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*Date:* 19 February 2020

Dear Councillor

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

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

) **Proposed Borough Wide Waiting Restrictions – Statutory  
consultation (Batch 5)**

and will be implemented at **noon** on **Monday 24 February 2020** unless a call-  
in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant  
sections of the constitution.

Yours sincerely

**Lisa Jewell**  
**Democracy Services**

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

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

**1. Title of report**

Proposed waiting restrictions borough wide 2019 Batch 5 (statutory consultation)

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

**3. Decision maker**

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

**4. Date of Decision**

18 February 2020

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

14 February 2020

**6. Decision**

- 1) Notes the contents of the report dated 14 February 2020 titled Batch5\_19-20 Borough Wide Waiting Restrictions Report.
- 2) To agree to undertake a statutory consultation on the proposed waiting and loading restrictions as set out in the report.

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

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

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

**9. Declarations of Interest**

None



Cllr Martin Whelton

Cabinet member for regeneration, housing and transport

18 February, 2020

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

**Date:** 14<sup>th</sup> February 2020

**Agenda item:**

**Wards:** Borough Wide.

**Subject:** Proposed Borough Wide Waiting Restrictions – Statutory consultation

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

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

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

Contact Officer: Sadiq Merchant, Tel: 020 8545 3840

Email: <mailto:sadiq.merchant@merton.gov.uk>

## **Recommendations:**

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The purpose of this report is to seek Cabinet Member approval to undertake a statutory consultation to introduce waiting and loading restrictions in roads identified in the table below. Plans showing the extent of the restrictions are attached in Appendix 2:

<b>Site/Location</b>	<b>Drawing No.</b>
Rodney Road	Z27-681-00
Marina Avenue	Z27-681-01
Lessness Road	Z27-681-02
Gladstone Road	Z27-681-03
Elm Gardens	Z27-681-04
Aragon Road	Z27-681-05
Prince Georges Road	Z27-681-06
Walsingham Road	Z27-681-07
Portland Road	Z27-681-08
Cherrywood Lane	Z27-681-09
Lewis Road	Z27-681-10

## **1. INTRODUCTION**

- 1.1 The purpose of this report is to seek approval to undertake a statutory consultation to introduce waiting / loading restrictions and partial footway parking bays (free) in the roads listed in the above table. Plans showing the extent and nature of the restrictions are attached in Appendix 2.

- 1.2 Officers regularly receive complaints and concerns regarding obstructive and dangerous parking from general road users including 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 in batches. Each request is added to a rolling programme for investigation and the appropriate proposals and recommendations to the cabinet Member are formulated in one report.
- 1.3 Over the last year there have been requests/demands for double yellow lines at specific locations throughout the borough. The majority of the complaints relate to vehicles parking close to/at junctions or communal access points, obstructing sightlines and making it difficult and hazardous for vehicles to enter and exit side roads safely. Concerns have also been expressed over emergency vehicle and the Council's refuse vehicles access being obstructed by inconsiderate parking. Additionally, complaints are also received from pedestrians where vehicles park on the footway.
- 1.4 These requests are prioritised by taking into account the location, accident statistics, site observations, access difficulties, speed limit and local environmental amenities and associated activities.
- 1.5 In light of these requests, each site has been investigated to determine the extent of the appropriate measure. Every attempt is made to minimise the proposed restrictions without compromising access and safety. For details of the restrictions please refer to appendices 1.

## **2 BACKGROUND**

- 2.1 It is the policy of the Council to improve the environment by making it safer for all road users (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, 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 In accordance with the Greater London Council (General Powers) Act 1974, parking on any part of a footway is illegal; although there are occasions where provided there is sufficient footway width (minimum 1.5m) parking on the footway can be permitted via an Exemption Order. This exemption, however, does not apply where the footway comprises of a grass verge. Fleming mead, Victoria Road and Friday Road has sufficient footway width to allow partial footway parking (two wheels on the footway). A footway parking exemption will maximise parking for residents and create sufficient access for all road users including the emergency services.

### **3 PROPOSALS**

- 3.1 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 and as shown on attached plans will improve access, safety and sightlines. It is recommended that a statutory consultation be undertaken for the introduction of the proposed waiting restrictions. The proposals are shown on the attached plans in Appendix 2.
- 3.2 Ward Councillors will be provided with copies of the proposals and will be forwarded a copy of the newsletter (where appropriate) prior to the start of the statutory consultation. Given the nature of some of the locations and to remain cost effective not all premises will receive a newsletter.

### **4 Locations:**

#### **4.1 Rodney Road**

Rodney Road is a cul-de-sac with a carriageway width of 4.5m. There is currently indiscriminate parking that restricts pedestrian and vehicular access. Based on representations from some residents and officer's assessment, it is proposed to introduce 'At any time' waiting restrictions and to formalise free parking via marked parking bays. This will allow safe vehicular and pedestrian access particularly for emergency vehicles and service vehicles such as refuse vehicles.

#### **4.2 Marina Avenue**

Due to obstructive parking at the turning head at the cul-de-sac in Marina Avenue, there have been representations from local residents regarding inconsiderate parking making turning manoeuvres an impossibility. It is proposed to introduce 'At any time' waiting restrictions to ensure that the area is kept clear so as to allow a clear turning area.

#### **4.3 Lessness Road**

Lessness Road is a very narrow road that has a carriageway width of 4.4m with 1.4m wide footway on both sides and therefore cannot accommodate parking on the footway or the carriageway. Parking, therefore, has an adverse impact on safety and access as emergency services would not be able to gain access; it also impacts refuse vehicles as well as other service vehicles. Vehicles parked in this section of the road completely block the footway forcing pedestrians to walk in the carriageway. Being aware of such safety risks, the Council cannot allow carriageway and footway obstruction to continue. The proposed waiting restrictions will ensure safety and access for pedestrian and motorist at all times.

#### 4.4 **Gladstone Road**

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

#### 4.5 **Elm Gardens**

The Council has received representations from a resident via the local MP regarding the pavement parking in Elm Gardens. The footway width is 2m and the carriageway width is 4.9m. Many of the residents have off street parking which means there is very little on street parking. However, the road suffers from obstructive parking with the current manner of footway and carriageway parking. To remove this obstructive parking and ease crossover egress/access, it is proposed to introduce 'At any time' waiting restrictions as shown on the plan attached as appendix 1. As per normal practice, every effort is made to maximise safe parking; it is, therefore proposed to allow partial footway parking where it is safe to do so.

