



CORPORATE SERVICES DEPARTMENT
Caroline Holland - Director

Democratic Services
London Borough of Merton
Merton Civic Centre
Morden, Surrey SM4 5DX

Direct Line: 020 8545 3616

Email:
democratic.services@merton.gov.uk

Date: 10 June 2016

Dear Councillor

**Notification of a non-key Decision taken by the Cabinet Member for
Regeneration, Environment and Housing**

The attached decision was the decision taken by the **Cabinet Member for Regeneration, Environment and Housing** of with regard to **Proposed waiting restrictions borough wide Batch 1 2016 (statutory consultation)** and will be implemented at noon on Wednesday 15 June 2016 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.

A handwritten signature in blue ink, appearing to read "Caroline Holland".

Yours sincerely

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

3. Date of Decision

8th June 2016

4. Date report made available to decision maker

7th June 2016

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

6. Decision

1) I note the result of the statutory consultation carried out between 3rd March and 29th March 2016 on the proposals to introduce 'at any time' waiting and loading restrictions at various locations across the borough.

2) I agree to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading restrictions 'at any time' at various locations across the borough as shown in Drawing Nos. Z78-648-01 – Z78-648-17 (with exception of Z78-648-09 and Z78-648-13) in Appendix A and Drawing Nos. Z78-648-09A and Nos. Z78-648-13A in Appendix C of the report.

3) I agree not to exercise my discretion to hold a public inquiry on the consultation process.

7. Reason for decision

Following representations from residents, councillors and the emergency services about obstructive and dangerous parking on the roads.

8. Alternative options considered and why rejected

To not implement. This would lead to continuing safety issues and be a danger to road users, pedestrians and emergency services.

9. Documents relied on in addition to officer report

Report on the consultation.

10. Declarations of Interest

Correspondence from a local resident in relation to Pentlands Close restriction as the ward councillor.

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.

Martin Whelton 8/6/2016

Cabinet Member for Regeneration, Environment and Housing:

Date: 3rd June 2016

Agenda item:

Ward: Various

Subject: Proposed waiting restrictions borough wide Batch1 2016 (statutory consultation)

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Barry Copestake, Tel: 020 8545 3840

Email: barry.copestake@merton.gov.uk

Recommendations:

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

- 1) Notes the result of the statutory consultation carried out between 3rd March and 29th March 2016 on the proposals to introduce 'at any time' waiting and loading restrictions at various locations across the borough.
- 2) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the waiting and loading restrictions 'at any time' at various locations across the borough as shown in Drawing Nos. Z78-648-01 – Z78-648-17 (with exception of Z78-648-09 and Z78-648-13) in Appendix A and Drawing Nos.Z78-648-09A and Nos.Z78-648-13A in Appendix C.
- 3) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the undertaking of the statutory consultation and the outcome on the Councils' proposals to introduce waiting and loading restrictions across the borough operating 'at any time'.
- 1.2 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting and loading restrictions at various locations across the borough operational 'at any time' as shown in Drawing Nos. Z78-648-01 – Z78-648-17 (with exception of Z78-648-09 and Z78-648-13) in Appendix A and Drawing Nos.Z78-648-09A and Nos.Z78-648-13A in Appendix C.

2 BACKGROUND

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

3 STATUTORY CONSULTATION

- 3.1 The statutory consultation on the Council's proposal to introduce waiting and loading restrictions at various locations across the borough commenced on 3rd March 2016 and ended on 29th March 2016. 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. Details and plans of the proposals, see appendix A, were also available on the Council's website and a link to this website was included on all street notices.
- 3.2 The statutory consultation resulted in the Council receiving a total of 45 representations, which consisted of 28 representations in support of the proposals and 17 objections.
- 3.3 The majority of representations were in support of the proposals and of the objections received although a fair amount acknowledge the benefit of the proposals the majority of objections were made on the grounds of loss of parking and concerns that in areas which currently experience parking pressure further waiting restrictions will exacerbate this pressure.
- 3.4 It is important to note that the council must strike a balance of ensuring safety and maintaining unobstructed traffic flow whilst acknowledging the parking needs of the community.

Ward Councillor Comment

- 3.5 Ward Members of the wards affected by the proposals have been engaged during the statutory consultation process with the proposals.

4 THE PROPOSALS AND REPRESENTATIONS RECEIVED

- 4.1 **The Cheviots, Ashbourne Road, CR4.** Councillor's request on behalf of residents due to continual problems with missed bin collections, due to vehicles parking in the access road. This proposal received 3 representations in support.
- 4.2 **Eastway and The Green, SM4.** Following concerns raised by residents regarding obstructive parking throughout Eastway and at junction with The Green, public meetings attended by Ward Members and Council Officers were held in March 2014 and February 2015 and proposals drawn up to address the parking issues. There were 16 representations received during the statutory consultation with 7 objections and 10 in support of the proposals.
- 4.3 The objections mainly centred on insufficient parking capacity provided as part of the Oaks Development and consideration should be given to increase parking, for example the forecourt, in the Oaks Development and that any waiting restrictions introduced would further increase the pressure on parking availability and displace parking elsewhere. It is important to note that waiting restrictions are proposed along stretches of carriageway on one side where the width is insufficient to support parking on both sides of the road and at junctions and bends to assist with sightlines and access / flow of traffic, especially emergency service vehicles and the Council's refuse collection services.
- 4.4 **Hemlock Close and Longthornton Road, SW16.** Reports from residents concerning the longstanding issue of obstructive parking in Hemlock Close and at the junction with Longthornton Road. This proposal received 1 representation of support for parking restrictions although the representation seems to be confusing consultations as much reference to the recent footway parking enforcement Street Notification.

- 4.5 **Barnard Road and Lammas Avenue, CR4.** Resident requests for yellow lines due to obstructive parking at the junction of Barnard Road and Lammas Avenue. No representations received.
- 4.6 **West Barnes Lane, Barnes End, Blakes Terrace and Stanley Avenue, KT3.** Councillors' request on behalf of residents for yellow lines on the bend and junction at Blakes Terrace and West Barnes Lane to address obstructive parking help give clearer sight lines. There were 3 representations in support and 1 objection received.
- 4.7 The objection was on the grounds that even though the objection maker acknowledged a problem with parking on street corners they suggested enforcing The Highway Code (rule 243 do not stop or park opposite or within 10 metres of a junction) with a penalty charge to be sufficient, however it is not, and unfortunately inconsiderate parking does take place and civil traffic enforcement cannot be carried out without a Traffic Management Order (TMO) in place.
- 4.8 **Abbotsbury Road, SM4.** In response to reports of reckless and obstructive parking outside Abbotsbury School near to the Central Road entrance, especially dangerous due to the vicinity of the traffic lights controlled junction. No representations received.
- 4.9 **Central Road, SM4 access road between Nos.173b – 191.** Residents report of obstructive parking at the access road to the close. No representations received during the statutory consultation period, however the proposal was submitted to a representative of the residents of the close for their comments before the consultation period and they expressed total support for the proposal.
- 4.10 **Farnham Gardens and Grayswood Road, SW20.** Reports from the Council's refuse collection of obstructive parking at the bend of Farnham Gardens and junction with Grayswood Road impeding vehicle access and resulting in missed collections. This proposal received 1 representation of support.
- 4.11 **Lacrosse Way, SW16.** The Council received a petition, signed by 17 of the 18 properties of Lacrosse Way, to request the introduction of double yellow lines along both sides of the entrance road from Woodmansterne Road; however during the statutory consultation 7 representations were received in objection to the proposal.
- 4.12 The objections were all on the grounds that due to existing parking pressure within the cul-de-sac of Lacrosse Way all available kerbside parking is very much needed for visitor parking. Almost all the objectors had signed the petition however the reason for the change of view was apparently misunderstanding the initial request when signing the petition.
- 4.13 **Love Lane, Raleigh Gardens and Westfield Road, CR4.** Due to large heavy goods vehicles experiencing difficulty accessing the supermarket car park adjacent to the junction of Love Lane with Western Road, this proposal aims to maintain clear access along the section of road and at the adjacent southern junction. This proposal received 1 objection on the grounds of loss of parking and requesting resident permit parking, however the proposal seeks to ensure access and clear sightlines on the corners of junctions and the Council does not accept the proposals reduces available parking places. It must be noted that yellow lines would be introduced in the same layout even with the introduction of a Controlled Parking Zone (CPZ).
- 4.14 Although not received during the statutory consultation, the care home at No.90 Love Lane expressed support for waiting restrictions at the entrance of Love Lane from Western Road as due to reported blocked access by obstructive parking the care home vehicles are unable to access Love Lane to collect / return the care home residents and therefore residents are

wheeled approximately over 200 metres distance. The proposal will assist with access to the care home from Western Road.

- 4.15 **Garth Road, SM4.** The request for double yellow lines outside the entrance to Merton and Sutton Joint Cemetery was raised by the cemetery management due to vehicles experiencing difficulty, hindered sightlines to oncoming traffic when egressing the cemetery access road. No representations were received during the statutory consultation.
- 4.16 **Pentlands Close, CR4.** Request from MP on behalf of residents to address obstructive parking in the access road from Commonsides East causing access problems for refuse collection services resulting in missed waste collections. No representations received.
- 4.17 **Windermere Road, CR4.** Following reports from roads users using the service road behind Nos.97 – 117 Windermere Road that due to vehicles parking adjacent, west to the access, the sightline to oncoming traffic is hindered when egressing the access road. This proposal received 1 objection on the grounds the excessive extension to the waiting restriction will displace parking and exacerbate existing parking pressure.
- 4.18 **Maycross Avenue, Hillcross Avenue and Mossville Gardens, SM4.** Councillor requests for yellow lines on behalf of residents to address obstructive parking and hindered sightlines at the junction corners. The Council received 8 representations in support to the proposals.
- 4.19 **Feltham Road, CR4.** Lonesome Primary School officer request on behalf of resident experiencing problems from accessing her driveway and exiting the road due to vehicles parked on either side of the road. No representations received.
- 4.20 **Ashbourne Road and Stanley Gardens, CR4.** Resident concerns about obstructive parking on corner hindering sightlines for children crossing road and disabled resident unable to access with wheelchair. No representations received during the statutory consultation period.
- 4.21 **Dunster Avenue and Garth Road, SM4.** Due to resident raised concern that parked vehicles have been damaged due to the narrow road width, it has been identified that the road width at this location is insufficient to support parking on both sides of the carriageway. There were 2 representations received during the statutory consultation, 1 in support and 1 objection.
- 4.22 The objection was on the grounds that waiting restrictions would exacerbate existing parking pressure and suggested partial footway parking (2 wheels on footway) to widen the carriageway width, however following the Council's Parking Enforcement Team's footway parking review in April 2016 Dunster Avenue has not been approved suitable for footway parking.

5 AMENDED PROPOSALS

- 5.1 **Lacrosse Way, SW16.** In response to the representations received, see appendix B, and the fact the section of road has sufficient width to support parking on one side of the carriageway, the proposal has been amended to provide a length of unrestricted parking along the eastern kerb side, see appendix C.
- 5.2 **Windermere Road, CR4.** In response to the representation's objection regarding the excessive length of proposed waiting restriction but while addressing the issue of hindered sightline to oncoming traffic for vehicles egressing the access gate the proposal has been amended, see appendix C, to introduce a double yellow line waiting restriction across the access and for a westward distance of 10 metres which complies with a 10 metre clearance at junctions as recommended by the Department for Transport (DfT) Highway Code, this leaves a length of 10 metres unrestricted parking space, the removal of 1 parking place as opposed to 3 places.

6 TIMETABLE

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

7 ALTERNATIVE OPTIONS

- 7.1 Do nothing. This would be contrary to the concerns expressed by the local businesses, and would not resolve the dangerous and obstructive parking that is currently taking place. It will do nothing to assist the businesses with their operational needs in terms of access and deliveries.

8 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 To introduce the proposed restrictions will cost approximately £6,700. This includes the making of The Traffic Management Orders. The set up costs will be funded from the Capital budget identified for controlled parking zones within the Capital Programme 2015/2016.
- 8.2 The Environment and Regeneration revenue budget for 2015/16 currently contains a provision of £260k for Parking Management schemes. The cost of this proposal can be met from this budget.

9 LEGAL AND STATUTORY IMPLICATIONS

- 9.1 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.
- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 10.1 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.
- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 10.3 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.
- 10.4 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.

10.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

11 RISK MANAGEMENT IMPLICATIONS

11.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users, businesses and visitors, in the case of an emergency, and access difficulties will not be addressed. It would also be contrary to the support and concerns expressed and could lead to loss of public confidence in the Council.

11.2 The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand in the surrounding roads at each location. However, the benefits of the proposals outweigh the possible increase in demand.

