



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: 15 December 2014

Dear Councillor

Notification of a non-key Decision taken by the Cabinet Member for Environmental Sustainability and Regeneration

The attached decision was the decision taken by the **Cabinet Member for Environmental Sustainability and Regeneration** of with regard to **The Proposed borough wide waiting restrictions - Objection report** and will be implemented at noon on Thursday 18 December 2014 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

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)

The proposed borough wide waiting restrictions – Objection Report

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

12th December 2014

4. Date report made available to decision maker

12th December 2014

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

N/A

6. Decision

I, Councillor Andrew Judge, the Cabinet Member for Environmental Sustainability and Regeneration;

A) Noted the result of the statutory consultation carried out between 14 July and 1st August 2014 on the proposed introduction of waiting restrictions in Adela Avenue, Arnold Road, Caesars Walk, Carisbrooke Road, Chatsworth Place, Cherrywood Lane, Claymore Close, Cranmer Road, Estella Avenue, Fowler Road, Grand Drive, Guyatt Gardens, Hartland Way, Hertford Way, Lancaster Avenue, Litchfield Avenue, Nelson Road Mews, Nova Mews, Octavia Close, Ormerod Gardens, Priestly Road, Prince Georges Road, Rawnsley Avenue, Rustington Walk, Rutland Drive, Sandy Lane, Uckfield Grove, Woodley Close And Yorkshire Road.

B) Noted that there are no objections to

Rawnsley Ave / Octavia Close junction, Hertford Way / Yorkshire Rd junction, Hertford Way / Carisbrooke Rd, junction, Guyatt Gdns / Priestly Rd junction, Guyatt Gdns / Ormerod Gdns junction, Fowler Rd / Priestly Rd, junction, Fowler Rd junction Ormerod Gdns, Priestly Rd junction Sandy Lane, Woodley Close cul-de-sac, Caesars Walk junction Burghley Place, Douglas Ave / Estella Ave / Adela Ave.

Agree to proceed with the making of the relevant Traffic Management Orders (TMOs) for the implementation of the proposed measures in Adela Avenue, Arnold Road, Caesars Walk, Carisbrooke Road, Chatsworth Place, Cherrywood Lane, Cranmer Road, Estella Avenue, Fowler Road, Grand Drive, Guyatt Gardens, Hertford Way, Lancaster Avenue, Nelson Road Mews, Nova Mews, Octavia Close, Ormerod Gardens, Priestly Road, Prince

Georges Road, Rawnsley Avenue, Sandy Lane, Uckfield Grove, Woodley Close And Yorkshire Road.

C)

7. Reason for decision

These are carefully thought out parking restrictions that are necessary to improve vehicle movement, remove obstructions and clear sightlines. There has been consultation including with ward councillors. Issues raised and objections made have been carefully considered and either amendments made or reasons for rejection advanced.



8. Alternative options considered and why rejected

8.1 Do nothing. This would not address the issues raised by residents and access issue identified. It is the Council's duty to provide a safe environment for all road users.

9. Documents relied on in addition to officer report

Statutory consultation documents, drawings and representations

10. Declarations of Interest

11. Publication of this decision and call in provision

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

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

Cabinet Member for Environmental Sustainability and Regeneration:

Date: 12th December 2014

Agenda item:

Wards: Abbey, Cannon Hill, Colliers Wood, Cricket Green, Figg Marsh, Lower Morden, Pollards Hill, Ravensbury , St Heliers, West Barnes

Subject: Proposed Borough wide waiting restrictions – Statutory consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number: N/A

Contact Officer: Omar Tingling, Tel: 020 8545 3840

Email: <mailto:omar.tingling@merton.gov.uk>

Recommendations:

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

- A) Notes the result of the statutory consultation carried out between 14 July and 1 August 2014 on the proposals to introduce parking controls (double and single yellow lines) in the roads as shown below:

Site/Location	Drawing No.
Proposed extension of double yellow lines	
Grand Drive	Z27-634-11
Proposed conversion of single to double yellow lines	
Rookwood Ave	Z27-634-09
Chatsworth Pl junc London Rd	Z27-634-06
Proposed new double yellow lines	
Cherrywood Lane	Z27-634-12
Chatsworth Place	Z27-634-06
Rutland Dive cul-de-sac	Z27-634-08
Rutland Drive junc Claymore Close	“
Rutland Drive junc Hartland Way	“
Rutland Drive junc Rustington Walk	“
Rutland Drive junc Litchfield Ave	“
Rawnsley Ave junc Octavia Close	Z27-634-07
Hertford Way junc Yorkshire Rd	Z27-634-05
Hertford Way junc Lancaster Avenue	“
Hertford Way junc Carisbrooke Rd	“
Guyatt Gdns junc Priestly Rd	Z27-634-04
Guyatt Gdns junc Ormerod Gdns	“

Fowler Rd junc Priestly Rd	“
Fowler Rd junc Ormerod Gdns	“
Priestly Rd junc Sandy Lane	“
Woodley Close cul-de-sac	Z27-634-03
Woodley Close junc Arnold Rd	“
Nelson Rd Mews	Z27-634-01
Nova Mews	Z27-634-13
Prince Georges Road	Z27-634-14
Caesars Walk junc Burghley Pl	Z27-634-15
Uckfield Grove cul-de-sac	Z27-634-16
Douglas Ave junc Estella Ave	Z27-634-10
Douglas Ave junc Adela Ave	“
Douglas Avenue	Z27-634-10
Proposed new single yellow lines	
Nova Mews	Z27-634-13

- B) Notes and considers the representations received in respect of the proposals as detailed in Appendix 3.
- C) Considers the objections against the proposed measures.
- D) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed double and single yellow lines as detailed in the table below and shown on drawing attached as Appendix 1

Site/Location	Drawing No.
Proposed extension of double yellow lines	
Grand Drive	Z27-634-11
Proposed conversion of single to double yellow lines	
Rookwood Ave	Z27-634-09
Chatsworth Place	Z27-634-06
Proposed new double yellow lines	
Cherrywood Lane	Z27-634-12
Chatsworth Place	Z27-634-06
Rawnsley Ave junc Octavia Close	Z27-634-07
Hertford Way junc Yorkshire Rd	Z27-634-05
Hertford Way junc Lancaster Avenue	“
Hertford Way junc Carisbrooke Rd	“
Guyatt Gdns junc Priestly Rd	Z27-634-04
Guyatt Gdns junc Ormerod Gdns	“
Fowler Rd junc Priestly Rd	“
Fowler Rd junc Ormerod Gdns	“
Priestly Rd junc Sandy Lane	“
Woodley Close cul-de-sac	Z27-634-03

Woodley Close junc Arnold Rd	“
Nelson Rd Mews	Z27-634-01
Nova Mews	Z27-634-13
Prince Georges Road	Z27-634-14
Caesars Walk junc Burghley Pl	Z27-634-15
Uckfield Grove cul-de-sac	Z27-634-16
Douglas Ave junc Estella Ave	Z27-634-10
Douglas Ave junc Adela Ave	“
Douglas Avenue	Z27-634-10
Proposed new single yellow lines	
Nova Mews	Z27-634-13

- E) Agrees to put on hold the making of the relevant Traffic Management Orders (TMOs) for the proposed double yellow lines as detailed on the table below and attached as Appendix 2.

Site/Location	Drawing No.
Rutland Dive cul-de-sac	Z27-634-08
Rutland Drive junc Claymore Close	“
Rutland Drive junc Hartland Way	“
Rutland Drive junc Rustington Walk	“
Rutland Drive junc Litchfield Ave	“

- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The report details the outcome of a statutory consultation conducted during July 2014 to introduce waiting restrictions as detailed in section ‘A’ above.
- 1.2 The report details the amendments made to certain aspects of the original proposal in response to feedback received during the statutory consultation.
- 1.3 It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) to introduce waiting restrictions as detailed in item ‘D’ above.
- 1.4 It seeks approval to put on hold the making of the relevant Traffic Management Orders (TMOs) as detailed in item ‘E’ above.