#### 4.6 **Aragon Road**

The Council has received representations from a resident via the local MP regarding dangerous parking at the bend in Aragon Road. The footway width is 2.5m and the carriageway width is 6.8m. However, on the north eastern end of Aragon Road the carriageway width is 4.7m. With cars parked within this road space, larger vehicles including service vehicles struggle to navigate the turning. There is also an issue with cars parking partly on the footway causing obstruction to pedestrians. If cars were to park on both sides of the carriageway, this would impede traffic flow. It is, therefore, proposed to introduce 'At any time' waiting restrictions (double yellow lines) at the junctions, bend and places where vehicular access is restricted. The north-east arm of Aragon Road is very narrow, hence, it is proposed to introduce 'At any time' waiting restrictions (double yellow lines) on both side of Aragon Road at this end. This will allow safe access particularly for emergency vehicles; refuse /service vehicles and pedestrians. Please see attached plan in appendix 2.

#### 4.7 **Prince Georges Road**

The Council has received representations from the businesses based in Prince Georges Road that articulated lorries often park on double yellow lines on the bend making it hazardous. It is, therefore, proposed to convert the existing double yellow line waiting restrictions) to 'no waiting & loading' at any time restrictions. This will ensure that the area is kept clear of obstruction at all times.

#### 4.8 **Walsingham Road**

Due to obstructive parking at the turning head at the cul-de-sac in Walsingham Road, there have been representations from local residents regarding inconsiderate parking making turning circle and accessing their driveways difficult. The footway width is 2m and the carriageway width is 4.9m. Many of the residents have off street parking which means very little on street parking. However, the road suffers from obstructive parking with the current manner of footway and carriageway parking. To remove this obstructive parking and ease crossover egress/access, it is proposed to introduce 'At any time' waiting restrictions as shown on the plan in appendix 2. As per normal practice, every effort is made to maximise safe parking; it is, therefore proposed to allow partial footway parking where it is safe to do so.

#### 4.9 **Portland Road**

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

The second representation is from a local resident concerning inconsiderate parking on Portland Road that prevents access to their garage. On Portland Road toward junction with Western Road, there is footway on one side of the road with a width of 1.6m and the carriageway width is 7.2m up to side of property no 16 Portland Road, then the carriageway width gradually increases. Large vehicles park at this location.

To ensure safety and access, it is proposed to introduce 'At any time' waiting restrictions along its various lengths as shown on plan in appendix 2.

#### 4.10 **Cherrywood Lane area**

The Council has received representations via one of the local Councillor requesting yellow line restrictions to address the obstructive parking in Cherrywood Lane that is generating access and safety concerns.

There is also an issue with partial footway parking on the grass verge (which is illegal) and double parking around the island located within all its cul-de-sacs. Vehicles currently park partly on the footway that is causing an obstruction to pedestrians. If vehicles were to park on both sides of the carriageway, this would impede access for large vehicles especially emergency services and refuse vehicles. Cherrywood Lane has a carriageway width of 6.2m with 3m wide footway on both sides (most properties have crossovers and short stretches of in-between grass verge). Cherrywood Lane junction with The Green has carriageway width of 6.2m and footway width of 2.9m which in part is grass verge. Hillside Close has carriageway width of 4.9m and footway width of 2m. Cherry Close has carriageway width of 4.6m and footway width of 1.4m. Greenwood Close has carriageway width of 5m and footway width of 2m. All these roads cannot accommodate part footway parking or parking on both sides of carriageway.

It is proposed to introduce 'At any time' waiting restrictions along sections of the road that parking would impact on access and safety – this includes on one side of Cherrywood Lane, at all its cul-de-sacs and around the islands. Please see attached plan in appendix 2.

#### 4.11 **Lewis Road**

The Council has received representations from a resident via one of the local Councillor raising concerns about the safety of the junction of Lewis Road and Western Road due to vehicles parking at the junction obstructing sightlines. Currently the junction is subject to 10m of double yellow lines and the issue is more of enforcement rather than extension of existing restrictions. However, the double yellow lines on Lewis Road junction is 8.3m in length with 1m of it faded. It is recommended that this is extended to 10m on Lewis which will ensure improved sightlines and safety.

## **5 ALTERNATIVE OPTIONS**

- 5.1 Do nothing. This would be contrary to the concerns reported to the Council and would not resolve the dangerous and obstructive parking that is currently taking place.

## **6 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 STATEMENT OF REASONS**

- 7.1 The proposed measures will improve safety for all road users by ensuring clear visibility and access at all times particularly for the emergency vehicles. The proposed waiting restrictions will 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.
- 7.2 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.

## **8 HUMAN RIGHTS & EQUALITIES**

- 8.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.
- 8.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 8.3 The implementation of waiting restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 8.4 By maintaining clear access points, visibility will improve thereby improving the safety at junctions; bends and along narrow sections of a road and subsequently reducing potential accidents.
- 8.5 Regulating and formulating the flow of traffic will ensure the safety of all road users and improved access throughout the day.

## **9 RISK MANAGEMENT IMPLICATIONS**

- 9.1 The risk in not introducing the proposed waiting restrictions would be the potential risk to all road users and to the residents, in the case of an emergency, and access difficulties will not be addressed. It would also be contrary to the 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.



- 9.2 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 all road users which outweigh loss of parking.

## **10 FINANCIAL IMPLICATIONS**

- 10.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders and the road markings. The cost of this proposal can be met from the Environment and Regeneration revenue budget for 2019/2020 which contains a provisional budget for Parking Management schemes.

## **11 TIMESCALES**

- 11.1 If a decision is made to proceed with the implementation of the proposed waiting restrictions, Traffic Management Orders could be made within six weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the 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.

## **12 APPENDICES**

- 12.1 The following documents are to be published with this report and form part of the report
- Appendix 1 – Location of restrictions & Drawings of proposals