12 APPENDICES

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

12.2 Appendix A - Drawing Nos. Z78-648-01 – Z78-648-17

12.3 Appendix B – Representations and Officer's Comments

12.4 Appendix C – Amended proposals Drawing Nos.Z78-648-09A and Z78-648-13A

Appendix A

Drawing Nos. Z78-648-01 – Z78-648-17

Key

Proposed waiting restrictions 'at any time'

Existing waiting restrictions

Dropped kerb

Lamp column

Notes
Do not scale from this drawing

Rev	Revisions

Drawn	Sg.	Date	Chkd.	Sg.	Date	Appr.	Sg.	Date

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Drawn by	Sg.	Date	Chkd. by	Sg.	Date	Appr. by	Sg.	Date
		02 May 2002			02 May 2002			02 May 2002

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PROJECT

Proposed Waiting Restrictions
Batch 1 / 2016

TITLE

Ashbourne Road, CR4
Cheviots

Merton Civic Centre

London Road

Merton, Surrey

SM4 5DX

www.merton.gov.uk

Drawing No.	227-648-01
Revision	-
Consultation	CONSULTATION
Scale	1:500

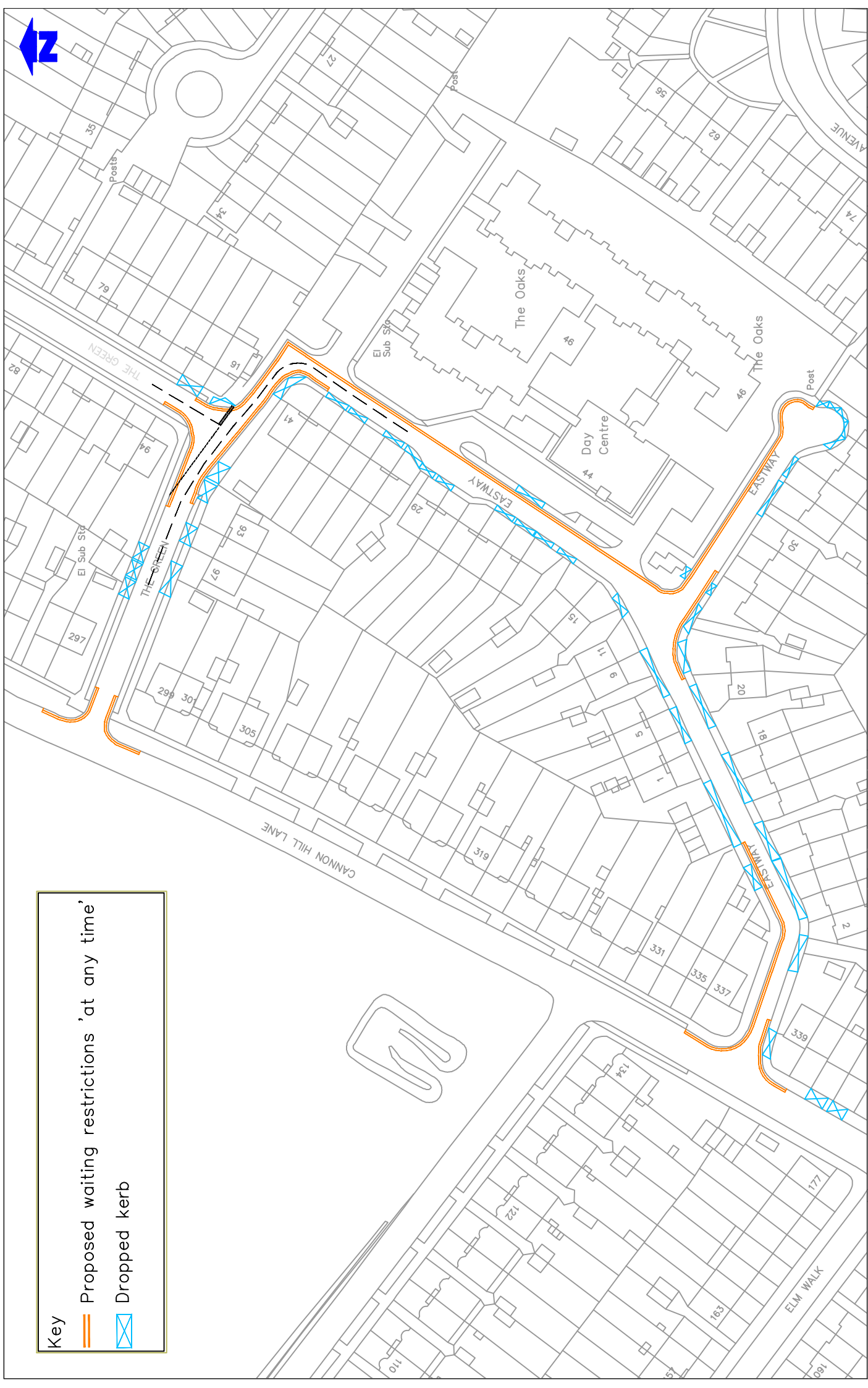
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Key

Proposed waiting restrictions 'at any time'

Dropped kerb



Notes
Do not scale from this drawing

Rev	Revisions

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environment & regeneration




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Drawn by	Checked by	Approved by	Date

PROJECT
Proposed Waiting Restrictions
Batch 1 / 2016

TITLE
Eastway, Morden SM4



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

227-648-02
CONSULTATION
1:1250

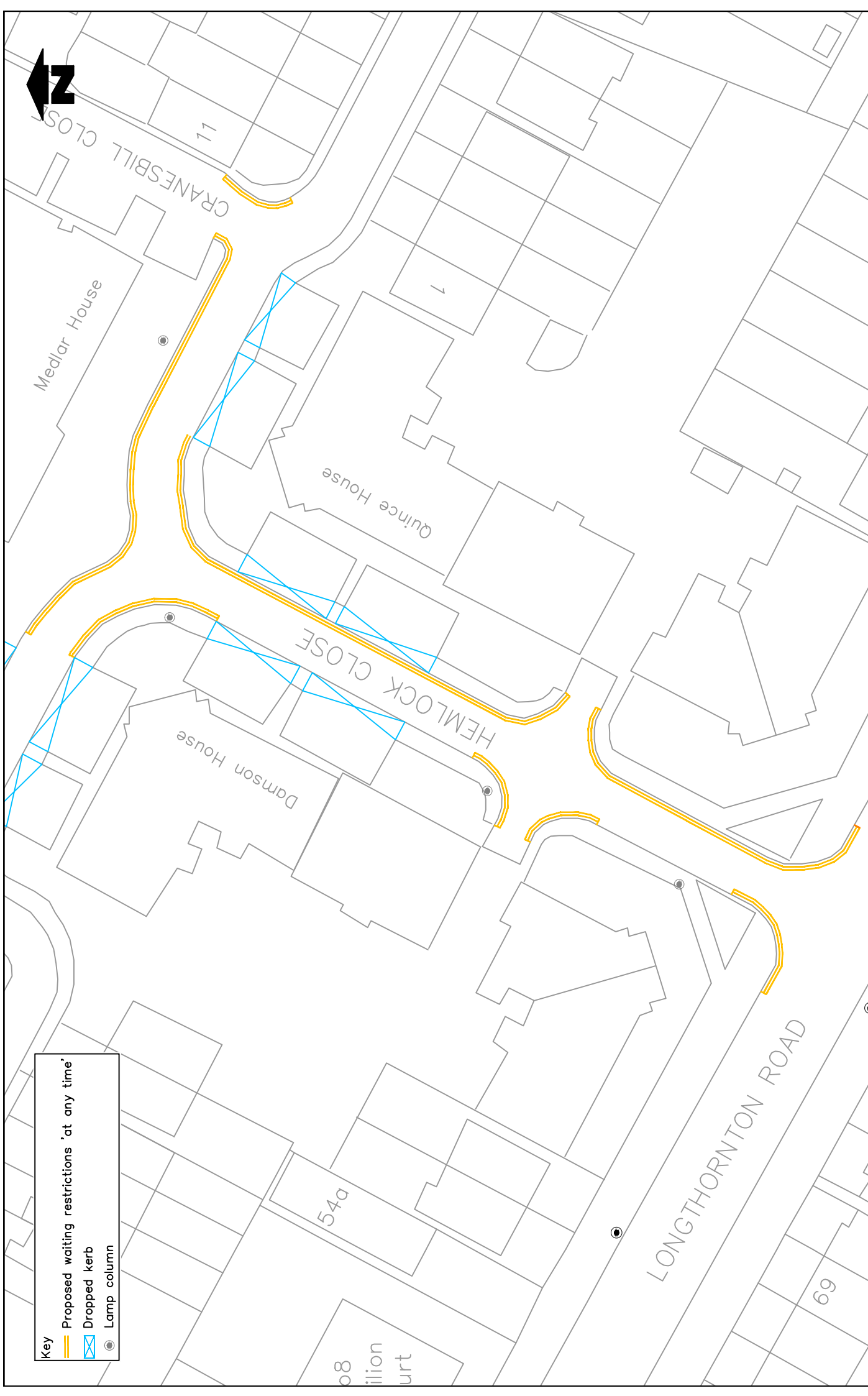


Key

Proposed waiting restrictions 'at any time'

Dropped kerb

Lamp column



Notes

Do not scale from this drawing

Revisions

Rev	Description	Drawn	Sign	Date	Checked	Sign	Date	Approved	Sign	Date



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Sign

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Sign

03 Mar 2022

03 Mar 2022

03 Mar 2022

PROJECT

Proposed Waiting Restrictions Batch 1 / 2016

TITLE

Hemlock Close, CR4



Merton Civic Centre

London Road

Morden, Surrey

SM4 5DX

www.merton.gov.uk

Drawing No.

227-648-03

Revision

-

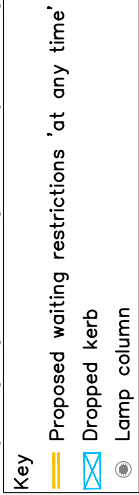
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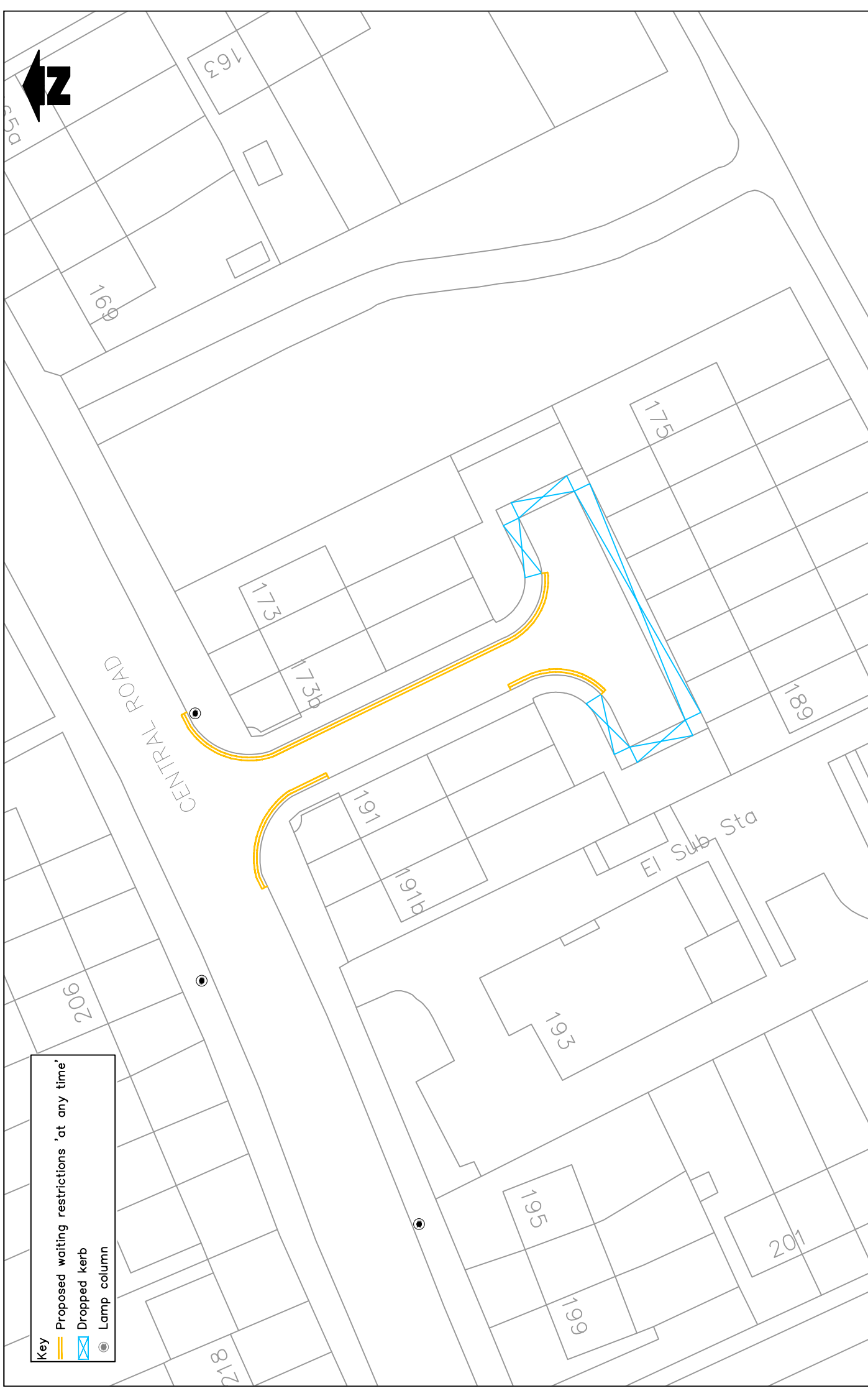
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Key

- Proposed waiting restrictions 'at any time'
- Dropped kerb
- Lamp column

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Checked by	Sg.	Date FEB 2016
Approved by	Sg.	Date FEB 2016