2 BACKGROUND

- 2.1 It is the policy of the Council to improve the environment by making it safer for both motorists and pedestrians. One way this can be achieved is by regulating the number of parked vehicles in the area, particularly at key locations such as at junctions, narrow roads, and cul de sacs and at bends. The aims of the proposed double yellow lines waiting restrictions are to improve visibility and to provide clear access for all road users, particularly vulnerable road users such as pedestrians, push chairs and wheelchair users who for example may wish to make proper use of the section of dropped kerb at junctions.

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

3 Consultation undertaken

- 3.1 The statutory consultation on the Council's intention to introduce the proposed parking controls in item 'A' above commenced on 14th July and ended 1 August 2014. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 4, was also circulated to all those properties included within the consultation areas.
- 3.2 Ward Councillors were provided with copies of the proposals and newsletters prior to the start of the statutory consultation. Given the nature of some of the locations and to remain cost effective not all residents in each street received a newsletter.
- The statutory consultation resulted in a total of 70 representations; 6 of which were in support of the proposal and 64 against. These representations are detailed in Appendix 3. A representation was also received by the Metropolitan Police with no comment or observation.
- 3.3 **Grand Drive** – Drawing Z27-634-11, attached as Appendix 1
- The council received one comment supporting the proposal which is detailed in Appendix 3. It is recommended to proceed with this proposal as advertised.
- The Council did not receive any representations for the following sites and, therefore, it is recommended that the proposal be implemented as advertised. This will maintain access for emergency services and the refuse collection service, whilst maintaining sight lines for pedestrians. All plans are attached in Appendix 1.

- **Rookwood Ave** – Drawing Z27-634-09, attached as
- **Rawnsley Ave / Octavia Close junction** – Drawing Z27-634-07
- **Hertford Way / Yorkshire Rd junction** - Drawing Z27-634-05
- **Hertford Way / Carisbrooke Rd junction** - Drawing Z27-634-05
- **Guyatt Gdns / Priestly Rd junction**- Drawing Z27-634-04
- **Guyatt Gdns / Ormerod Gdns junction** - Drawing Z27-634-04
- **Fowler Rd / Priestly Rd junction** - Drawing Z27-634-04
- **Fowler Rd junction Ormerod Gdns** - Drawing Z27-634-04
- **Priestly Rd junction Sandy Lane** - Drawing Z27-634-04
- **Woodley Close cul-de-sac** - Drawing Z27-634-03
- **Caesars Walk junction Burghley Place**- Drawing Z27-634-15
- **Douglas Ave / Estella Ave / Adela Ave** - Drawing Z27-634-10

3.4 **Chatsworth Place** – Drawing Z27-634-06,

This cul-de-sac accommodates a sheltered accommodation facility for the elderly. The concern of the residents was that visitors would not have space to park. Since the statutory consultation there has been an improvement with the parking situation in this road, however, there is no guarantee that this will continue. There were ten respondents to the proposals including a forty eight signature petition from the area against the proposal. Notwithstanding the objections, there are private off-street parking spaces for residents and ample space for visitors to park within the off-street facility. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. It is recommended that the proposal be implemented as advertised. This will maintain access for emergency services and the refuse collection service, whilst maintaining sight lines for pedestrians.

3.5 **Cherrywood Lane** – Drawing Z27-634-12, attached as Appendix 1

The council received three responses to the consultation. Two were objections with one respondent in support of the proposal. The objectors were concerned that if the corners were cleared of parked vehicles this may encourage an increase in speed and would reduce available parking spaces in Cherrywood Lane. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal be implemented as advertised as this will ensure access for emergency services and refuse collection vehicles.