**Definition of Proposed Waiting Restrictions**

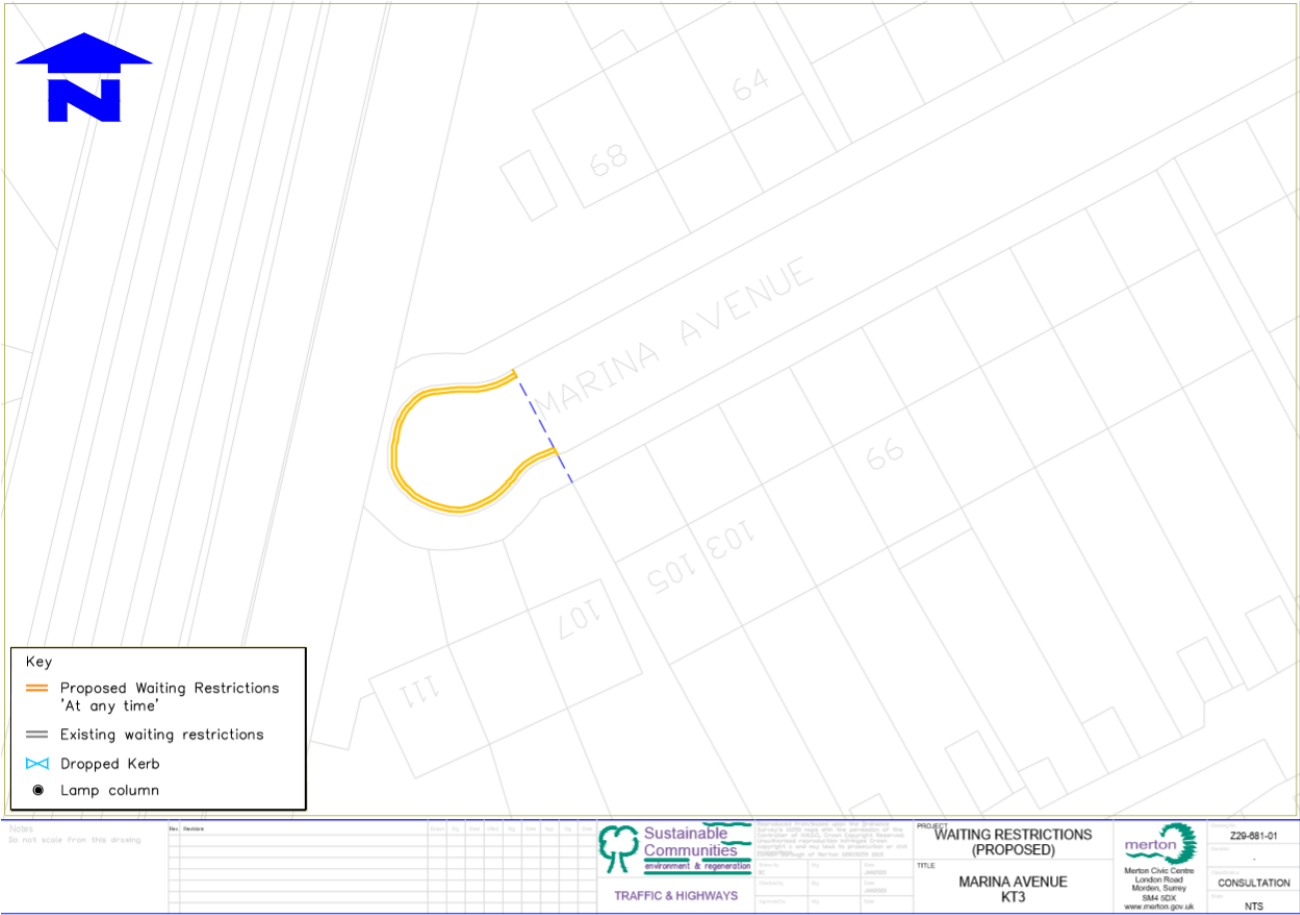
<b>Road</b>	<b>Site Observation</b>	<b>Definition of proposed waiting restrictions ('at any time' waiting restrictions unless otherwise specified)</b>
Rodney Road	Obstructive parking on road and the footway restricting access for all road users and pedestrian.	As per drawing (Z27-681-00).
Marina Ave	Obstructive parking at the turning head at the cul-de-sac making turning circle difficult.	As per drawing (Z27-681-01).
Lessness Road	Vehicles parked on highway, restrict access for large vehicles and cars parked on footway force pedestrians to walk in the middle of the carriageway.	As per drawing (Z27-681-02).
Gladstone Road	Cars parked on SYL outside the restriction hours prevent residents to access their off street parking spaces.	As per drawing (Z27-681-03).
Elm Gardens	Vehicles parked on highway restricting access for large vehicles, also part footway parking raises safety concerns for pedestrian.	As per drawing (Z27-681-04).
Aragon Road	Vehicles parked on highway restricting access for large vehicles, also part footway parking raises safety concerns for pedestrian.	As per drawing (Z27-681-05).
Prince Georges Rd	Articulated lorries carry out loading/unloading activity on the highway causing safety concerns for other road users and pedestrians.	As per drawing (Z27-681-06).
Walsingham Road	Vehicles parked on highway restricting access for large vehicles, also part footway parking raises safety concerns for pedestrian.	As per drawing (Z27-681-07).
Portland Road	Obstructive parking on highway restricts local resident's accessing their garage and large vehicles, often struggles to pass through. Vehicles parked close to junctions and on bends restricts sightlines for other road users and raises safety concerns for pedestrian.	As per drawing (Z27-681-08).
Cherrywood Lane	Cars parked on both sides of carriageway restrict access for other motorist and large vehicles. Vehicles parked partly on footway causes obstruction to residence driveways and damage the grass verge.	As per drawing (Z27-681-09).
Lewis Road	Vehicles parked close to junction raises safety concerns for motorist.	As per drawing (Z27-681-10).