PROJECT
Proposed Waiting Restrictions
Batch 1 / 2016

TITLE
Central Road Nos.173b - 191 Morden. SM4

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

Drawing No.	Z27-648-07
Revision	-
Classification	CONSULTATION
Scale	1: 500



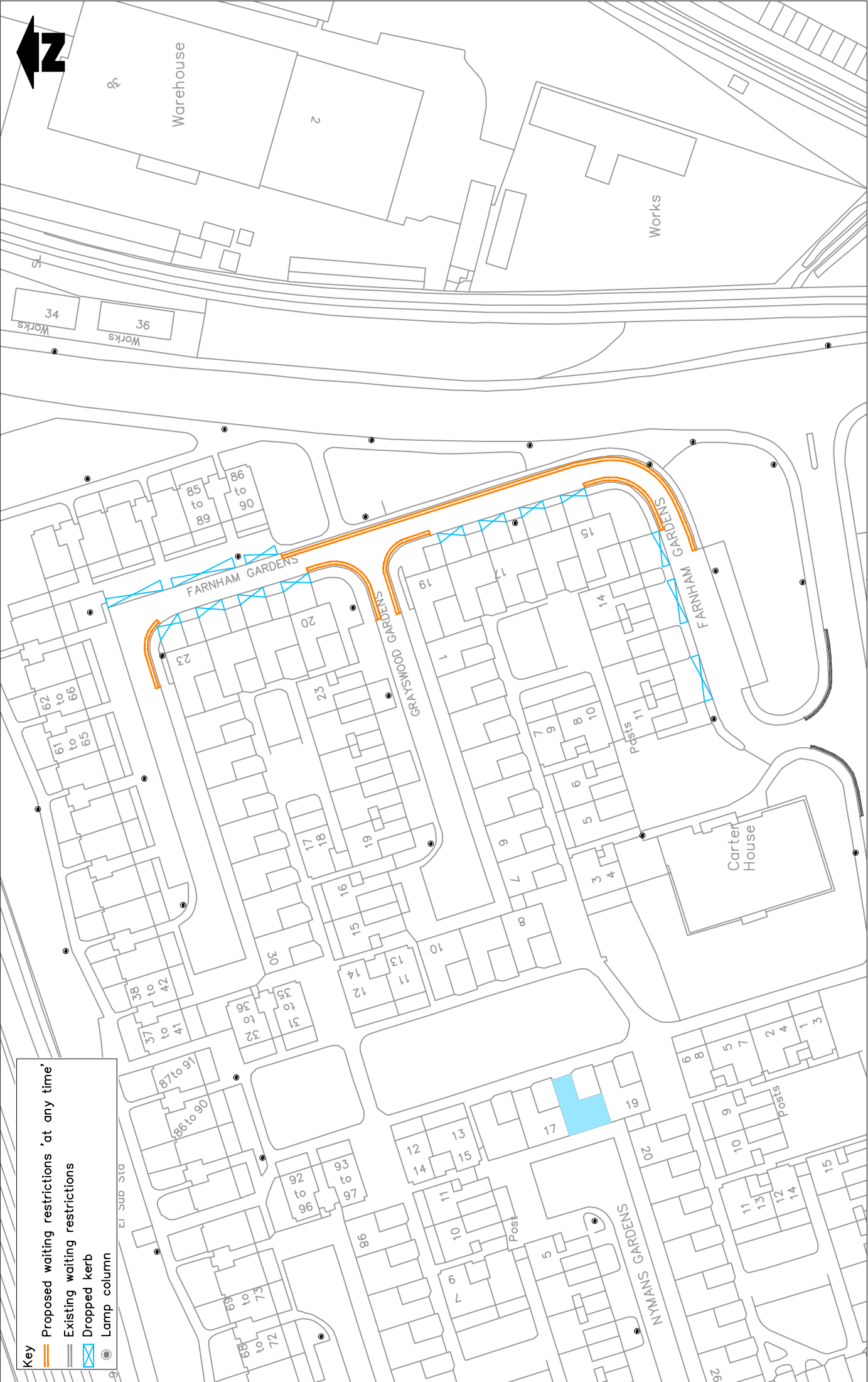
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Proposed waiting restrictions 'at any time'

Existing waiting restrictions

Dropped kerb

Lamp column



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Revisions

No	Revisions	Date	App.	Sg.	Date	App.	Sg.	Date	App.	Sg.

PROJECT

Proposed Waiting Restrictions
Batch 1 / 2016

TITLE

Farnham Gardens, SW20

Drawn by

S.G.S.

Checked by

Approved by

Date

03 May 2002

Date

03 May 2002

Date

03 May 2002

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Drawing No

Z27-468-08

Revision

Consultation

Scale

1: 1000

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Scale

1: 1000



WOODMANSTERNE ROAD

LACROSSE WAY

LACROSSE WAY



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PROJECT
Proposed Waiting Restrictions
Batch1 / 2016

Lacrosse Way
Mitcham, SW16


PROJECT

TITLE

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Checked by	Sig.	Date FEB 2016
Approved by	Sig.	Date FEB 2016

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Morden, Surrey
SM4 5DX
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Drawing No. Z27-648-09

Revision

Classification

CONSULTATION

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Key

Proposed waiting restrictions 'at any time'

 Dropped kerb

Lamp column



WESTERN ROAD

Warehouse

Warehouse

Scrap
Yard

Works

RALEIGH GARDENS

A stylized map of Westfield Road. The road is represented by a series of parallel lines. A black dot, indicating a bus stop, is located on the left side of the road. The text "WESTFIELD ROAD" is written along the road.

0400

779



merton

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Proposed Waiting Restrictions
Batch 1 / 2016

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 Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
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TITLE

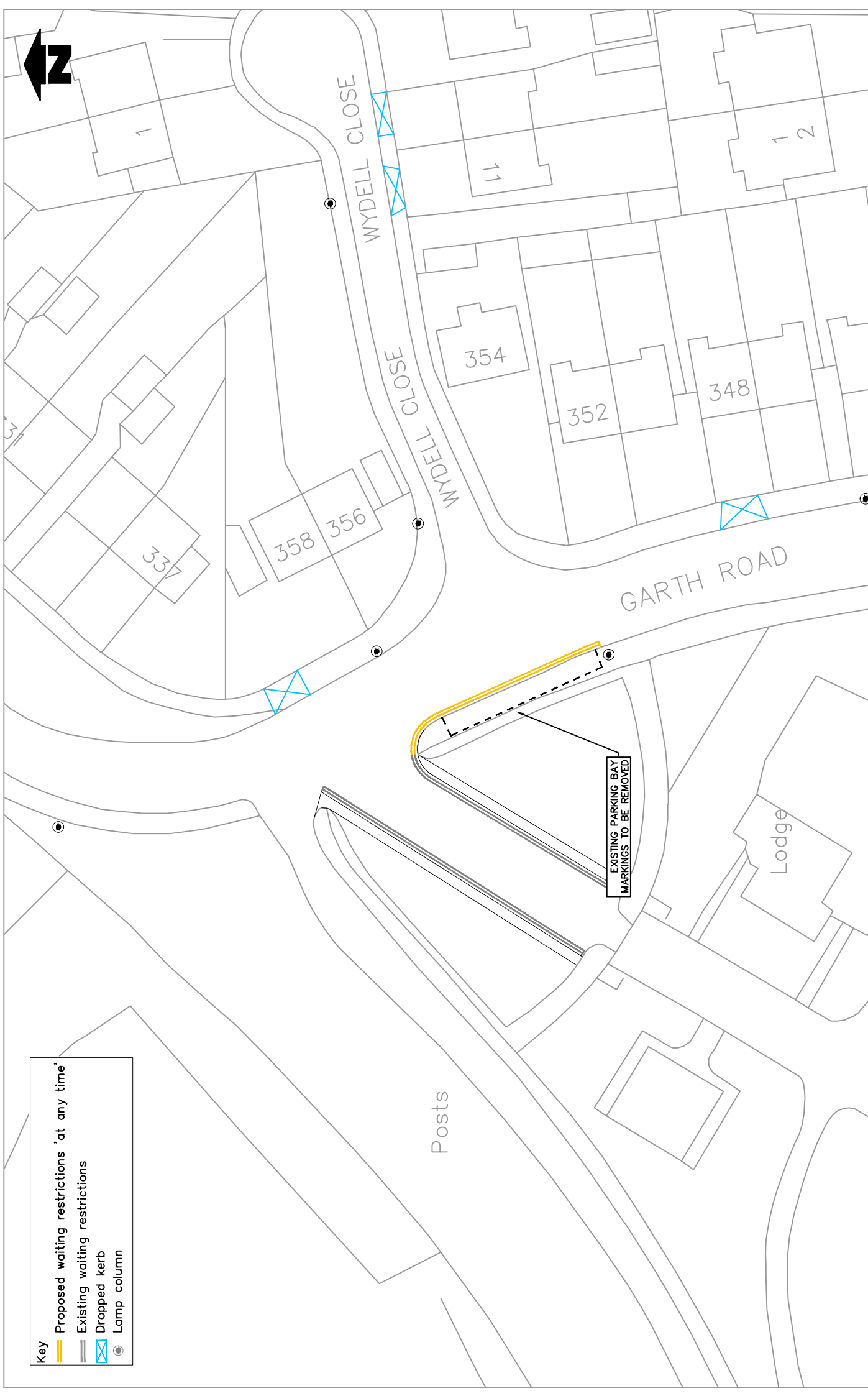
London Borough of Merton 100019259	Sig.	Date FEB 2016
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Approved by	Sig.	Date FEB 2016

TRAFFIC & HIGHWAYS

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Key

Proposed waiting restrictions 'at any time'

Existing waiting restrictions

Dropped kerb

Lamp column

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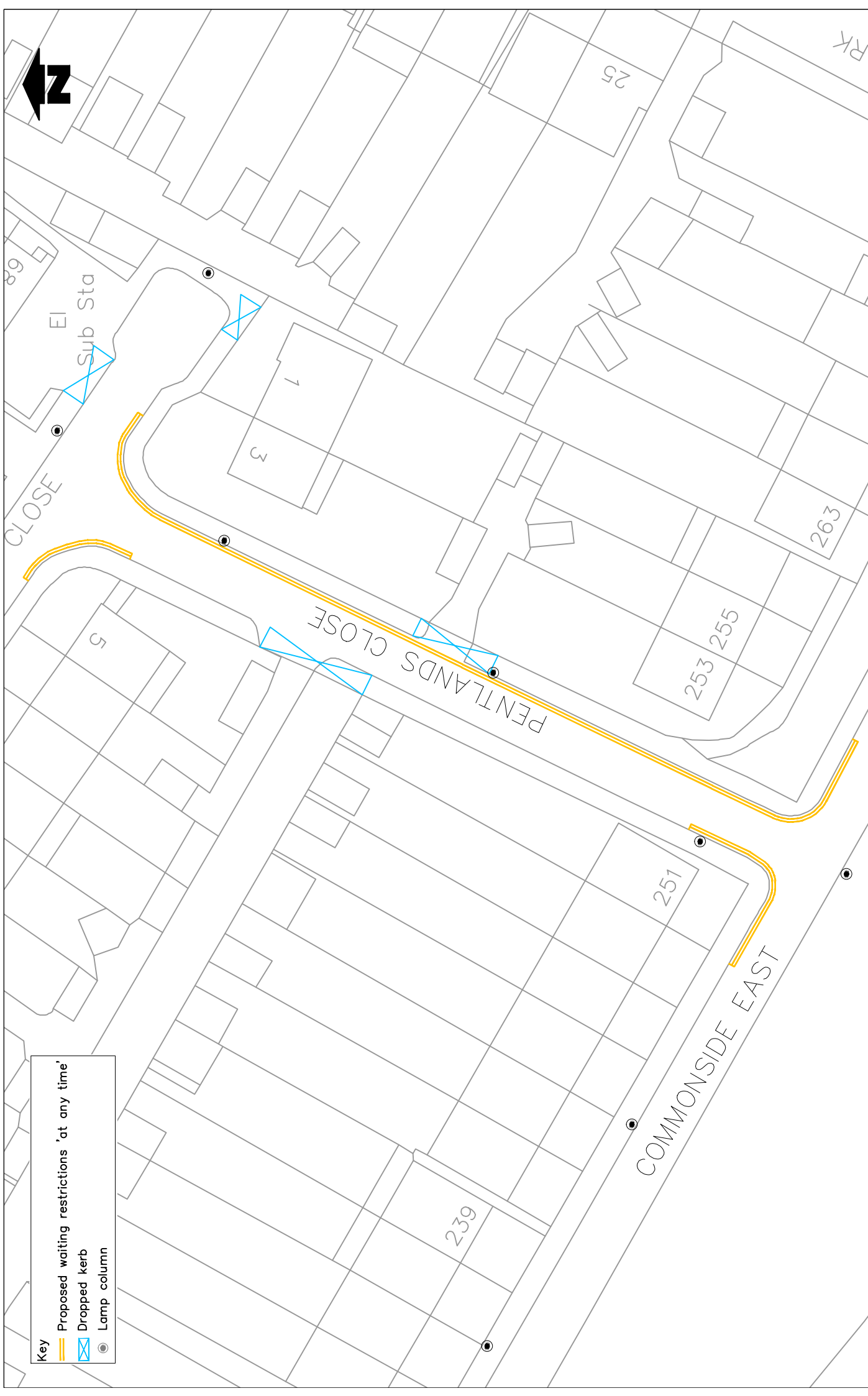
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Checked by	Sg.	Date FEB 2016
Approved by	Sg.	Date FEB 2016

PROJECT
**Proposed Waiting Restrictions
Batch 1 / 2016**

TITLE
M&S Joint Cemetery Entrance
Garth Road SM4

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

Drawing No.	Z27-648-11
Revision	-
Classification	CONSULTATION
Scale	1: 500



Key

Proposed waiting restrictions 'at any time'