3.6 **Rutland Drive junctions with Claymore Close, Hartland Way, Rustington Walk, Litchfield Ave and Rutland Drive cul-de-sac** - Drawing Z27-634-08, attached as Appendix 2

A meeting was held with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation

3.7 **Hertford Way / Lancaster Ave junction** - Drawing Z27-634-05, attached as Appendix 1

There were two objections and one comment in support of the proposed measures. This junction was tested for accessibility for larger vehicles. The results of this exercise concluded that these parking restrictions are necessary. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal be implemented as advertised as this will ensure access for emergency services and refuse collection.

3.8 **Woodley Close junction Arnold Rd** - Drawing Z27-634-03, attached as Appendix 1

One objection was received during the statutory consultation. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal is implemented as advertised as this will ensure access for emergency services and refuse collection.

3.9 **Nelson Rd Mews** - Drawing Z27-634-01, attached as Appendix 1

The council received two objections from a business on Merton High Street. The objection was based on the loss of loading facility for up to 4 hours that the proposal will have on the businesses in the area. It should be noted that it is likely that it will take considerably less than 4 hours to load and unload. Nelson Mews is too narrow to accommodate an articulated lorry. It should also be noted that loading areas have been created in Merton High Street and 20 minutes free parking is also available in the area for the business customers. There was also a question of ownership of this road. Nelson Road Mews was adopted by the council on 28/02/11. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal is implemented as advertised as this will ensure access for emergency services and refuse collection.

3.10 **Nova Mews** - Drawing Z27-634-13, attached as Appendix 1

There were six respondents of which 3 objected to the proposals. There were also 3 letters of support, one which was signed by nine households of Nova Mews. These objections were based on the impact on parking the proposals would have. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal is implemented as advertised as this will ensure access for emergency services and refuse collection. It is recommended that they are overruled.

3.11 **Prince Georges Rd cul-de-sac**- Drawing Z27-634-14, attached as Appendix 1

The council received one letter of support. It is the duty of the Council to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the parking restrictions if implemented would achieve this objective. Therefore, it is recommended that the proposal be implemented as advertised as this will ensure access for emergency services and refuse collection.

3.12 **Uckfield Grove cul-de-sac** - Drawing Z27-634-16 attached as Appendix 1

The council received three letters of support. It is recommended that the proposal be implemented as advertised. This will maintain access for emergency services and the refuse collection service, whilst maintaining sight lines for pedestrians.

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

3.14 Many of the complaints regarding obstructive parking were raised by motorists, residents, residents associations and local Ward Councillors. Upon assessing each individual site, all relevant ward members were contacted with the details of the proposals. In some cases Officers attended meetings with Ward Councillors and residents. In many cases Ward Members are supportive of the proposals detailed within this report. In the absence of support the proposals have been put on hold for further discussions.

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

4 STATEMENT OF REASONS

4.1 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.

4.2 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.

5 ALTERNATIVE OPTIONS

5.1 Do nothing. This would be contrary to the concerns expressed by the local residents; police, fire brigade and ward councillors, 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 HUMAN RIGHTS & EQUALITIES

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

8 RISK MANAGEMENT IMPLICATIONS

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

9 FINANCIAL IMPLICATIONS

- 9.1 To introduce the proposed restrictions will cost approximately £5,000. This includes the making of The Traffic Management Orders. The set up costs will be funded from the Capital budget identified for controlled parking zones within the Capital Programme 2013/2014.

10 TIMESCALES

- 10.1 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.

11 APPENDICES

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

- Appendix 1 – Drawing proposals
- Appendix 2 – Drawing of proposals on hold
- Appendix 3 – Comments/objections and officer responses
- Appendix 4 – Example of the consultation leaflet
- Appendix 5 – Definition of restrictions.