Proposed Waiting Restrictions

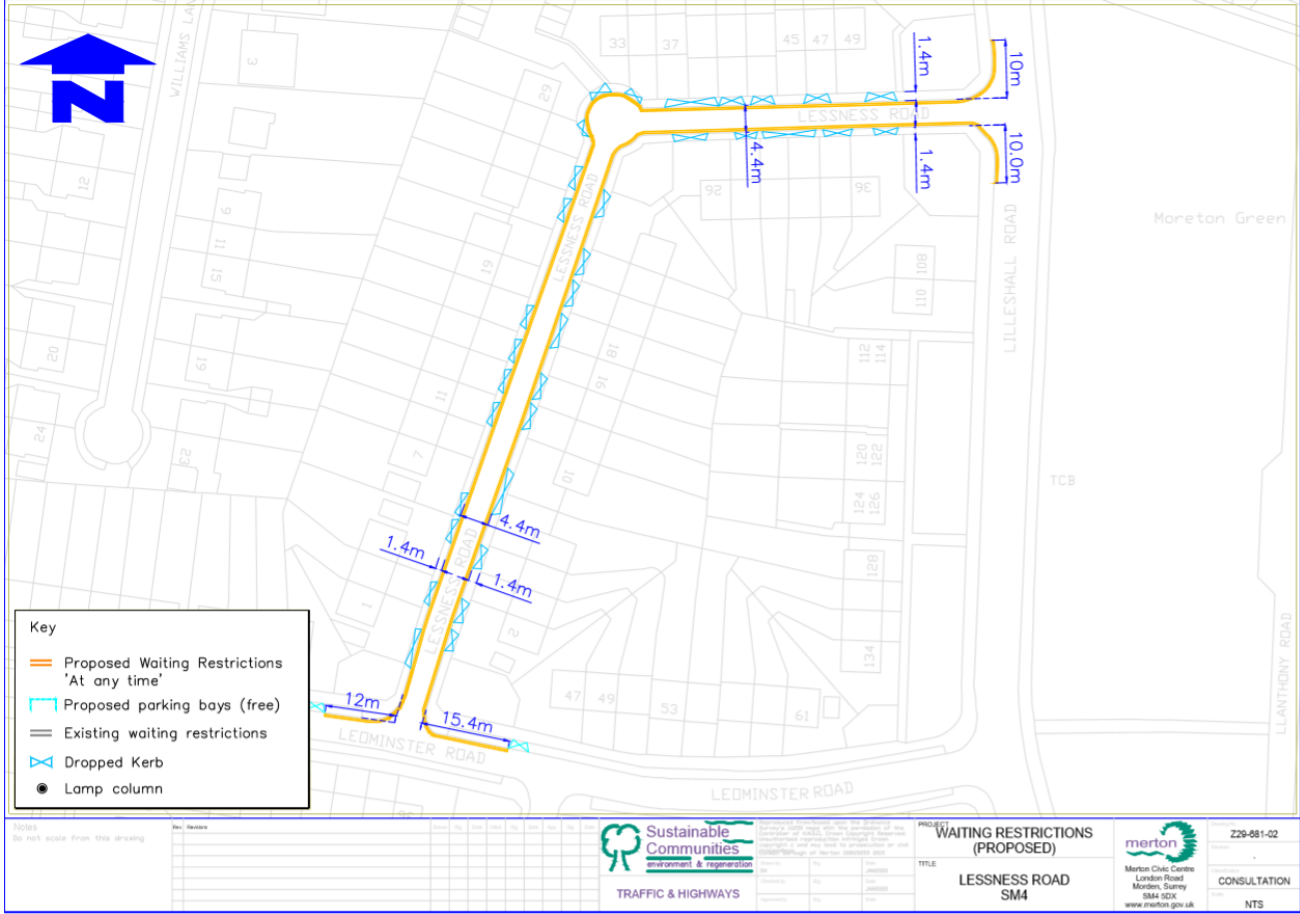
Rodney Road