Dropped kerb

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				FEB 2016
				FEB 2016

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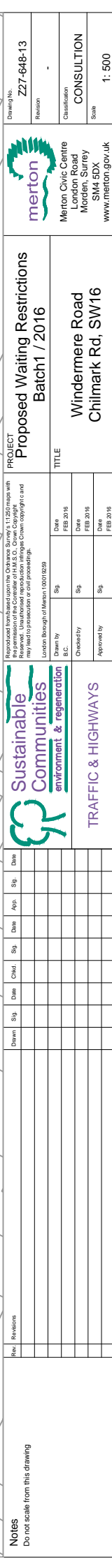
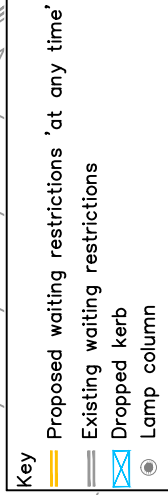
PROJECT
Proposed Waiting Restrictions
Batch 1 / 2016

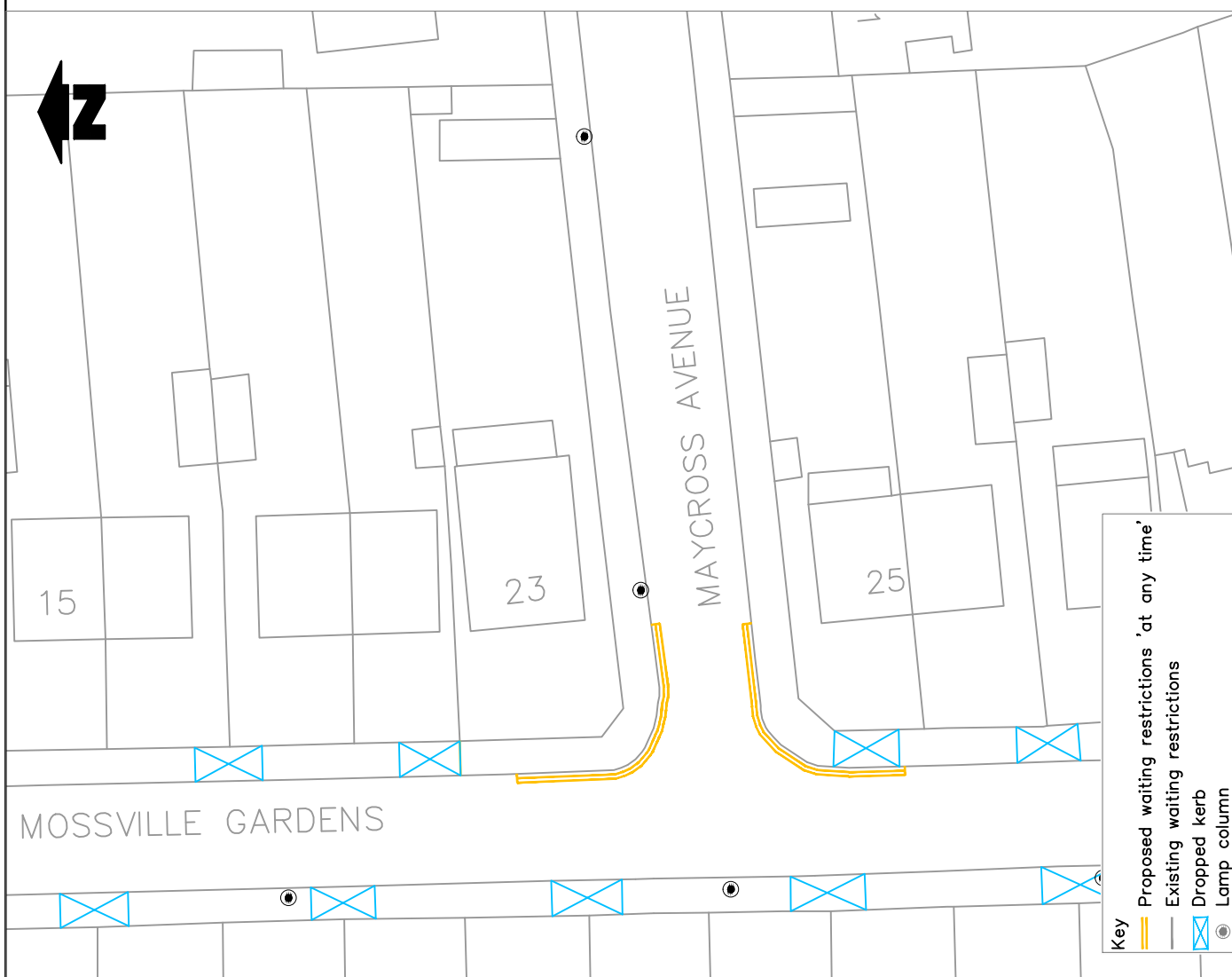
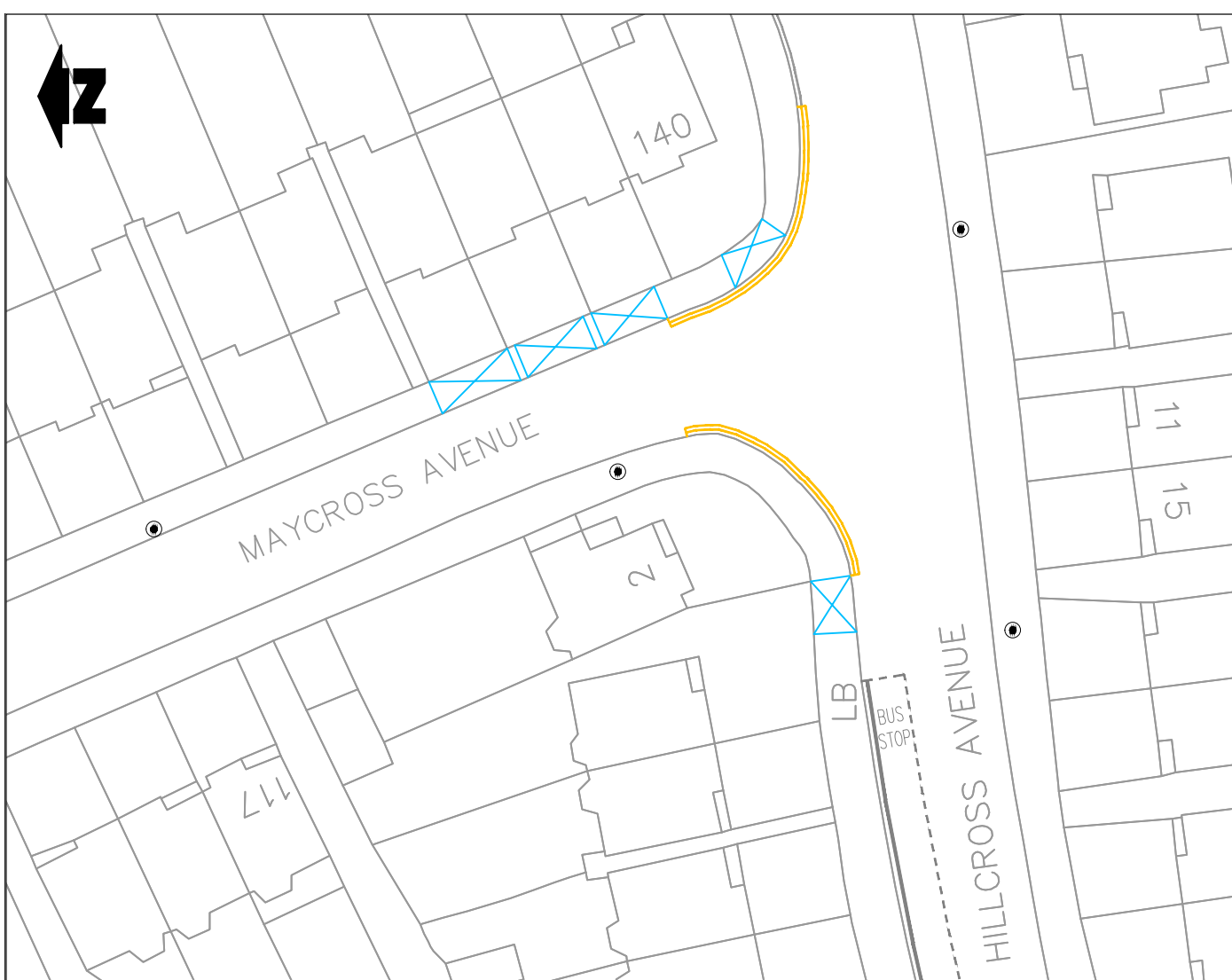
TITLE
Pentlands Close
Mitcham, CR4

merton

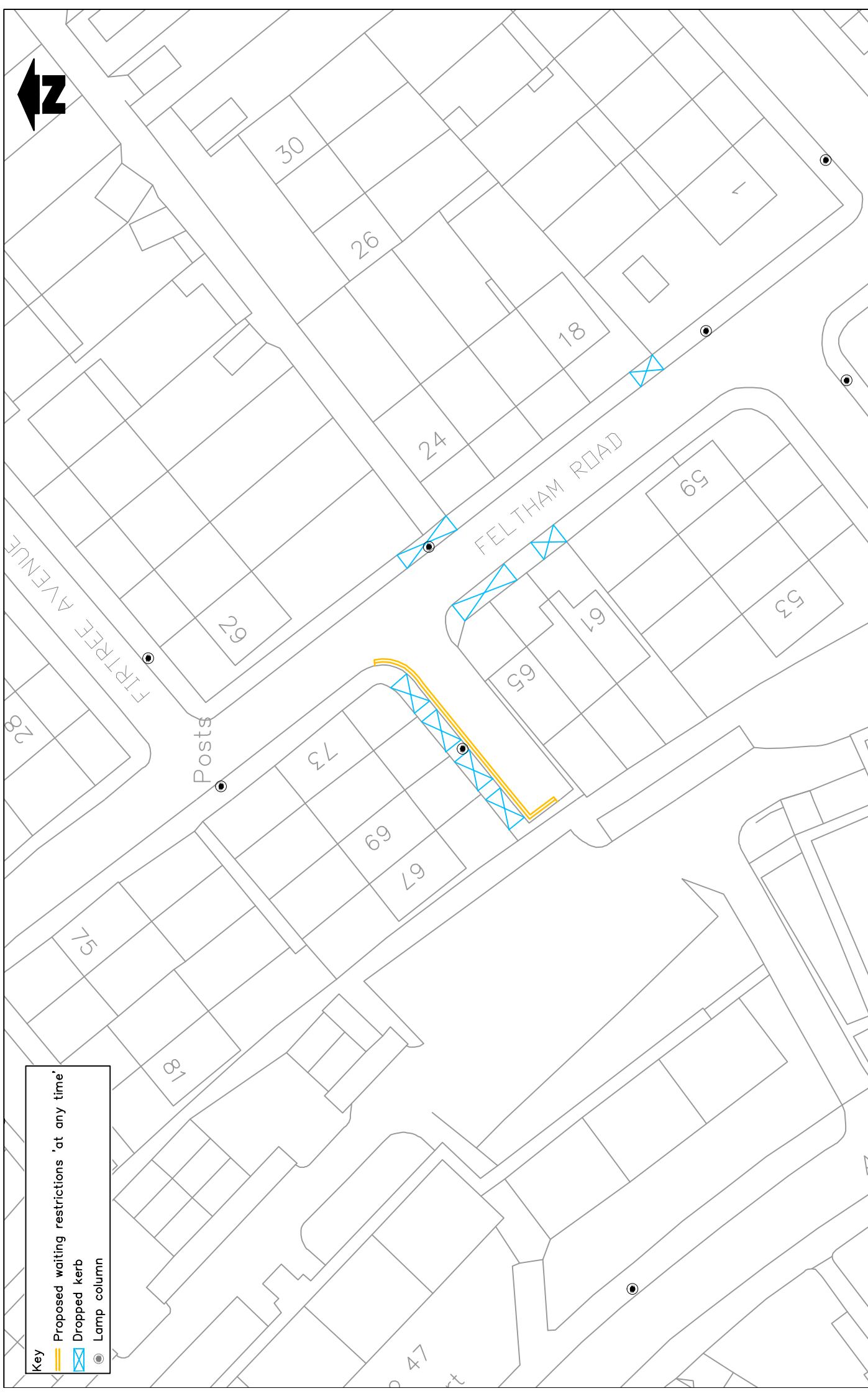
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London Road
Mitcham, Surrey
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Drawing No	227-648-12
Revision	-
Classification	CONSULTATION
Scale	1: 500





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	<div>Drawn by</div> <div>Date</div> <div>Sg.</div> <div>Chkd by</div> <div>Date</div> <div>Sg.</div> <div>Appr'd by</div> <div>Date</div> <div>Sg.</div>																				<div>TITLE</div> <div>Maycross Avenue</div> <div>Morden, SM4</div>
	<div>TRAFFIC & HIGHWAYS</div>																				
															<div>Classification</div> <div>CONSULTATION</div> <div>Scale</div> <div>1: 500</div>						



