, we would like to strongly object to the proposal. My husband and I appreciate something needs to be done as the visibility and safety at the entrance to the road and coming round the corner in the close can be difficult with cars parked on both sides of the road, although to implement double yellow lines down the entire one side of the close is not the solution. It has been our observation that people who do not live in Garth Close park their cars in the Close. People who work in the Garth Road industrial area park in our road. It has also been observed that people from Lynmouth Avenue park in Garth Close and use the access over the river to return to Lynmouth Avenue. Whilst I appreciate the information is available to view at the Morden Council's office between 9am and 5pm Monday to Friday, the website link doesn't appear to be updated and the information can't be located. Please could you advise when the information will be available online and where we will be able to publicly view the responses provided in relation to either the objections or agreement with the proposal with the outcome of this proposal. Where your proposal outlines the double yellow lines, in the attached picture taken at 5.30am shows no-one parking, yet on the pavement is where the cars park on the opposite side of the road, therefore these areas should be better marked with either parking bays or residents only parking. With the restrictions proposed, there will be a lack of parking for visitors, resulting in them having to walk long distances to get from their parked cars to our property. If we were to have any services to the property (British Gas or Virgin as examples), they would not be able to access the property. British Gas always asks whether there are any restrictions to the property and this could be an issue if we were to advise the parking restrictions. Another main concern would be the devaluation to property if we were ever to move. The double yellow lines with restrictions would pose as a highly likely issue in the decision for a potential buyer when viewing the property. The street isn't a main road or through road and is relatively quiet. Children feel safe playing in the streets and the issue of not being able to cross or walk safely with pushchairs isn't an issue. An alternative suggestion to your proposal would be to implement the following: Extension of the yellow lines on the south side of Garth Close to the first lamppost, round the corner only. Marked parking bays between the lamppost and the dropped kerb. Residents permit parking for areas – This would stop any non-residents parking in the Close. Designated marked parking bays, therefore allowing sufficient pedestrian access.

Resident 05-15 050 Objection

My wife and I are residents in Garth Close and object to the proposal to put double yellow lines on the south side of the close for a number of reasons. Firstly and most importantly my wife has a number of medical conditions which impact on her ability to walk. This may come on at any time without warning. Very often she is taken out by other members of our family of friends to give me some respite and they come and collect her from our home and therefore need to be able to park. The proposed parking restrictions, if approved and implemented, will mean that we are unable to have visitors of any type to our home. This will leave us isolated. Furthermore, we will be unable to have any deliveries to our house. Garth Close is not a busy road. It is a quiet residential street with very little traffic flow. Residents and visitors park considerably and ensure there is space to allow larger vehicles such as the Council refuse vehicles to access. Residents have not had any difficulties in accessing their drives, nor as far as I am aware have there been any accidents or problems caused by visibility problems. Surely, the more sensible option is to put such restrictions on the busier Garth Road where parking does hold up both traffic and public transport and is more significantly more dangerous.

Resident 05-15 057 Objection

I am writing to raise an objection in relation to the proposal to implement parking restrictions (double yellow lines) in Garth Close. My parents live in Garth Close, Morden Surrey, SM4 4NN. My mum has a number of medical conditions which impact on her ability to walk. Very often in order to give my dad a break I, my husband and other friends and family often help by taking mum out. To be able to do this we need to be able to come and collect mum from her house and to be able to park without any restrictions. The proposed parking restrictions, if approved, will make it significantly more difficult to continue to help mum as we have done thus far. I am hugely concerned that this will leave her isolated at home and about the negative effect this will have on her overall health and wellbeing. Furthermore, I worry about the future and how my parents will access any help they may need when the time comes if for example carers are not able to park. My husband and I lived in Garth Close for 18 years and know that it is a quiet residential street with little traffic. We never had any difficulties in accessing the street due to parked cars. Implementation of these plans will simply mean that residents park out on the already overcrowded Garth Road which I believe to be more dangerous to the public as it used by public transport.

Cartmel Gardens**Resident 12381688 Objection**

I have lived at Cartmel Gardens for 24 years now and am opposing your intention to introduce waiting restrictions in Cartmel Gardens. I do not understand after 24 years why at this time you feel it necessary to introduce such restrictions to our parking facilities. None of the other gardens off of Canterbury Road are subject to these restrictions, although the lay out is the same. I would like to understand how or where you consider the 12 cars currently parking around the circle will be able to park. There is no more parking in Canterbury road or on St. Helier Avenue as there is limited parking on these two roads like there always has been. I pay my road tax and my council tax and do not feel that my rights, as a tax payer are being acknowledged. My household will be severely affected by these restrictions as I work in London, my daughter works in Theatre and therefore I leave the house at 7am in the morning and return around 7.30pm. By the time I arrive home there will be no parking spaces. My daughter working in Theatre obviously works late into the night and therefore with your restrictions, potentially will have to park at least 3 streets away. This causing her to walk home in the dark and is very stressful for myself. As most of the residents in Cartmel Gardens are non-tax payers and therefore are unemployed or claiming benefits they have the opportunity to be at home all day and therefore will have the parking spaces all the time. In your statement you say that there is not enough parking to accommodate cars on both sides of the carriage way which I agree. However, have never experienced this situation in my 24 years where cars have parked on both sides. It would have been correct for you to consult with the residents first before proposing these restrictions in the first place, as we would have been able to consider alternative options such as, reducing the size of the circular green and putting in potential parking bays for all residents. We could have considered each household having up to one car parking, even though they already have more than one car per household; in order for this to be fair to all residents in the gardens. I would like you to take this email as my objection to your proposal and please reconsider your actions. In proposing these waiting restrictions you are also devaluing the cost of my property as I will be unable to sell my property as a home with off street parking.

The Bungalows**Resident 12381710 Objection**

I wrote to you last month with my objection to the proposed double-yellow lines the council wish to put outside my property. I do know a member of the council spoke to my neighbour regarding her objection but to date my objection has not been acknowledged. Would you please let me know you have received my objection on the grounds that both myself & my neighbours family who drive have no problem with turning our vehicles at the end of the Bungalows. PS Just to remind you there is no number 15 The Bungalows.

Officer's comments

All the proposed restrictions are in response to complaints and concerns received and restrictions are drawn up to address obstructive and dangerous parking. Every effort is made to minimise the extent of the restrictions but within any proposed measures safety and access is given priority. Rrequests / complaints from some residents are often about inconsiderate and obstructive parking with vehicles blocking driveways and footway forcing pedestrians into the road.

It is appreciated that parking is at a premium and loss of parking will cause inconvenience to some residents. However, the Council has a statutory duty to ensure safety and access for all road users including refuse vehicles and emergency vehicles and this takes priority over loss of parking. The restrictions will help to improve safety for all road users and will ensure that access is maintained at all times. It will also improve visibility and provide clear access for all road users' particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the footway and section of dropped kerb at the junctions.

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

Call-ins must be supported by at least three members of the Council
(Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on
the third working day following the publication of the decision
(Part 4E Section 16(c)(a)(iii)).

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
(Part 4E Section 16(c)(a)(iv)) to the Assistant Head of Democracy, 8th floor,
Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Assistant Head of Democracy on
020 8545 3361