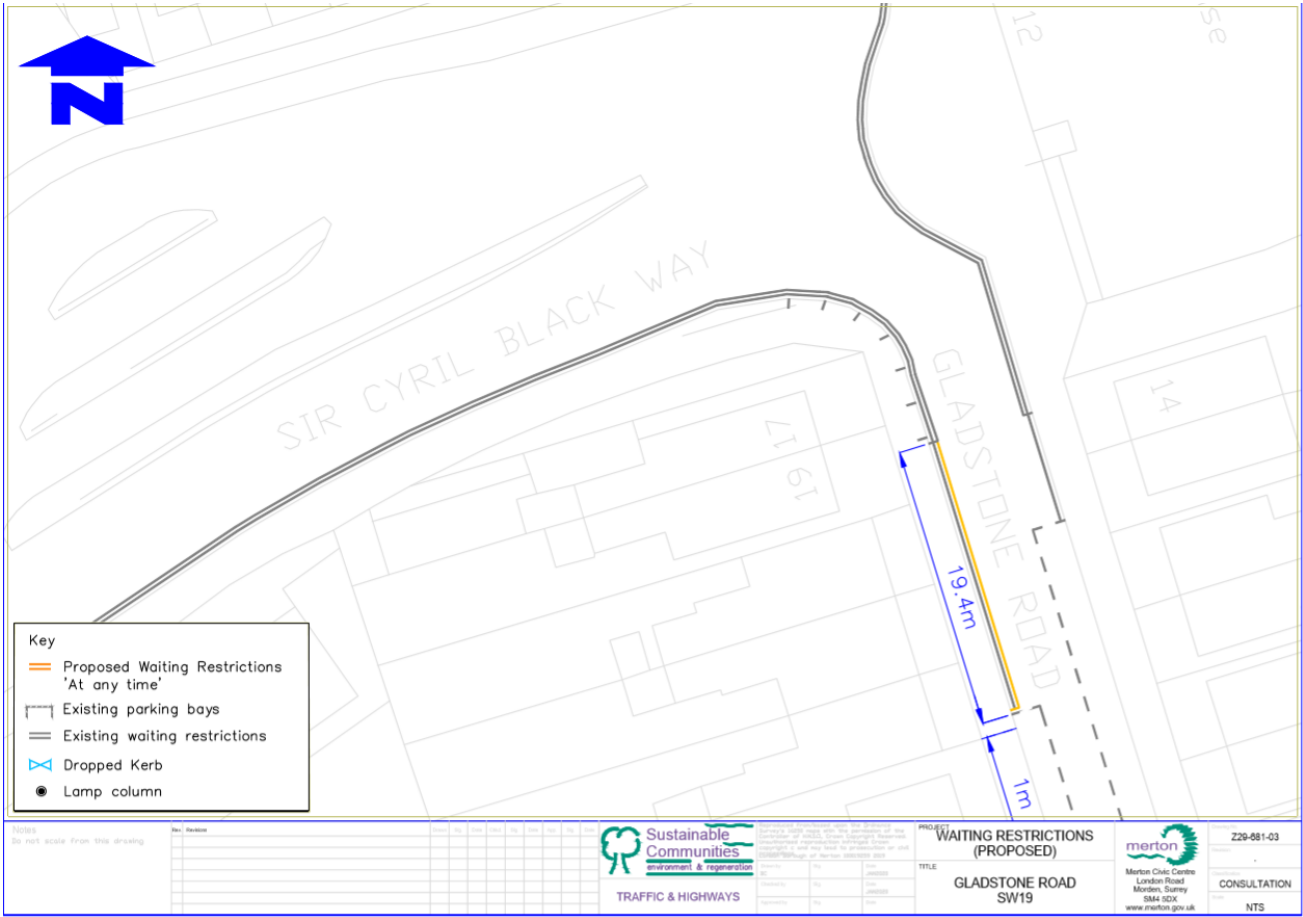
Marina Ave



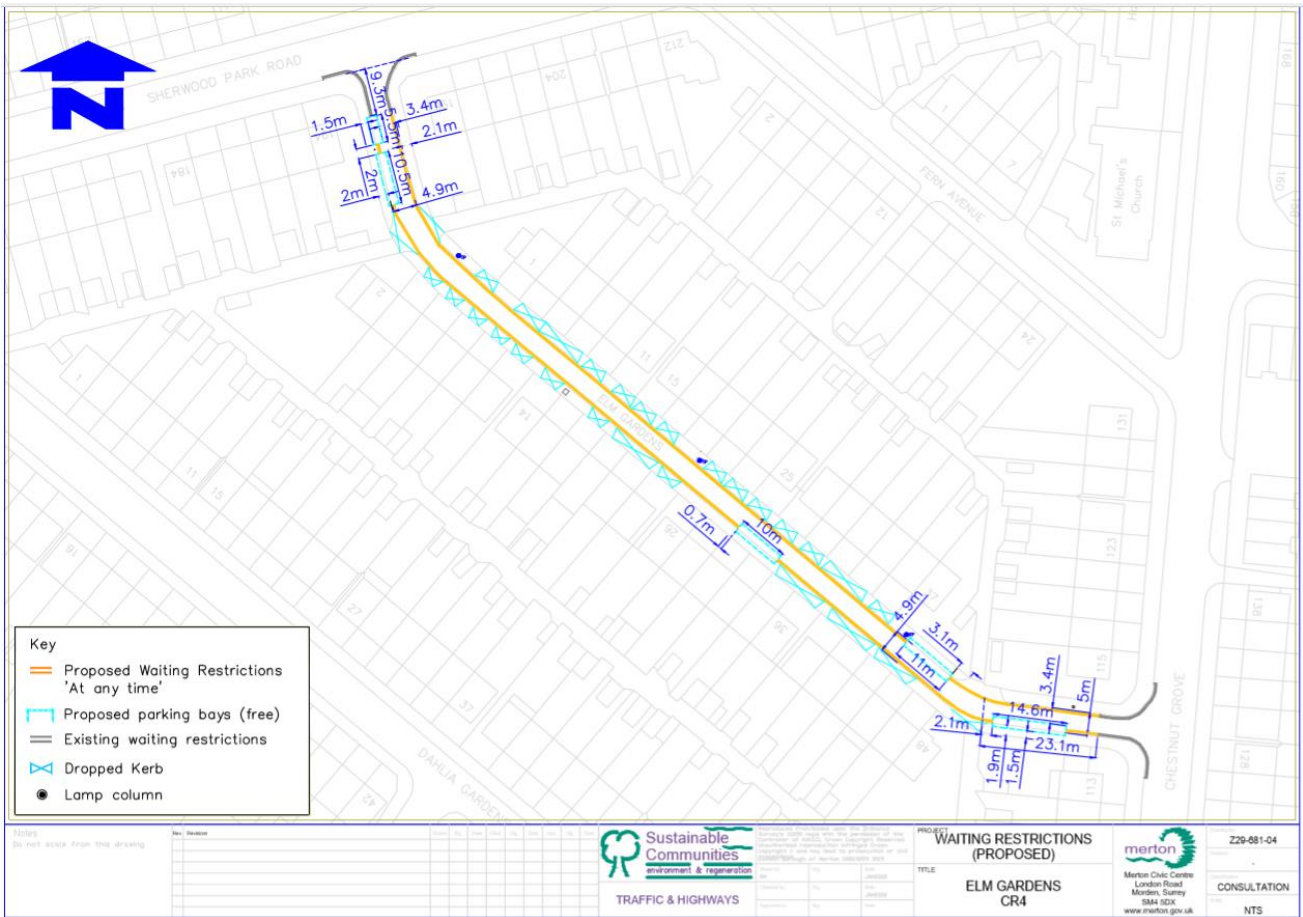
Lessness Road