Key	
	Proposed waiting restrictions 'at any time'
	Dropped kerb
	Lamp column

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Notes
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
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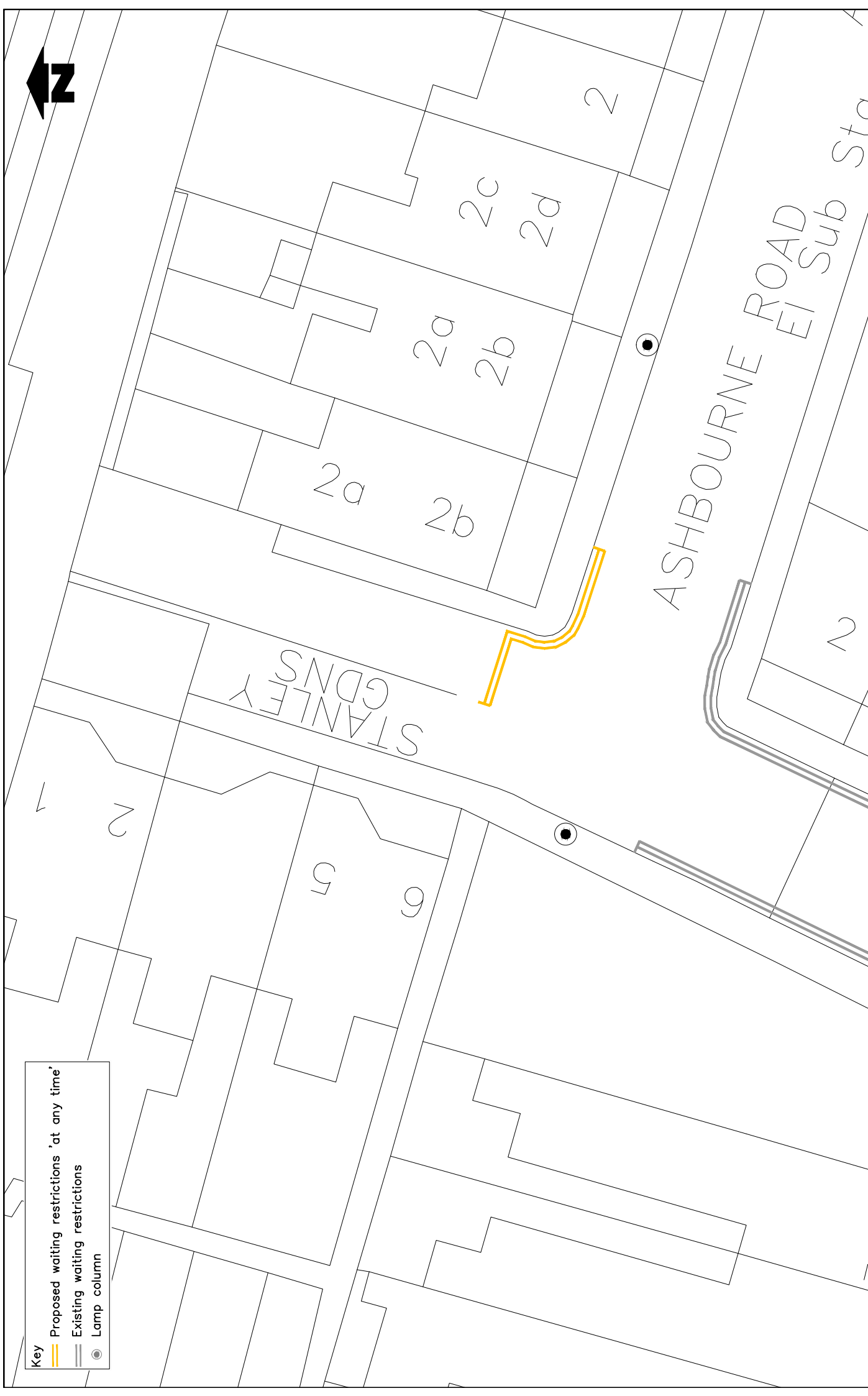
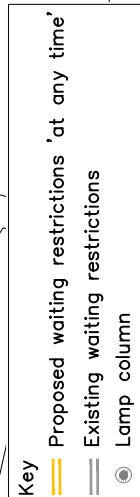
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London Borough of Merton 100019259			
Drawn by B.C.	Sig.	Date FEB 2016	
Checked by	Sig.	Date FEB 2016	
Approved by	Sig.	Date FEB 2016	

PROJECT	Proposed Waiting Restrictions Batch1 / 2016
TITLE	Feltham Road Mitcham CR4

 merton Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk	Drawing No.	Z27-648-15
	Revision	
	Classification	CONSULTATION
	Scale	1: 500

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
**Sustainable
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London Borough of Merton 100019259	Drawn by	Sig.	Date
	B.C.		FEB '16
	Checked by	Sig.	Date
	Approved by	Sig.	Date
			FEB '16

PROJECT	Proposed Waiting Restrictions Batch 1 / 2016
TITLE	Stanley Gardens jnc with Ashbourne Road, CR4

 merton council	Merton Civic Centre London Road Morden, Surrey SM4 5DX www.merton.gov.uk	
	Drawing No. Z27-648-16	Revision -
Classification CONSULTATION		Scale 1:250

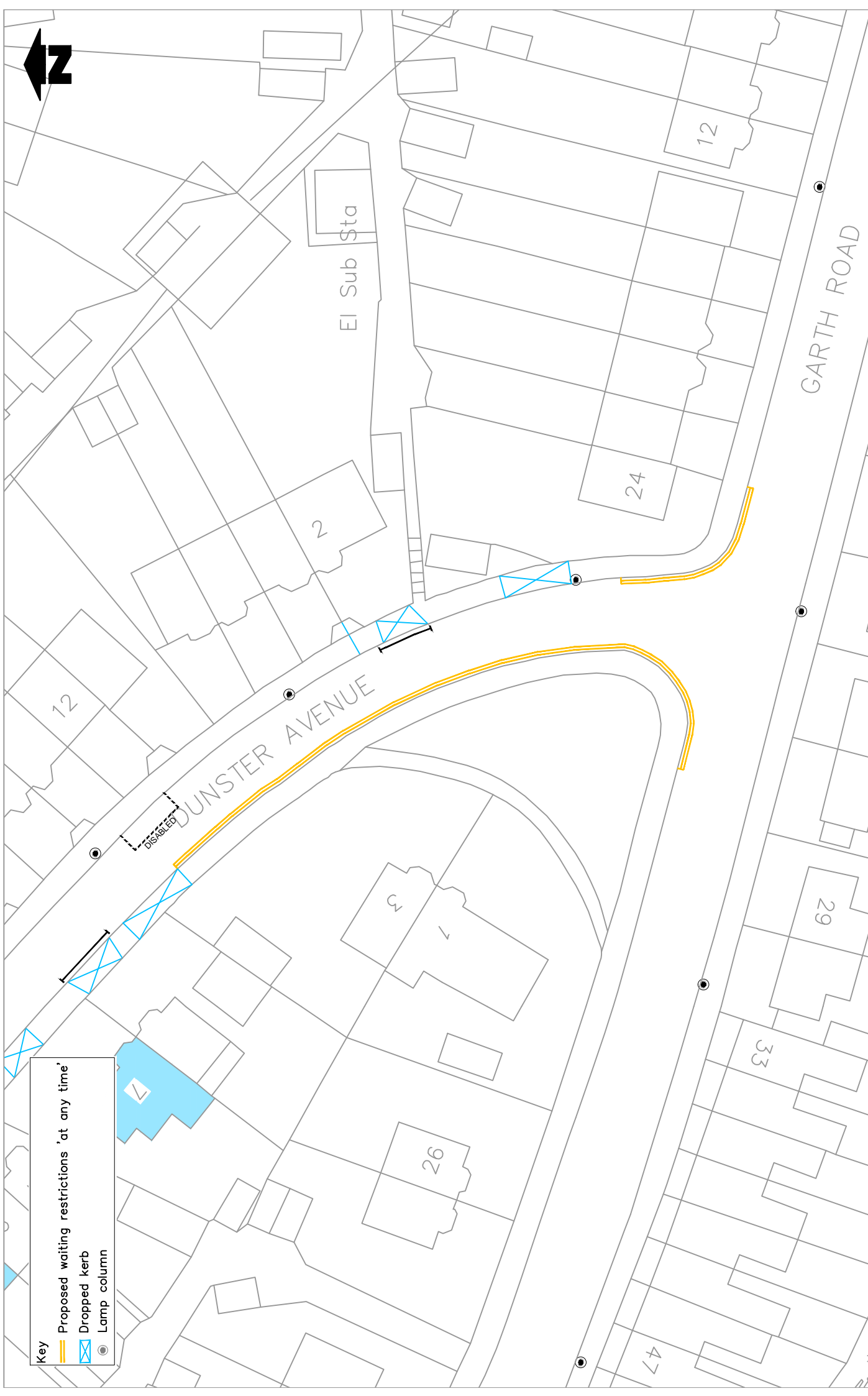


Key

Proposed waiting restrictions 'at any time'

Dropped kerb

Lamp column



Notes

Do not scale from this drawing

Rev	Revisions

Drawn	Sg	Date	Chkd	Sg	Date	App	Sg	Date

Drawn by	Checked by	Approved by	Date
S.C			FEB 2016
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			FEB 2016

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PROJECT

Proposed Waiting Restrictions

Batch 1 / 2016

TITLE

Dunster Avenue junction with

Garth Road SM4

Drawing No

Z27-648-17

Revision

Consultation

CONSULTATION

Scale

1: 500

Merton Civic Centre

London Road

Merton, Surrey

SM4 5DX

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Appendix B

Representations and Officers' Comments

The Cheviots, Ashbourne Road, CR4

ES/WRREC/005

I live at number ** Ashbourne Road at The Cheviots I am in total favour of these lines being painted as I think it will really help our refuse service that's has suffered over the years due to large vehicles being parked here.

ES/WRREC/012

Please use this email as confirmation FOR the double yellow line restrictions planned on the Cheviots Estate (Ashbourne Road) CR4.

Cars are currently parked at the entrance of the estate, obstructing bin lorries and larger vehicles (such as ambulances), therefore I would like to see steps taken to ensure the entrance to the Cheviots Estate stays clear.

ES/WRREC/034

I wish to make comment on the double yellow lines that are being proposed at The Cheviots in Ashbourne Road.

I am a resident of The Cheviots and I am in favour of these being introduced for the following reasons:

Refuse vehicles have difficulty accessing this area as cars are parked along the access route. This has led to several missed collections both in residual waste and recycling.

The first car park is difficult to access for some vehicles due to cars parked in the access road. One person living there has a regular ambulance pick up which cannot access the car park.

Eastway and The Green, SM4

ES/WRREC/003

I strongly object to waiting restrictions being placed in Eastway and The Green.

1. When the Oaks planning application was going through objections were made on the basis of insufficient parking. Residents of Eastway were told that the plans provided sufficient parking. Any changes would be an admission that your own experts had it wrong.
2. We have not had any accidents in Eastway that would prompt changes in parking restrictions.
3. Parking acts as a traffic calming measure in a residential area.
4. Parking restrictions would displace cars that normally park in the proposed restricted areas creating problems elsewhere including Cannon Hill Lane close to two bus stops that are used by school children.

ES/WRREC/004

We are for the proposals for waiting restrictions on the outside of the Oaks facing properties 29- 41 Eastway.

The onus should be on circle housing to provide adequate facilities for deliveries, taxi drop offs and short term parking for those living in their premises. This is possible with the redesign of the forecourt in the front of their building.

As owners of property on Eastway we have off street parking and have a disabled daughter. We have found on numerous occasions that the carers, visitors, residents of the Oaks park on Eastway, on the Oaks side of the road and this prohibits Ambulances and fire service from being able to park also outside the entrance of the Oaks.

Therefore they park across our drive blocking our entrance and exit. This is also a common occurrence with their deliveries. This is a strong reason why we AGREE to the plans. We have photographic evidence to state this.

With regards to where Eastway meets the Green we feel that the restrictions are unnecessary.

ES/WRREC/006

I am a resident of The Green and have been intending to contact you regarding yellow lines but was not sure to whom I should write. Today I received the consultation letter and see that yellow lines are proposed for the corners of the entrance to The Green from Cannon Hill Lane. This is what I was intending to contact you about. In a car, as one is waiting at the exit of The Green trying to turn right onto Cannon Hill Lane, it is more often than not impossible to see any traffic coming over the brow of the hill. There are almost always cars parked on the residential side of the lane, all the way over the brow of the hill. The site lines are terrible as a result and it is only a matter of time before an accident takes place. I had a near collision there myself earlier this year. I am attaching a photograph that I took at 11.30 this morning. Cars travel at high speed up the lane, often exceeding the speed limit and The Green is a completely blind exit for these cars and those trying to exit The Green. I suggest extending the proposed yellow lines at on this corner further than drawn on the plans to extend over the brow of the hill. Please consider this proposal; it really is an accident waiting to happen.

ES/WRREC/007

I am writing this email in protest to the yellow lines that are going to be implemented in the near future in Eastway. We live at * Eastway, I have attended a couple of meetings now about this in the oaks and as yet no one has listened.

I realise how tough it is for the top end of Eastway to get out of their drives but that is only due to those new flats that you let go ahead without sufficient parking therefore sometimes there are vans etc. all lined up outside.

The parking in this road has NEVER been a problem before, everyone down this end is very sympathetic to where everyone parks the Only area where there possibly needs to be a yellow line is directly outside the flats where those houses are most affected but really the housing dept. should look at all the wasted land at that front that could hold those offenders that park up there in the first place.

I urge you to please consider these points as we DO NOT WANT YELLOW LINES this basically DE VALUES our houses and just spoils the lovely road that I've lived on for 28 YEARS .

ES/WRREC/010

I am writing to give my opinion in this survey. We live at Eastway number * and we are in favour of the yellow lines proposal as the street is always very busy and we cannot even drive especially during the weekend.

ES/WRREC/013

I am a resident homeowner in Eastway and, having studied your proposals for parking restrictions, I am very concerned about the impact this will have on householders and their visitors.