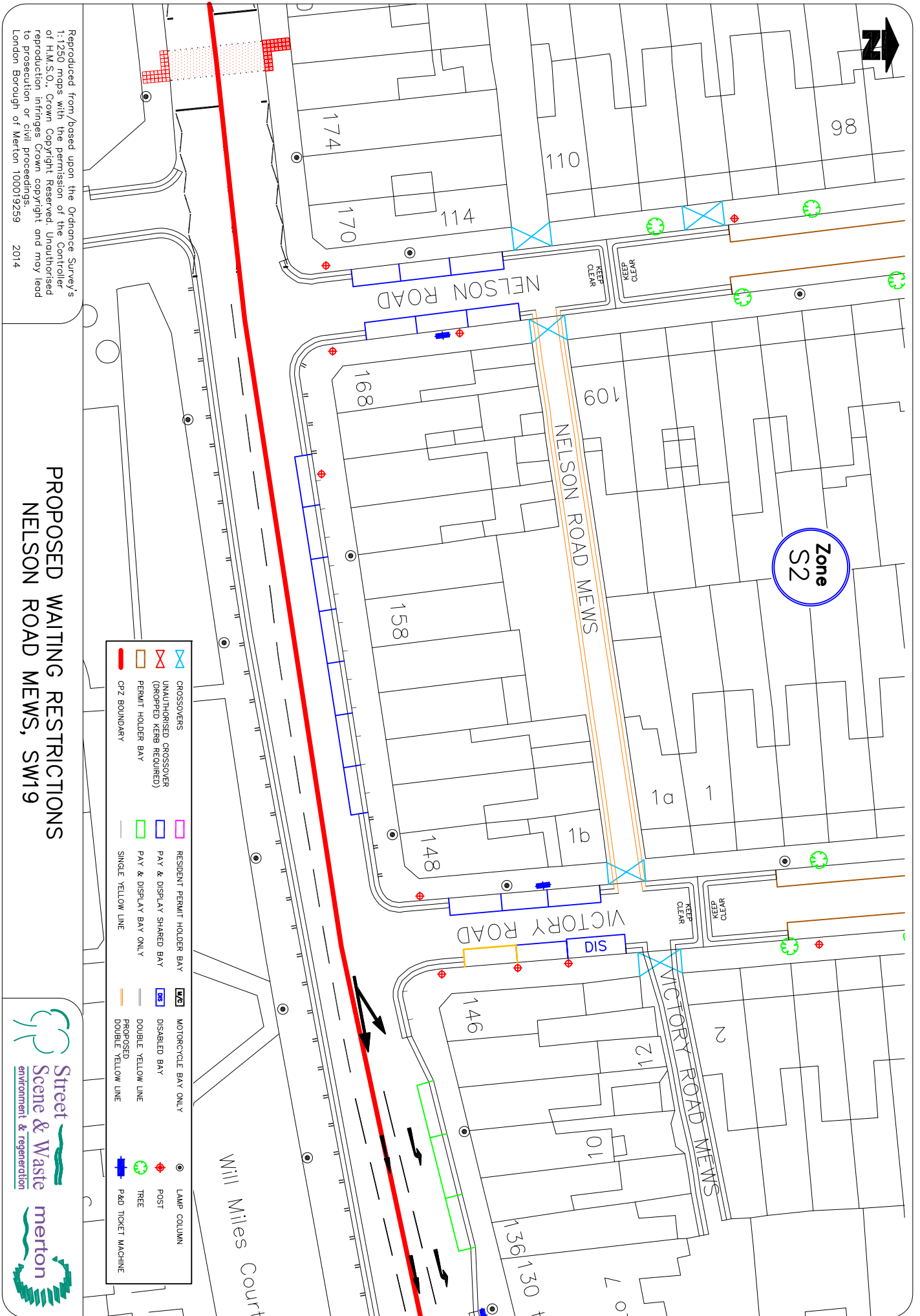
Useful links:

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

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

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

This disclaimer also applies to any links provided here.