Gladstone Road

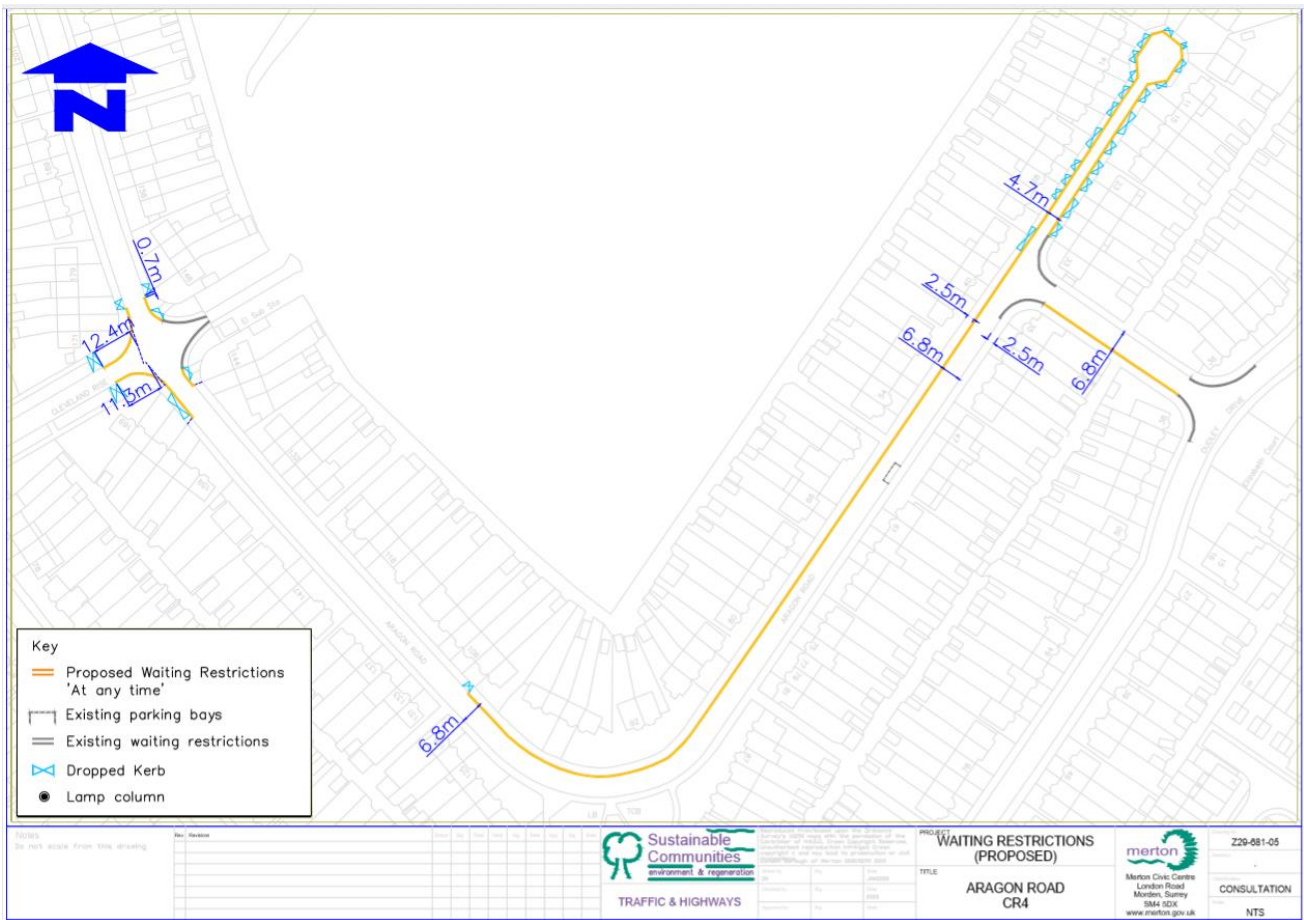
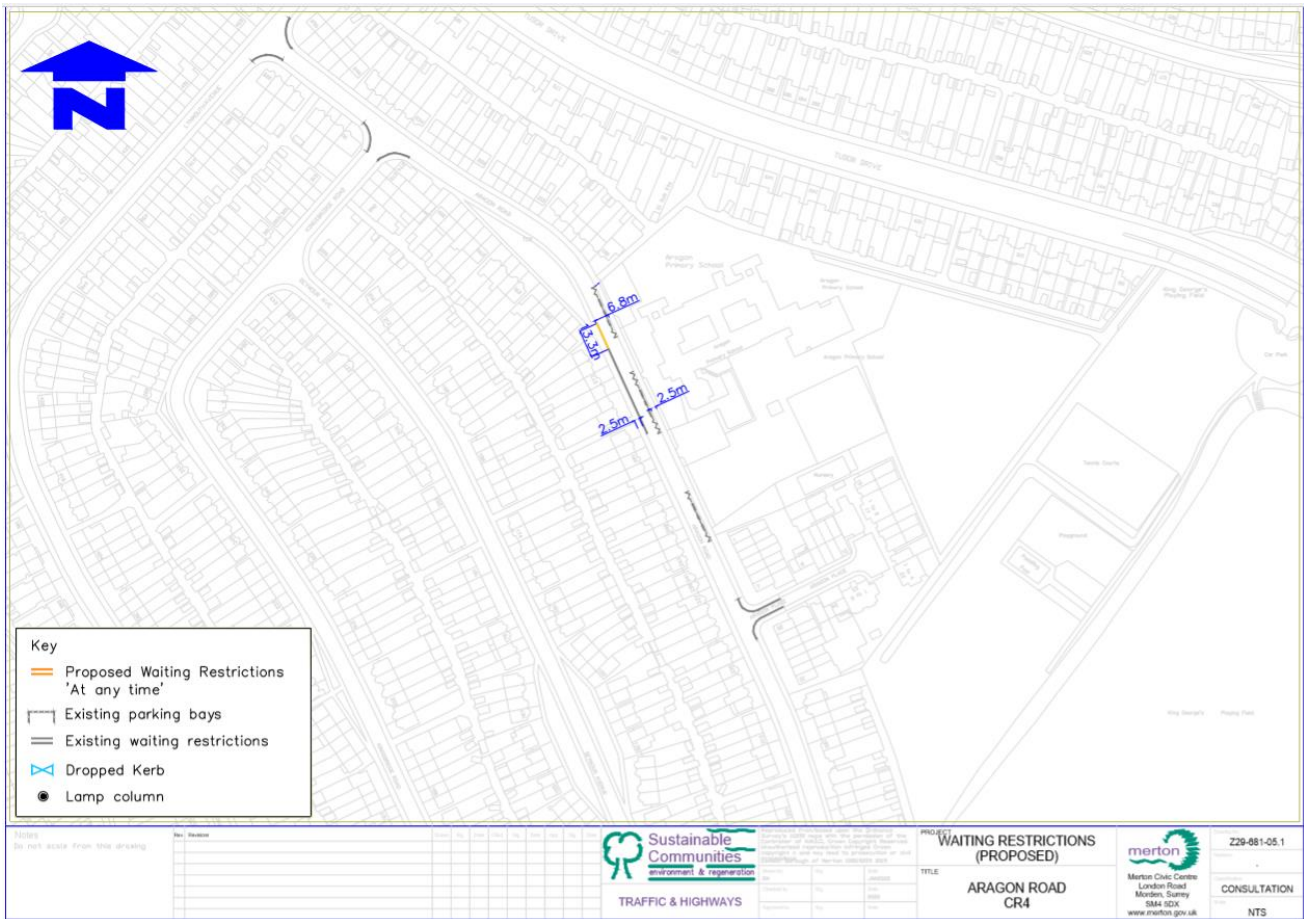