The plans show that double yellow lines will be installed along the entire southern side of the road plus on both sides at the corners. The Northern side of the road already has very few parking spaces (approximately 8 to 10 spaces) due to dropped curbs. Since the new Oaks flats were built the amount of parking has increased dramatically, with more residents than previously plus visiting carers and visitors. At busy times, parking is a problem.

The council were very remiss in not insisting on the development including more parking and allowing the property boundary to prevent parking on both sides of the road.

I am totally in agreement that parking restrictions should be in place at the corners of Eastway and Cannon Hill Lane as it is dangerous to pull out due to lack of visibility. However I do not want restrictions outside the Eastway Day Centre or The Oaks. Ambulances and fire engines are quite frequently seen in Eastway and there is very rarely any problem with them accessing properties due to inconsiderate parking.

I am firmly against your proposal, as it stands, and would suggest that the council insists that part of the landscaped area in front of both The Oaks and Eastway Day Centre are used for residents of these establishments to park, either by creating parking spaces on their land or by moving the pavement back a little, widening the road to allow parking on both sides (there is plenty of room to do this, with very little disruption). This would leave Eastway itself for homeowners and their guests to park.

ES/WRREC/014

I live at ** the green. I believe that the proposed restrictions on the junction of cannon hill lane and the green are

sensible, but should run further down the junction as the proposal does not address the issue of cars parked near the junction entrance leading to possible blocked lanes on the junction. However, I do not agree that the restrictions should be placed where the green turns left (top right of plan) and east way continues. There is currently no issue caused by cars parking in this area, and the east way proposed restrictions are not in front of anyone's house. I should note that we do not use this parking as we have a driveway. There are however usually cars parked there and I feel that if you make this change it will simply cause people to park further down the green, increasing parking congestion in an area which is narrower and has more child foot traffic, increasing risk of accidents. Therefore I would propose that the top right corner of the plan has no restrictions until you make the right turn onto east way. At this point my knowledge ceases.

ES/WRREC/025

I am writing to support the provision of yellow lines proposed.

Cars are nearly always parked right up to the corner of the road (across and beyond the Give Way lines) at the junction with the top section of The Green. This makes it hazardous to turn into and out of the main part of The Green (running parallel with Cannon Hill Lane) as it is very difficult to see oncoming cars.

Rule 243 of the Highway Code states that it is an offence to park 'opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space).

The provision of yellow lines at the junction of the top section of The Green and Cannon Hill Lane is also a welcome addition. Again, Rule 243 of the Highway Code is clear that vehicles cannot park in close proximity of a junction. Quite frequently, vehicles are parked right up to the corner of Cannon Hill Lane and The Green. When turning onto Cannon Hill Lane from The Green, the presence of vehicles near to the junction requires the driver of a vehicle to pull out of the junction far enough to allow themselves a view of Cannon Hill Lane before joining it - this is also extremely hazardous.

The same comments above also apply to the presence of yellow lines at the junction of Eastway and Cannon Hill Lane.

I would actually go further and provide yellow lines along the south side of the top section of The Green. This stretch of road is narrow and there is not enough space for vehicles to park on both sides of the road and also allow other vehicles to pass through.

In conclusion, I fully support the provision of yellow lines as set out in the Council's proposals.

ES/WRREC/026

The proposed waiting restrictions may be helpful on the junction of The Green and Eastway.

The other proposals will not be helpful because

1. The lines at the junction of the Green and Cannon Hill Lane would have to extend much farther along Cannon Hill Lane - at least to No. 293 or 291 - to provide any improvement to the sight lines at this dangerous junction.
2. Parking and traffic flow will not be improved in Eastway and could be better and more sustainably improved by:
 - a. Asking Merton Priory to change their parking notices to read 'Residents, *visitors and carers parking only*'. At present these off-road spaces are left empty while visitors and carers park in the road.
 - b. Reinstating the driveway in front of the Oaks (which is actually still shown on the map that we were given as part of the consultation letter). The disabled spaces could still be accommodated here and access would be restored for emergency vehicles, transport vehicles and taxis for residents (as it was before the redevelopment).
 - c. The Day Centre should be asked to remove their barriers as it would restore traffic flow without impeding their vehicular access or parking. This area is currently wasted space, particularly at the weekends when it would be very useful, especially for visitors and carers at The Oaks: it would also relieve parking for other neighbours in the street.

Eastway is a very narrow road but there was never a problem before the redevelopment of the Oaks. The waiting restrictions proposed will not improve traffic but will undoubtedly lead to more pavement parking on the west side of the street and impede access by pedestrians. I would urge you to undertake a visit of the area to discuss these issues with residents.

ES/WRREC/028

With regards to yellow lines in The Green, we live at ** our section of road is the main access for large vehicles going to The Oaks, Eastway & down the green.

We know this section of the road is too narrow to have vehicles parked on both sides; this would stop all the Emergency services & any large vehicles i.e. the Dustcart getting through. Also there is an underground water board pumping station on the grass verge which needs regular maintenance.

The three houses on this section feel that the yellow line should go all down our side of the road to the junction with Cannon Hill Lane. If this is done all size vehicles will gain access without any problems.

ES/WRREC/035

I Reside at ** Eastway and would like to voice my concerns below:

OBJECTIONS:

1. The councils redevelopment of The Oaks is the reason for the increased traffic & vehicle parking in and around Eastway
2. Visitor parking provision was not adequately considered within The Oaks planning process. I believe this was a failure with the planning consent.
3. The proposed extent of parking restriction leaves very little space for legal parking and residents will be put under even greater pressure than is currently the case.
4. The next available parking options would be on Cannon Hill Lane or The Green which will severely impact my neighbours and myself (families with young children and an OAP with mobility issues)

PROPOSALS:

- a) Why have no alternate proposal been considered that make use of the exiting parking & forecourt areas in front of The Oaks & Day Centre?
- b) Suggest a holistic hard landscaping plan that maximises visitor parking within their demise and also adds to the local amenities with planting and street furniture be provided within the development to deal with their visitors.
- c) Suggest the restricted waiting lines in front of the Day Centre and The Oaks are placed on the opposite side of the road than is currently proposed (on the private residential side with dropped curbs). This will allow more shared parking.
- d) Reduce the amount of restriction on the cul-de-sac to allow more shared parking.

If no adequate parking is provided, it's likely that many of the remaining front gardens will be converted to parking spaces thus changing the character of the neighbourhood.

For all of the reasons stated above, I trust that the proposals will be further developed to meet the needs of residents, visitors and the council, with no party taking undue burden for the obviously increased requirement for street parking.

ES/WRREC/036

I am writing on behalf of my elderly mother who lives at ** The Green. She respectfully asks that consideration be given to extending the double yellow lines outside of houses 93,95 and 97 The Green, this is due to the fact that the proposed changes in double yellow lines will encourage motorists to park on both sides of the road. This would then make it impossible for ambulances and fire engines to get through.

ES/WRREC/039

I require on street parking for visiting carers to my disabled mother. And for occasional contractors.

It would appear that the developer (Higgins) has misled the council with respect to the impact of the development in terms of access and on-going requirements for visitor and contractor parking in the street. This has not been raised by the council, can some form of redress be sought (if necessary voluntarily from the contractor). The issue needs to be flagged up with respect to any other proposed developments by this contractor in the borough and to any other

council where similar developments are proposed or where the development is listed on the Higgins portfolio.

2. In terms of safety where there is a double yellow proposed opposite the day and Higgins development entrances this would be better served by placing it on the side of the street where the housing exists. This would avoid providing a "rat run" straight line that would encourage faster traffic (particularly non-residents/delivery drivers). The kink on the house side of the road avoids this problem.

It also avoids the view of those emerging from their off street parking being obscured by those neighbours who choose to park in front of their drop kerbs or in the spaces in between.

3. In terms of community and environment maximising the space available for shared street parking helps to encourage the approx 10% of houses with front gardens to retain them thereby helping with the problem of surface water run-off and general positive ambience. If the development required a certain amount of green landscaping in order to go through planning then this is pointless if the consequence is a loss of green areas at cost to the existing houses in the street.

4. Alternative ways of providing for both access and on street shared parking (for visitors to the houses need to be considered (such as painted bays half on the kerb). There is a pavement on either side of the street and pedestrian traffic very limited in the cul-de-sac so this could be considered.

ES/WRREC/047

I am tenant in Flat * OAKS COURT. Reference your consultation letter recently received; while I agree with most of the proposals, I am sorry to disagree with a few. For example, why should there be a yellow line (single or double) on Eastway leading to the alley way on Oaks Court side of the road? I will be pleased to know what harm parked vehicles in this spot of the road cause. Unless I am given convincing reasons, I shall consider such yellow line a revenue generating scheme.

ES/WRREC/048

If the give way road markings at the T junction of The Green into The Green were repositioned to a shorter straight line between the two dropped kerbs on each corner it would widen that part of the road, restore the original road with design and allow for the yellow line alongside the corner of 94 The Green to be shortened as well as the one going around the corner adjacent to number 41 Eastway. Thus maintaining parking for 4 to 5 cars.

Not particularly concerned about whether the yellow lines are on the Oaks Court side of the road or along the fronts of the private residences. Would suggest that the yellow line only needs to go as far as number 13 (opposite Eastway Day Centre car park) as the current proposals will reduce some of the silly parking that occasionally occurs.

ES/WRREC/049

I approve of the proposed plans as they are of the yellow lines going down as in the back of the letter sent to us. It will keep the road clear and the traffic flowing. The ambulance of the Day Centre will be able to get through without hassle and find it easier to get into the Day Centre.

Also ambulance and fire engines will be able to get through without the road being blocked. To which I have photos of the road being blocked if you would like to see them.

ES/WRREC/050

I am writing to ask you to please don't put yellow lines in that part of Eastway that is in front of Oaks Court. Although there is a small car park next to the building, it is for residents' cars only. Visitors to Oaks Court are not allowed to use it. So when my family visit me they park in Eastway.

My son and his wife live in the north of England and when they come down to London to visit me for a weekend they need to be able to park in Eastway as my son's wife has a disability and can't walk very far (They have a blue badge to display in their car).

Also, it is important for my daughter to be able to park in Eastway too because when I am not well she drives over from Sutton to bring food shopping for me and if she has the younger children with her plus the shopping, and if it was raining, it would be so very difficult for her to have to park elsewhere. Could you alter the plans and allow parking in Eastway outside Oaks Court?

Officers Comments:

The waiting restrictions are proposed along stretches of carriageway on one side where the width is insufficient to support parking on both sides of the road and at junctions and bends to assist with sightlines and access / flow of traffic, especially emergency service vehicles and the Council's refuse collection services. Double yellow lines are introduced to remove obstructive parking and to maintain clear access at all times. Access always takes priority over parking.

The Council's duties under Section 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. The design provides safe parking spaces for residents and clear access for all road users including the emergency services.

Objections must relate only to the elements of the scheme that are subject to this statutory consultation, appreciation is given that places of interest in communities may give rise to parking demand however the Council is required to give weight to the nature and content of representations and not necessarily the quantity.

Hemlock Close and Longthornton Road, SW16

ES/WRREC/018

I'm a resident of Hemlock Close and have contacted you a number of times in the past with regards to dangerous parking on the corners of the roads where Hemlock close meets Longthornton Rd.

It's good to see that parking enforcements are going to be introduced in April, but I have reservations about implementing them on Hemlock Close.

Our pavements are already narrow. If a car parks up on the pavement they won't be able to leave a clear meter gap for pedestrians to pass by.

Lots of kids ride their bikes on the pavements; you're just going to get scratched cars and mothers not being able to pass with buggies.

In my 2 years since buying here, I've only seen a situation once where cars were parked parallel to each other on opposite sides of the roads obstructing incoming/outgoing vehicles. The police were called and the person obstructing didn't even live on Hemlock Close, he came from a house on Longthornton Road.

All Hemlock Close needs are red lines on one side of the road and double yellows on the corner where it meets Longthornton Rd - as people park right on the corners/across the corners blocking our vision to exit the road. I've sent you pictures of this in the past.

Also, by creating more room on Longthornton Rd it will encourage cars to speed even more, making our exit from Hemlock Close even more difficult. You may want to consider speed bumps?

It is great that you're looking into this, but I don't think this will help with the problems we have on Hemlock Close, I think it will actually make it worse.

Officers Comments:

The Council does not mark red lines along the public highway (possible confusion with TfL's red route markings). The road width of Hemlock Close insufficient to accommodate parking on both sides of the carriageway and resident reports of vehicles parking in this way has led to obstructions. Double yellow lines are proposed along one side and on the junctions / corners to address obstructive parking and assist with sightlines.

Objections must relate only to the elements of the scheme that are subject to this statutory consultation, the reference to enforcement introduced in April is recent notification carried out by the Council's Parking Enforcement Team's footway parking review.

West Barnes Lane, Barnes End, Blakes Terrace and Stanley Avenue, KT3

ES/WRREC/001

I would like to confirm my support for these proposals given the recent concerns that I have raised both with local Council officers and area Councillors. Which relates to the constant obstructive vehicle parking affecting safety, visibility and clear access to varying traffic at the junctions in question and as well as residents using their crossovers

to access and leave their property.

For the record, I would also like to add that wheel chairs, push chairs and pedestrians all also affected when trying to cross at these junctions, only to find their route blocked or visibility impeded making it hazardous to use the public footpath at these locations.

ES/WRREC/037

The Liberal Democrats newsletter advised me of this proposal advising of formal consultation being posted on lamp-posts in the area. Despite a not particularly exhaustive search I have yet to find one of these notices. However many notices regarding forthcoming action over pavement parking have since appeared.