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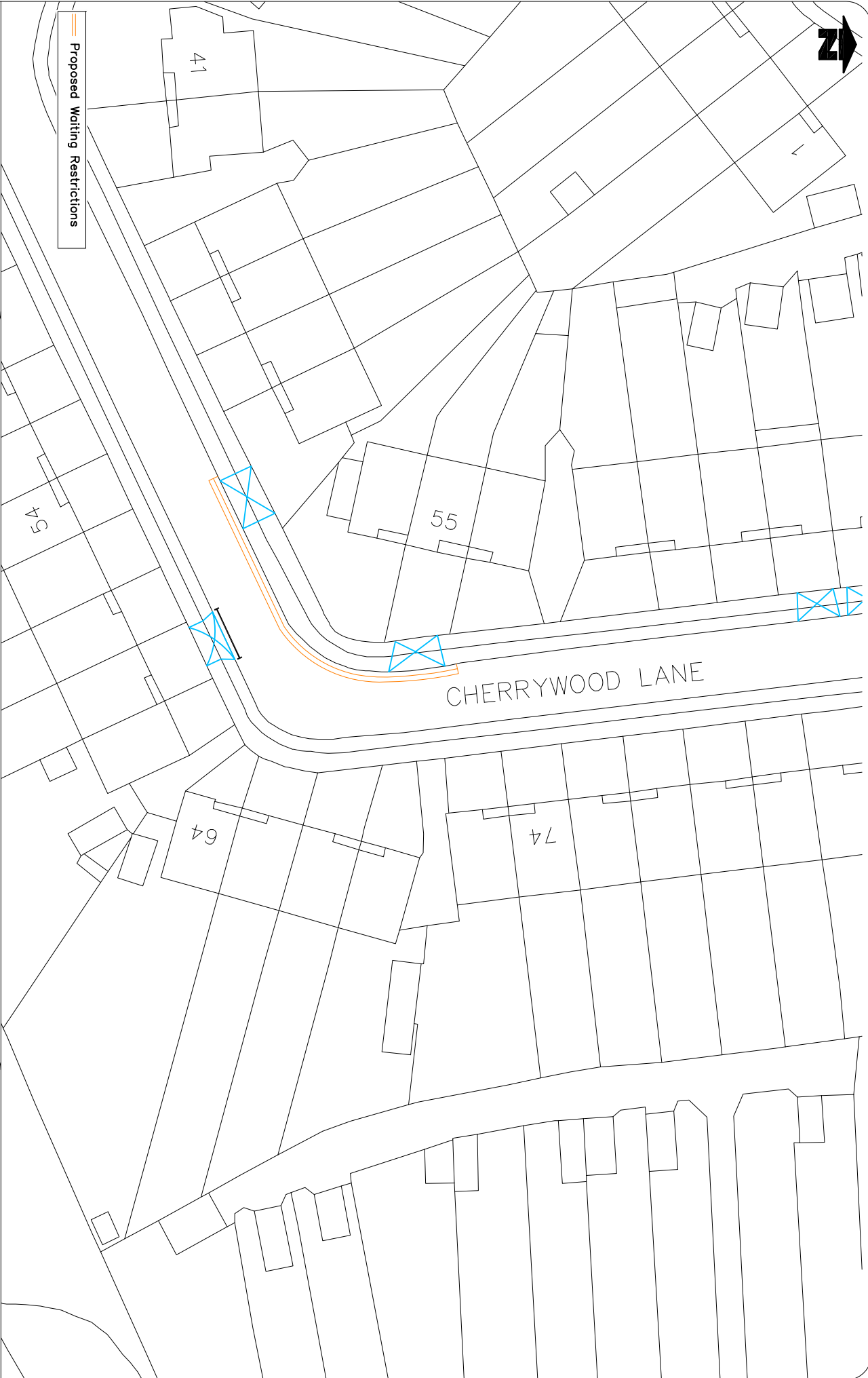
**PROPOSED WAITING RESTRICTIONS
NELSON ROAD MEWS, SW19**

	CROSSOVERS UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)		RESIDENT PERMIT HOLDER BAY		MOTORCYCLE BAY ONLY
	PERMIT HOLDER BAY		PAY & DISPLAY SHARED BAY		DISABLED BAY
	GPZ BOUNDARY		PAY & DISPLAY BAY ONLY		PROPOSED DOUBLE YELLOW LINE
			SINGLE YELLOW LINE		DOUBLE YELLOW LINE
	LAMP COLUMN		TREE		P&D TICKET MACHINE