Elm Gardens

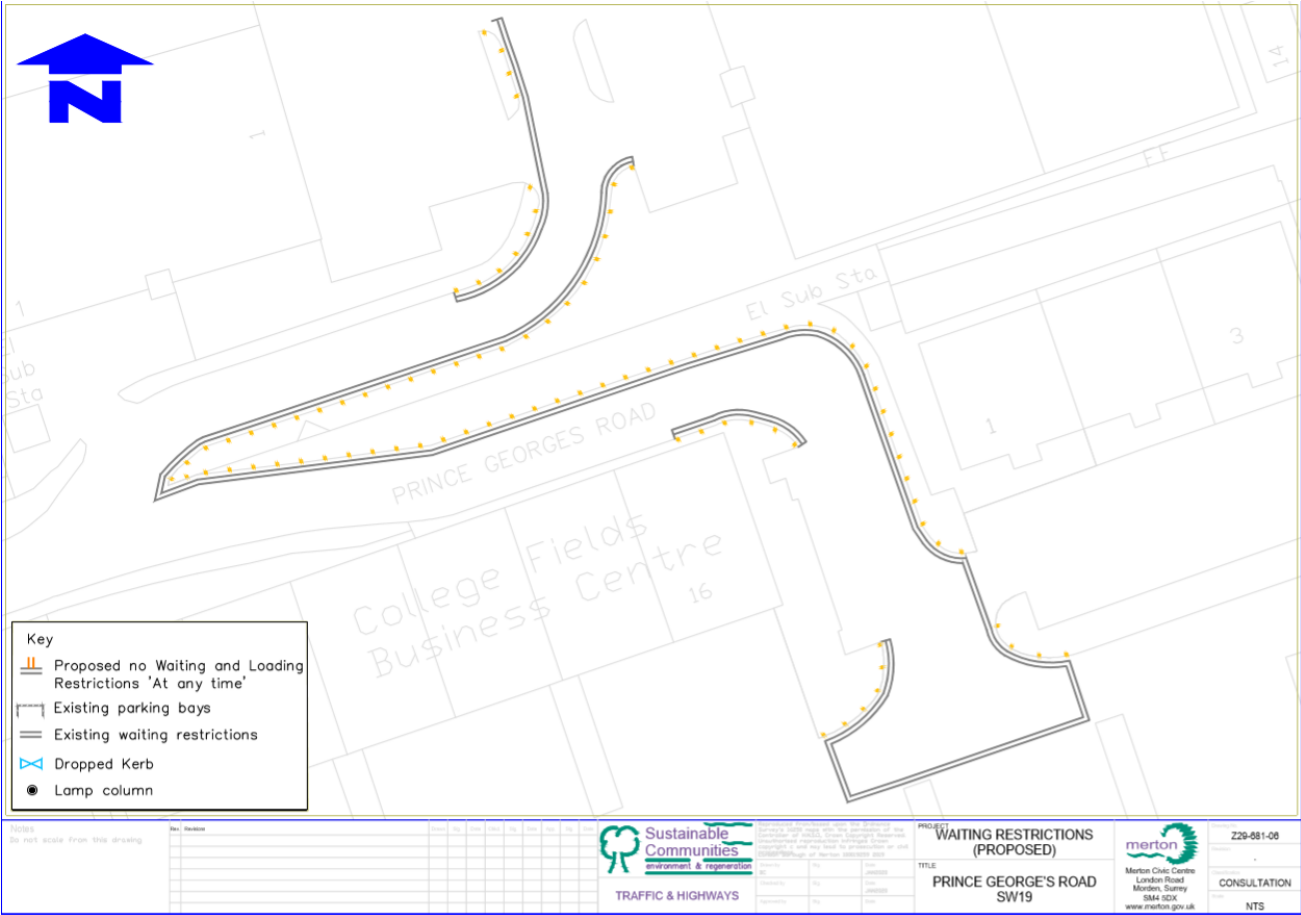




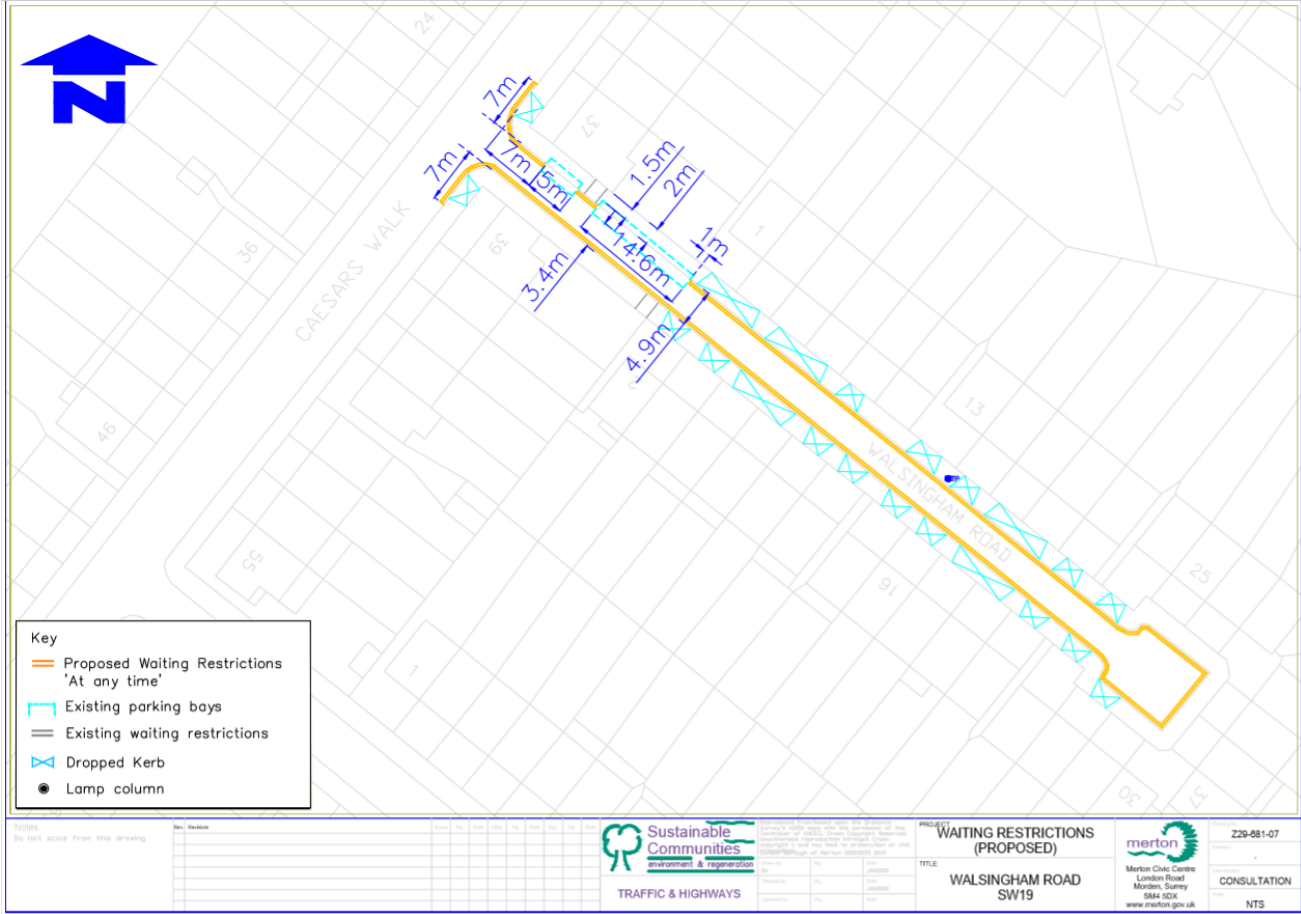
Aragon Road



Prince Georges Road

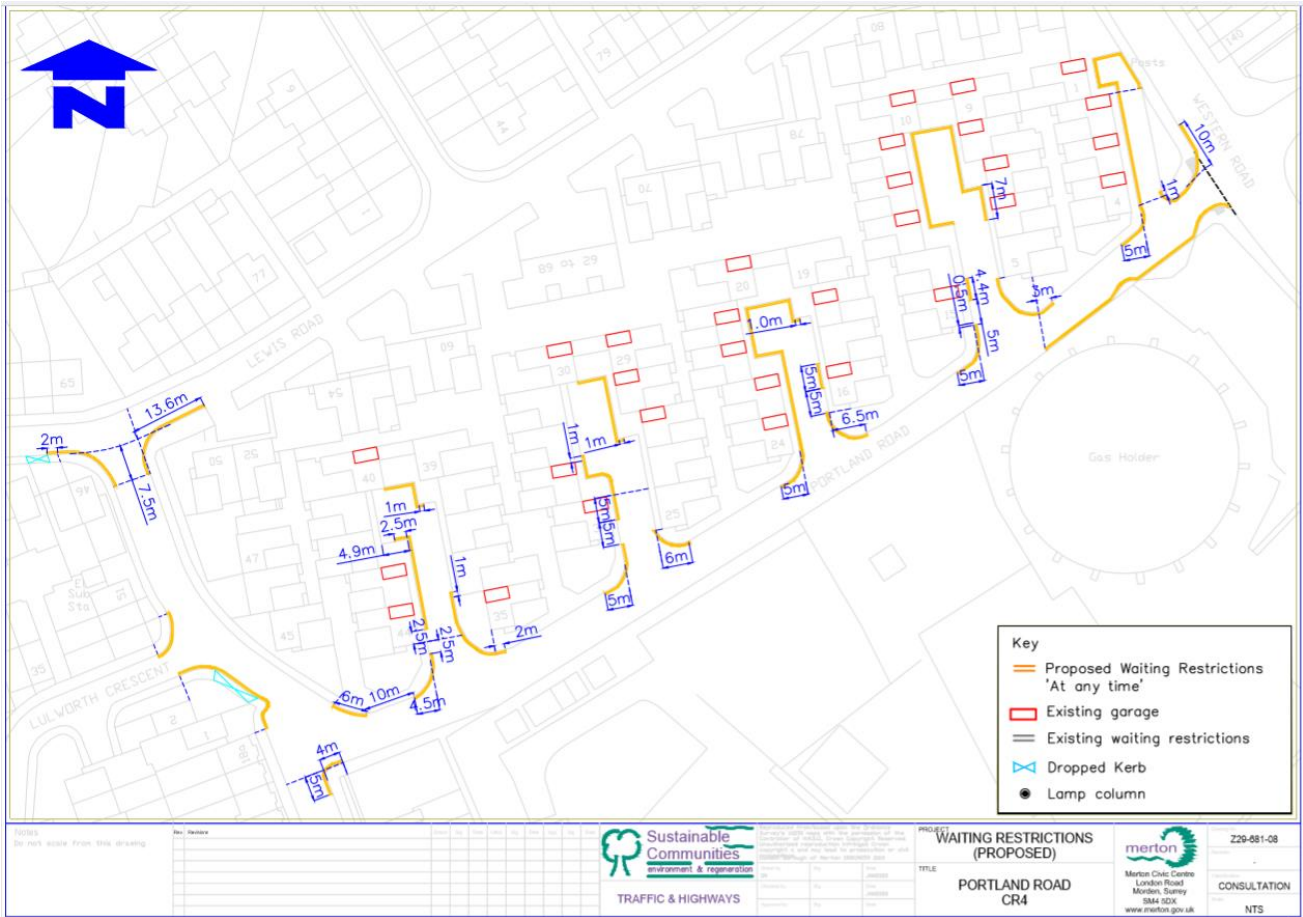


Walsingham Road

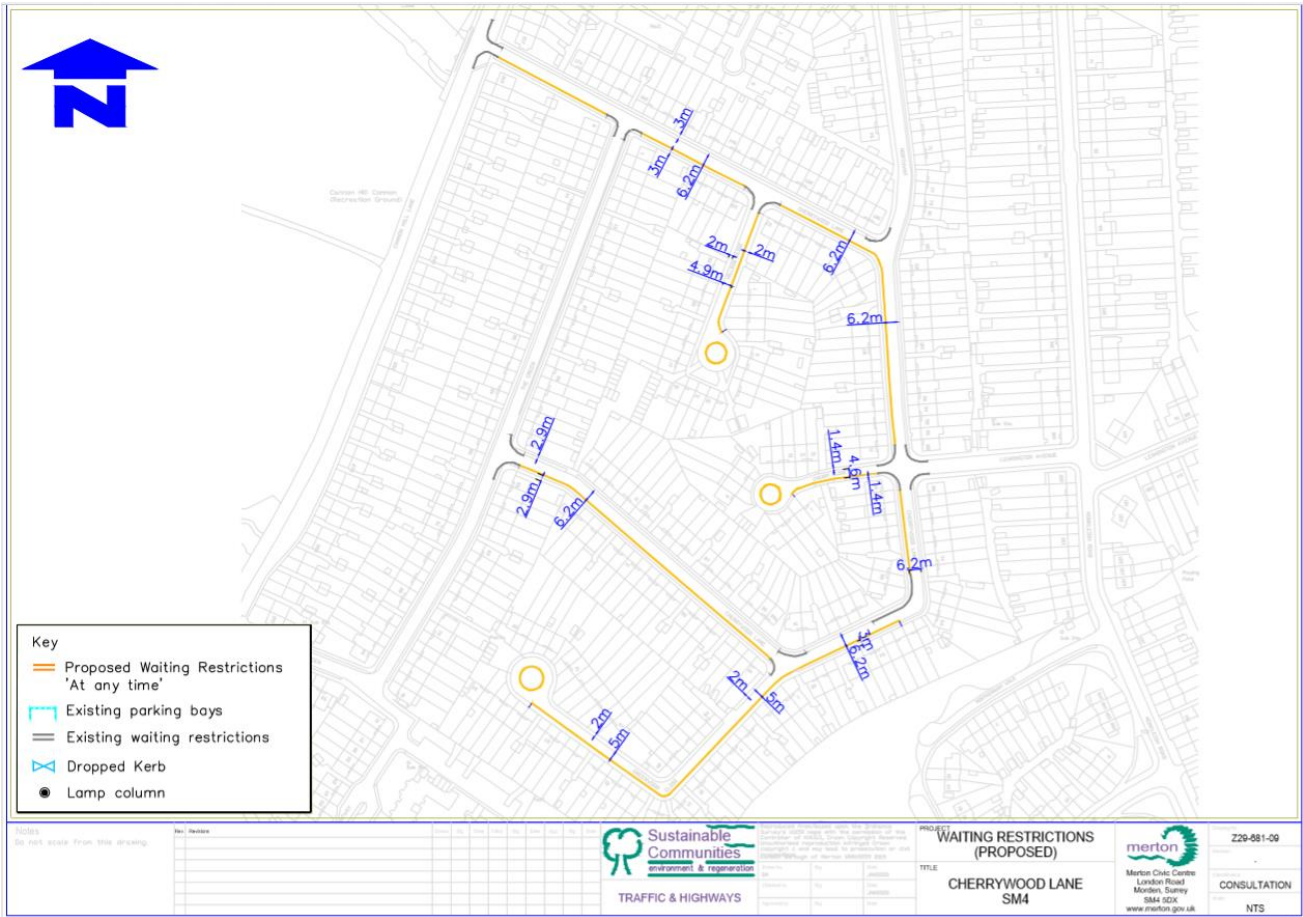




Portland Road



Cherrywood lane





**Key**

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

**WAITING RESTRICTIONS (PROPOSED)**

**LEWIS ROAD CR4**

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**Z29-861-10**

File	Signature

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999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Drawn by	By	Date
SM		JAN2008
Checked by	By	Date
		JAN2008
Approved by	By	Date

PROJECT	WAITING RESTRICTIONS (PROPOSED)
TITLE	LEWIS ROAD CR4

 <p>Merton Civic Centre London Road Morden, Surrey SM4 6DX www.merton.gov.uk</p>	<p>Drawing No:</p> <p><b>Z20-081-10</b></p>
	<p>Revision:</p> <p>.</p>
	<p>Classification:</p> <p><b>CONSULTATION</b></p>
	<p>Scale:</p> <p><b>NTS</b></p>

## Merton Council - call-in request form

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

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### 2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

### 3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

**4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)**

Required by part 4E Section 16(c)(a)(ii) of the constitution:

**5. Documents requested**

**6. Witnesses requested**

**7. Signed (not required if sent by email): .....**

**8. Notes – see part 4E section 16 of the constitution**

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- ) **EITHER** by email from a Councillor's email account (no signature required) to  
      [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk)
- ) **OR** as a signed paper copy to the Head of Democracy Services, 7<sup>th</sup> floor, Civic Centre,  
      London Road, Morden SM4 5DX.

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

020 8545 3864