I acknowledge there is a problem with parking on street corners but is double yellow lines the answer? The Highway Code states that parking is not allowed within 10 metres of a junction so surely any offenders can be dealt with under a penalty charge.

If the yellow lines were to be applied who is going to enforce them?

I do occasionally see parking enforcement officers around Claremont Avenue and Byron Avenue issuing tickets against parking offenders so will their area be increased? Could they not just enforce the parking restriction on corners by penalty charges?

On a slightly separate issue I have seen no obvious enforcement of the 20 mph restriction applicable to much of the West Barnes area. I have seen quite a few vehicles exceeding even the 30 mph previous limit within the area, sometimes by a considerable amount. The worse location seems to be traffic having passed over Motspur Park level crossing turning right and proceeding along Claremont Avenue with many then turning left and along Byron Avenue towards the A3 road. I suggest that more urgent action is needed on this than parking at corners.

Overall I am against painting more and more yellow lines etc. in a residential area and would prefer to see enforcement by other means.

ES/WRREC/041

I received a newsletter from West Barnes Liberal Democrats about the proposed double yellow lines at 3 junctions. I'm all for these yellow lines as I've noticed many vehicles, especially at the Barnes End/ West Barnes Lane Junction park on the corner which makes it difficult to use the lower kerb especially if you have pushchairs or a wheel chair user. However It would be nice if something could be considered for the bend in Barnes End. The pavement is narrow enough but there have been several occasions where vehicles have mounted the pavement because residents have found difficulty in finding a parking space within the road and not bothered to look for further parking out of Barnes End. On one occasion I nearly hurt myself trying to pass a mounted car and the small wall that borders the garden and pavement. I've e-mailed these views to West Barnes Liberal Democrats.

ES/WRREC/045

I am writing behalf of my mother-in-law Pamela Norman and her son David Norman (who has lasting Power of Attorney for Pamela Norman).

The parking in Blakes Terrace over the past two years has been an increasing difficulty for the inhabitants of Blakes Terrace - car parking is limited and more anymore commuters are using it as a facility to park in order to travel on the train to their various destinations.

In addition there have been applications for additional building work to houses in the road which will also increase the need for additional parking. There is one house that already has double parking the drive - and the Landlord had applied at the end of last year to renovate the house to two houses - therefore requiring further additional parking.

Parking on the corners of the road adjacent to Blakes Terrace has become a serious issue - and we will not object to the double yellow lines - however we would like to see greater parking for the residents who live in the road and pay their taxes to Merton Council. Also Blakes Terrance is very much a cut through road and is dangerous for young children and older residents like my mother in law.

Officers Comments:

The proposed waiting restrictions are to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. Without the introduction of Traffic Management Orders (TMO) obstructive parking on junction corners cannot be enforced with Penalty Charge Notices

(PCN). The waiting restrictions will be enforced by the Council's Civil Enforcement Officers (CEO). The 20mph speed limit is enforced by the Police Services.

Farnham Gardens and Grayswood Road, SW20

ES/WRREC/017

I would like to express a concern regarding the new parking regulations in Farnham Gardens SW20. I agree that double yellow lines should be in the proposed locations; however I expect that members of the public will now choose to park in spaces reserved for residents instead. This will result in residents being unable to find spaces. Will there be any enforcement to make sure that residents' parking is only used by residents of the estate?

Officers Comments:

The proposed waiting restrictions are to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services. The double yellow lines will be enforced by the Council's Civil Enforcement Officers (CEO) however they cannot assist with prioritising resident parking on the public highway which ideally would be more appropriate with the use of a Controlled Parking Zone (CPZ). The process for consideration of a CPZ scheme is driven by the community and therefore with the provision of evidence of support for parking controls in the immediate community (evidence such as a signed petition from residents in the road and neighbouring roads for example) we will present this to the Cabinet Member for consideration.

Lacrosse Way, SW16

ES/WRREC/009

I am writing to object to the proposed waiting restrictions for Lacrosse Way, SW16. It states that the measure will improve safety, visibility and provide clear access.

There are no safety issues down Lacrosse Way- there is a pavement for residents and the road is well lit.

The road does not have any visibility issues, it is a wide road, well lit, and big enough for cars to come out and go in at the same time.

The road is large enough for refuse collections and emergency services. To my knowledge there have never been any issues for vehicles coming into this road. In fact they are likely to experience difficulty on Woodmansterne road, rather than Lacrosse Way.

The road is occasionally used by parents dropping off children from school but is not a real issue as it is only one or two cars and they are only there for 5 minutes in the morning and afternoon.

ES/WRREC/029

I've been a resident of Lacrosse way for several years and have never had any issues with visibility, safety or accessing the road.

To the best of my Knowledge there have never been any kind of road traffic incident along the road, neither have any emergency vehicle or council vehicle had any problems accessing the road.

These measures in my opinion would be counterproductive as due to limited parking, visitors to the road would need to double park, use the pavements adjacent to driveways and use the grassed areas that are currently on parts of the road that wouldn't be affected by the proposed waiting restrictions measures.

This increase in vehicles could have a detrimental effect on the safety of the children that use the grass areas for recreational purposes, restrict access to certain parts of the road, and decrease visibility for road users and force pedestrians to walk on the road.

The request for these yellow lines would have been instigated by one particular person and doesn't represent the views or opinions of the majority of the residents.

Previously she arranged for the housing association to authorise a contractor to implement parking restrictions.

Like this request it was done without the knowledge of the rest of the residence, to serve her own purpose/s and was subsequently removed. Basically, this measurement would try to resolve problems that do not exist.

ES/WRREC/032

I'm a resident of Lacrosse way where an order for double yellow lines has been ordered for part of the entrance to the cul-de-sac.

I'm very much object to the double yellow lines being put in at the entrance and half way into Lacrosse way on the request of 1 resident. There are 18 houses in the cul-de-sac and I do feel parking at the moment is a huge issue with residents and the volume of cars each house hold has and putting double yellows will only make matters worse.

As it stands there are no visibility issues, no safety issues, and emergency services have no problems gaining access to the road for the last 15 years I've been a resident. The local school do not park in the road if they do it's at the end of the road for a maximum of 5-10 minutes causing no problems to residents at all.

I feel if lines need to put down why can't it be a single yellow with certain time restrictions where you can park during the evening.

Residents do park at the end of the road when there is nowhere else to park in the road with double yellow lines we will have to park outside on other roads and as a parent of 3 children this will not be acceptable.

I hope you will consider other alternatives to an issue I cannot see a problem with we've never had any problems with parking at the end of the road this will be terrible for residents.

ES/WRREC/033

I have been made aware of the plans to implement double yellow lines down Lacrosse Way. Our residential parking is already very restricted down this road and as a household with numerous drivers we of course cannot all park on our driveway. Therefore it is necessary for us to maximise parking along the whole of our road. Hearing that this will soon not be possible seems ridiculous to me. If there are yellow lines I will have to park around the corner on a different road which is not practical or safe for my car.

For 16 years we have had no issues with cars other than residents parking down our road. I am aware of the new school plans but do not see it as beneficial to the residents to restrict our parking as well. If parking restrictions were desired by the majority of the residents then I am sure we would have asked for these ourselves; as it is apparent only one resident has done so.

I urge that you reconsider these plans, even if it is changing it to restricted parking as certain times e.g. school starting and finishing times. As I do not see any benefits to such drastic measures on a small residential road.

ES/WRREC/040

I would like to object to the proposing of double yellow lines in Lacrosse way. In the fifteen years that I have been visiting Lacrosse way and to this day you will not see a single vehicle parked along the proposed area for these double yellow lines at pretty much any time of day. I cannot see any obstruction whatsoever along this part of Lacrosse way.

ES/WRREC/042

I would like to make representation to object to the proposed order of double yellow lines in Lacrosse Way

I would like to thank you for taking into consideration to improve the safety for the residents of Lacrosse Way and all those that visit

Lacrosse Way does not have a problem with obstructive parking, especially along the stretch of Lacrosse Way in which these Traffic Management order are intended for.

In the past we have never had a problem with the emergency services gaining access at all when needed.

The introduction of double yellow like lines in Lacrosse Way will also force residents and visitors to find parking elsewhere as from time to time parking around by the properties in Lacrosse Way can be difficult.

ES/WRREC/043

I would like to make representation to object to the proposed order of double yellow lines in Lacrosse way. I would like to thank you for taking into consideration to improve the safety for the residents of Lacrosse way and all those that visit. Lacrosse way does not have a problem with obstructive parking, especially along the stretch of

Lacrosse way in which these traffic management orders are intended for. In the past we have never had a problem with the emergency services gaining access at all when needed. The introduction of double yellow lines in Lacrosse way will also force residents and visitors to find parking elsewhere as from time to time parking around by the property's in Lacrosse way can be difficult.

Officers Comments:

Due to the road width of Lacrosse Way having insufficient width to accommodate parking on both sides of the carriageway and taking into consideration the points made in the representations received during the statutory consultation, the proposal has been amended to marked double yellow lines down one side of the carriageway and provide a length of unrestricted parking along the eastern kerb side, the junction with Woodmansterne Road and the bend leading to the properties will remain with restrictions on both sides as proposed to address obstructive parking and assist with traffic flow, especially for emergency service vehicles and the Council's refuse collection services.

Love Lane, Raleigh Gardens and Westfield Road, CR4

ES/WRREC/020

I would like to express my objections to the proposal of extending the waiting restrictions on Love Lane.

I have read on your website that you want to make things safer, but in view of the additional restrictions that are going to be put in place from the 4th of April 2016, where by a car can no longer park half on half off the pavement without leaving a meter space for pedestrians, reducing the amount of available road space for parking, will put enormous stress and pressure on the already difficult parking situation in this area especially for the residents of 125-129 Love Lane and those on Raleigh Gardens.

- I live here and find it increasingly difficult to find a place to park my car whenever I leave and return to my house.
- The residents of the red flats in the Estate across the road on Western Road, constantly park on Love Lane and surrounding roads which leaves no spaces for the residents who live here.
- The Lidl lorries should not get preference here. The entrance to the Lidl Car should be on Western Road, (plans of which I am sure I saw when they were notifying residents). This is a residential road and the entrance is too small to accommodate the size of articulated lorry Lidl use. I am in constant fear that they will hit my car. I have witnessed many near misses and only this week, a lorry hit the car of 127 Love Lane.
- Where are we to park if all of these restrictions are being introduced, but nothing done to help the residents of Love Lane, Raleigh Gardens & Westfield Road? The residents of the estate on Western Road park their cars and don't move them for days. The Garage at the end of Love Lane has vehicles parked while they are waiting for work done and these can be stationary for days.

I have been told that a petition for parking bays with permits was submitted to the council by a neighbour and this was rejected by the Council. If these restrictions are to be introduced (because I don't for one minute think anyone will listen to my objections) we should at least be given Resident Only Parking Bays. I do not think this is an unreasonable request and should be able to be implemented the same time the proposed restrictions are to be introduced if successful, therefore reducing the cost to the borough. I don't think it unreasonable that I should be able to park my car in front or near my home where I can be vigilant in reducing the opportunity for car crime that goes on in this area, which our cars could and have become subjected before. It is very frustrating for us. We know the parking situation has become dire on these three roads (especially Love Lane and Raleigh Gardens, but this is mainly down to the residents of the Estate across the road. Please give us Resident only parking bays. Give us something.

Officers Comments:

The Council's duties under Section 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.

The waiting restrictions are proposed at junctions of Westfield Road and Raleigh Gardens with Love Lane and adjacent / opposite the entrance / exit to the car park to assist with access / flow of traffic, especially large vehicles and emergency service vehicles in the event of an emergency Double yellow lines are introduced to remove obstructive parking and to maintain clear access at all times. Access always takes priority over parking.

Objections must relate only to the elements of the scheme that are subject to this statutory consultation, the

reference to enforcement introduced in April is recent notification carried out by the Council's Parking Enforcement Team's footway parking review.

The process for consideration of a CPZ scheme is driven by the community and therefore with the provision of evidence of support for parking controls in the immediate community (evidence such as a signed petition from residents in the road and neighbouring roads for example) we will present this to the Cabinet Member for consideration.

Windermere Road, CR4

ES/WRREC/002

I am very strongly opposed to this change. No explanation is given of the need for this extension other than it's been requested by residents. Which residents, I would ask? A majority of them, or just a handful? How do you know their views are representative of the majority of residents on the street?

The justification also mentions that the move would be to prevent "obstructive parking". No definition is given of this term, either on your plans or consultation pages, or indeed anywhere on the internet. It's difficult to respond to the proposal fully and comment on whether this is a) a problem or b) the perceived problem would be addressed when you have not spelt out the issue. Please could someone come back to me to explain what "obstructive parking" means?

In my view (and in that of residents I have spoken to), there is absolutely no need to have a 30m no parking zone along the road by this junction. The existing restriction is already unnecessarily long from the corner to the end of the double yellow line. If a further yellow line is needed here, then by extension it is needed at every junction corner in the area. Furthermore, the changes will place significant additional pressure on free parking spaces in the area. You have already introduced a very long drop off only area on Chilmark road for the school. This removes a lot of on street parking for residents in order to benefit parents who drive to the school and need the spaces for less than 30 minutes a day and only week days during the school term, so a lot of the time these spaces are completely empty. Many of the parents' car journeys are probably not necessary, but rather than seek to discourage them driving short distances to school, you have put their needs above those of people who live on the street.

Now you propose to impose further inconvenience and parking pressure on residents. 4-5 cars park along the proposed double yellow line section on a constant basis. Where are these vehicles going to park in future? Come by and morning or evening and you will see every space on Windermere road is taken. And during the mornings, despite the long drop off zone on Chilmark road, you will frequently see school parents taking spaces on Windermere Road and even blocking dropped kerbs / white line protected areas. We need more parking spaces not less.

Look at any other comparable road junction on a residential street in this or neighbouring boroughs and none have yellow lines even the length of those that already exist. I really don't see why Windermere Road is thought to be a unique case or risk. And if you look at the road outside Woodmansterne school just down the road, the residents there have also not had such ridiculous keep clear markings already imposed on them.

In order to make these changes, you need to articulate WHY they are necessary and explain WHY no other solution to the perceived problem can be found. This proposal will have very adverse consequences for parking, particularly as the spaces it leaves are all outside people's houses where those people feel they have a right to park by their houses. Some homes have more than one car, as they are perfectly entitled to. The existing spaces you wish to delete allow owners of more than one vehicle a place to park which doesn't annoy others and so doesn't cause local tensions. Their cars will have to go somewhere.

It is true that lots of cars speed along Windermere Road and this places pedestrians at risk. The answer is not to increase yellow lines - this widens the road and probably therefore encourages people to accelerate harder for longer, as some idiots do. What you need to do is place traffic calming or anti speeding measures along the road.

If children crossing the road is an issue, perhaps you need a barrier on this corner. Or to give them and their parents a training course. But we have lived here 2 years and never had any sort of issue of any sort crossing.

This is a residential street and your proposal would clearly cause material disadvantage to residents by exacerbating parking problems.

Officers Comments:

Taking into consideration representations received regarding the excessive length of waiting restriction it is important to balance the parking needs of the community whilst ensuring clear access and clear sightlines when to egress the access gate onto Windermere Road.

The proposal has been amended to introduce a double yellow line waiting restriction across the access and for a westward distance of 10 metres which complies with a 10 metre clearance at junctions as recommended by the Department for Transport (DfT) Highway Code, this leaves a length of 10 metres unrestricted parking space, the removal of 1 parking place as opposed to 3 places.

Maycross Avenue, Hillcross Avenue and Mossville Gardens, SM4

ES/WRREC/015

I live on Maycross avenue and received a letter today that explains the proposed yellow lines at both ends of the road. I'm writing to confirm my support of this proposal, in fact the sooner the better. The parking on the road is very busy and it severely restricts sight lines making both entrances/exits dangerous.

ES/WRREC/016

As a resident of Maycross Avenue I am writing with regards to the proposed waiting restrictions at both ends of Maycross Avenue. I fully support this move as the increase in parking in and around Maycross Avenue has made exit and entrance into the Avenue dangerous due to being blind sighted by parked large sided vans.

I would propose going one step further than planned and suggest the proposed single yellow line is made a double yellow due to the risk to life these dangerous junctions currently pose.

ES/WRREC/019

I totally agree with the plan you have proposed regarding yellow lines.

ES/WRREC/021

We would welcome yellow lines on the corners of Maycross Ave as it can be really difficult to see moving traffic when driving onto Hillcross Ave if there are cars or vans parked on the corners.

ES/WRREC/022

I strongly support the proposed traffic restrictions. I would also like to mention the problems with parked cars at the junction between Mossville Gardens and Martin Way and Martin Way and Bushey Rd.

ES/WRREC/023

I wish to confirm that I am in full support of this initiative.

Turning into and out of Maycross Avenue at either end is often problematic, with cars and especially high sided vans parked on or about the corner causing difficulty with viewing oncoming traffic and this is in my view a serious safety issue. I am therefore in full support.

I would also go so far as to say that it doesn't go far enough.

Currently there is and has been difficulty in finding parking on Maycross Avenue, primarily during daytime hours. I can only speak for that road as I am and have been for the last seven or so years, a resident on Maycross Avenue and I have found that this is becoming more and more of a problem.

Many residents use their cars on the school run between the hours of 7.30 and 8.45 and on returning find it almost impossible to find a parking space due to commuters using both Morden tube station and South Merton train station parking on Maycross.

In addition, cars are often parked there for a week or sometimes more while people have gone on holidays. I have witnessed people parking and either leaving on foot with or returning with suitcases, in the direction of one of the local stations. This is a particular problem during school holidays.

There is also an issue with people parking in the area and going on foot to the local mosque. This is a particular problem on Fridays but also at the weekend.

I seem to remember that some years ago, the idea of residents only parking in the area was being promoted but nothing appears to have come of it. While I would prefer not to have to pay an additional tax over and above my council tax, I am both concerned and frustrated with parking in my area I would like to suggest that the idea of

residents only parking on Maycross Avenue be considered and promoted.

ES/WRREC/024

Go ahead with the proposals asap - it is dangerous to turn into Maycross Ave at the Hillcross end coming from the Beverley end and equally entering Maycross from Mossville Gardens from the Martin Way end.

ES/WRREC/027

This is to confirm that I support the introduction of double yellow lines at the entrance and exit of Maycross Avenue which is currently under proposal.

Furthermore, I would appreciate if someone could review something similar with regards to restricting parking adjacent to where Mossville Gardens joins Martin Way. At present, cars and especially vans always park opposite the shops and post office. When exiting Mossville Gardens, the view of oncoming traffic coming from the right down the Hill along Martin Way is severely restricted and causes a danger.

Dunster Avenue and Garth Road, SM4

ES/WRREC/008

I have looked at the proposed yellow lines and I feel that it would be a better idea to run them on the other side of the street. Reason; there are already some dropped curbs where vehicles cannot park on that side which vehicles cannot park outside of.

Parking is an issue here in Dunster which is narrowing the road so the yellow lines are a good idea especially on the corners! I feel we need to put them up the hill/ road on other side it will have the same effect but less parking space will be lost!

ES/WRREC/011

I understand the importance of safety and allowing access for the emergency services and the refuse collection services, having said this I do not believe all options have been explored and the only option considered at present is probably the most cost effective. I do not believe the needs of the residents who inhabit this section of Dunster Avenue have been considered.

My wife is a childminder and works from home, with the proposed waiting restrictions this will impact her business as the pressure on parking spaces will increase on the section of Dunster Avenue directly outside my property. Especially during peak traffic hours when most parents are dropping off and collecting their children, it will also make it very difficult for my wife when she needs to take kids on outings in her vehicle because she will not always have parking on Dunster Avenue. As well as this I believe that by putting these restrictions in place you will just increase the number of vehicles wanting to park on Garth road therefore moving the problem of the number of cars looking for spaces.

My suggestion would be to introduce parking similar to that on Garth road where you can park your car with 2 wheels on the kerbside and the other 2 on the road. This will allow access without reducing the number of parking spaces on Dunster Avenue. This would allow the residents of the properties adjacent the proposal to have access to parking, as these properties have raised fronts and it is very difficult and costly to create parking space in the form of a drive. This will resolve both the issues of safety, visibility and provide clear access for all road users while still allowing for parking along this stretch of road.

Officers Comments:

Taking into consideration the curvature of the carriageway (less carriageway length on western kerbside) and the existing disabled parking bay (double yellow lines would be required on the opposite side before the disabled bay to create a chicane clearance effect for vehicles to pass) there is an equal length of unrestricted parking whichever side of the carriageway waiting restrictions are placed. However with the double yellow lines as proposed residents have available parking places immediately outside their properties and when to enter / egress have no obstruction opposite the crossover to hinder the turning circle.

Following the location of concern the waiting restrictions are proposed on one side where the width is insufficient to support parking on both sides of the road and at junction to assist with sightlines and access / flow of traffic, especially emergency service vehicles and the Council's refuse collection services. Double yellow lines are introduced to remove obstructive parking and to maintain clear access at all times. Access always takes priority over parking.

Following the Council's Parking Enforcement Team's footway parking review in April 2016 Dunster Avenue has not been approved suitable for footway parking. The majority of the properties within the vicinity of the proposal have off-street parking available and those properties that do not have available kerbside parking in front. The waiting restrictions are not proposed in front of any residents' properties and aim to assist with access / flow of traffic on the approach to the junction, especially large vehicles and emergency service vehicles in the event of an emergency.

Appendix C

Amended proposals Drawing Nos.Z78-648-09A and Z78-648-13A



Key

Proposed waiting restrictions 'at any time'

Dropped kerb

Lamp column



Notes

Do not scale from this drawing

Revisions

Rev	Revisions	Drawn	Sig	Date	Chkd	Sig	Date	App	Sig	Date
A	Design amended to reflect resident feedback from consultation									

PROJECT

Proposed Waiting Restrictions
Batch 1 / 2016

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London Borough of Merton 10/01/2020

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

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Drawing No.

Z27-648-09

Revision

A

Classification

CONSTRUCTION

Scale

1: 500

TITLE

Lacrosse Way
Mitcham, SW16

Drawn by	Sig	Date
Checked by	Sig	Date
Approved by	Sig	Date

Drawn	Sig	Date
Checked	Sig	Date
Approved	Sig	Date



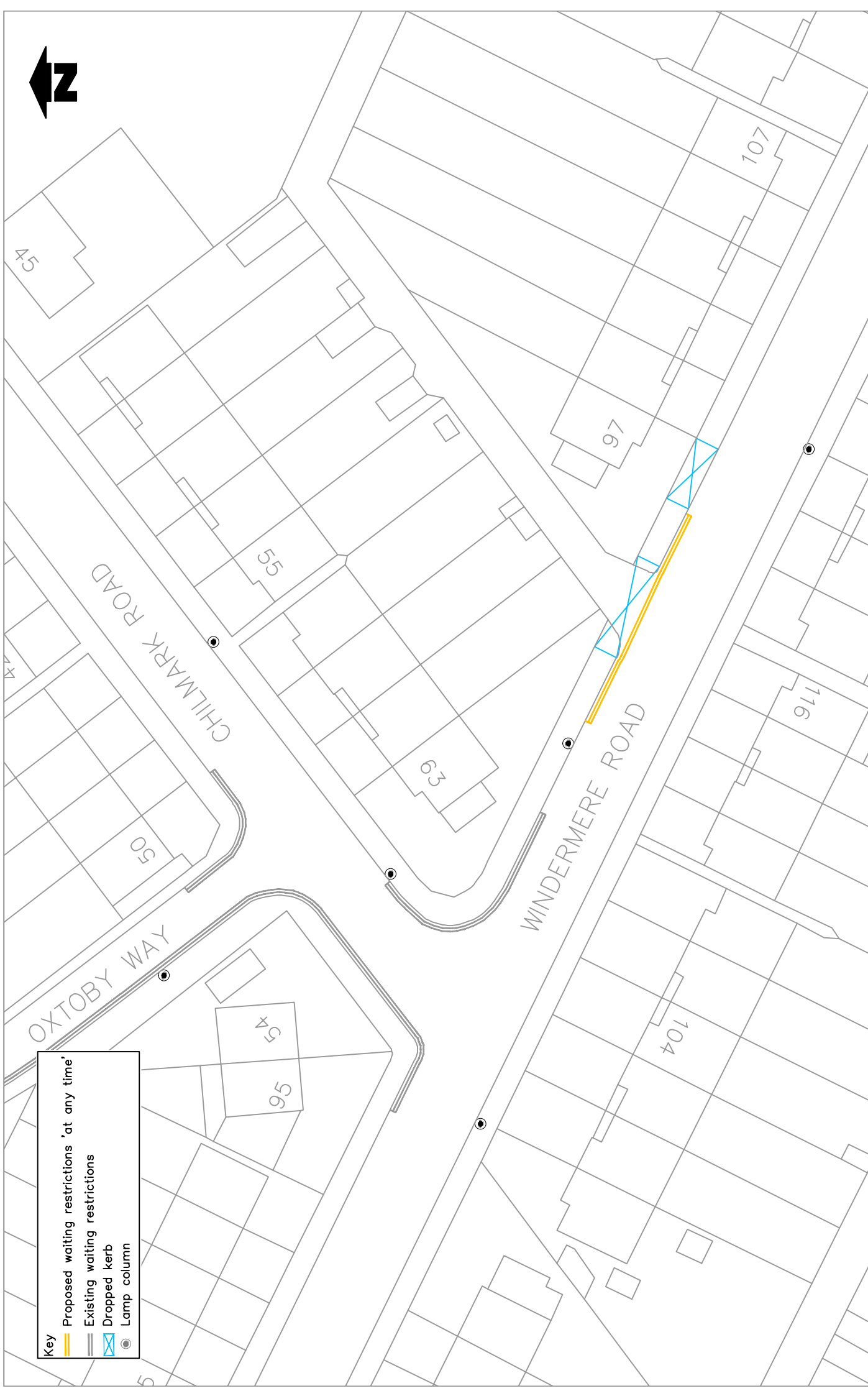
Key

Proposed waiting restrictions 'at any time'

Existing waiting restrictions

Dropped kerb

Lamp column



Notes

Do not scale from this drawing

Revisions

Rev	Revisions	Drawn	Sig	Date	Chkd	Sig	Date	App	Sig	Date
A	Design amended to reflect resident feedback from consultation									

PROJECT

Proposed Waiting Restrictions
Batch 1 / 2016

TITLE

Windermere Road
Chilmark Rd, SW16

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London Borough of Merton 10/01/2020

Drawn by	Sig	Date
Checked by	Sig	Date
Approved by	Sig	Date

Sustainable Communities
environment & regeneration

TRAFFIC & HIGHWAYS

Drawing No.

Z27-648-13

Revision

A

Classification

CONSTRUCTION

Scale

1: 500

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

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