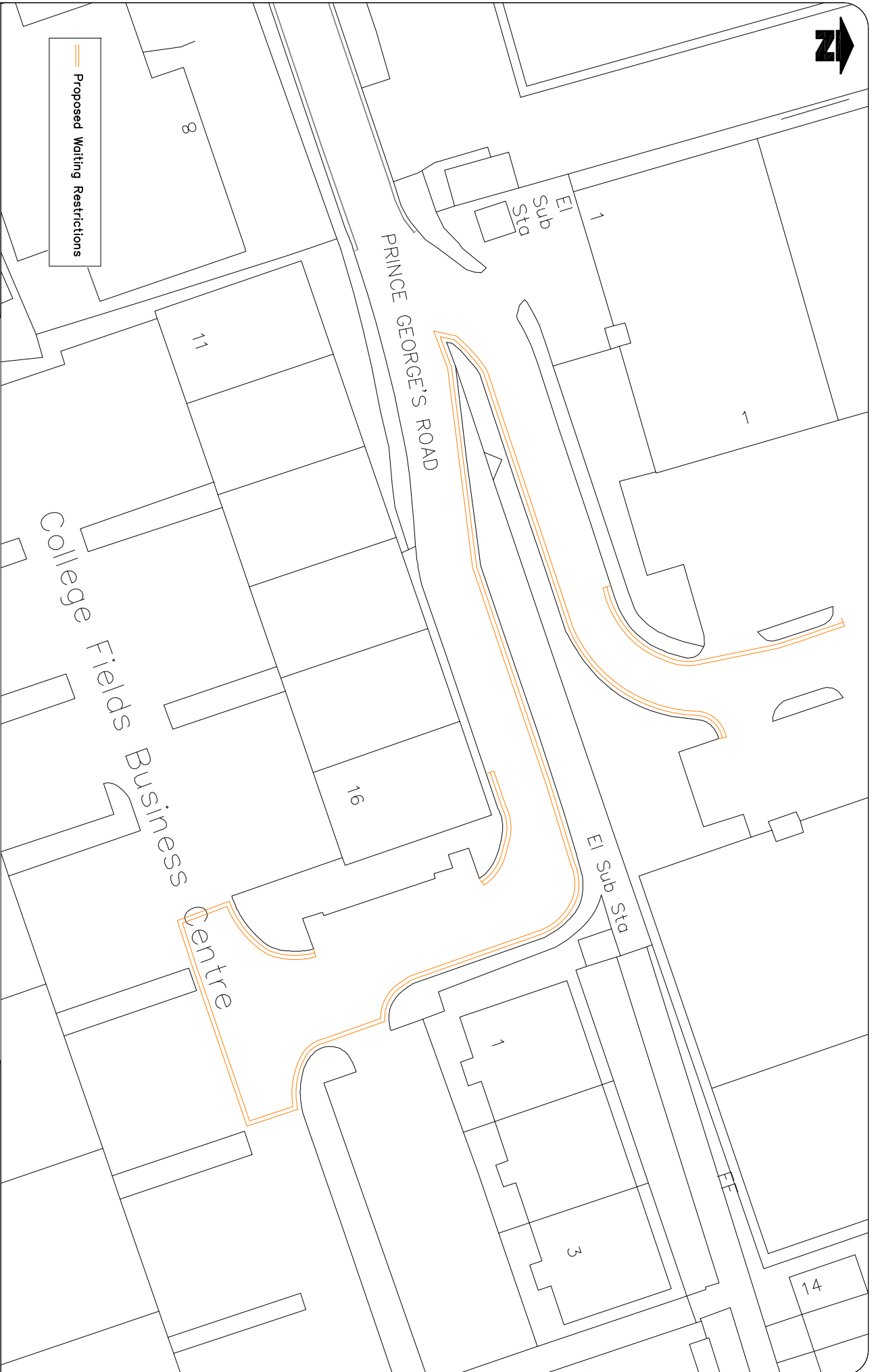
Proposed Waiting Restrictions



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**PROPOSED WAITING RESTRICTIONS
CHERRYWOOD LANE**



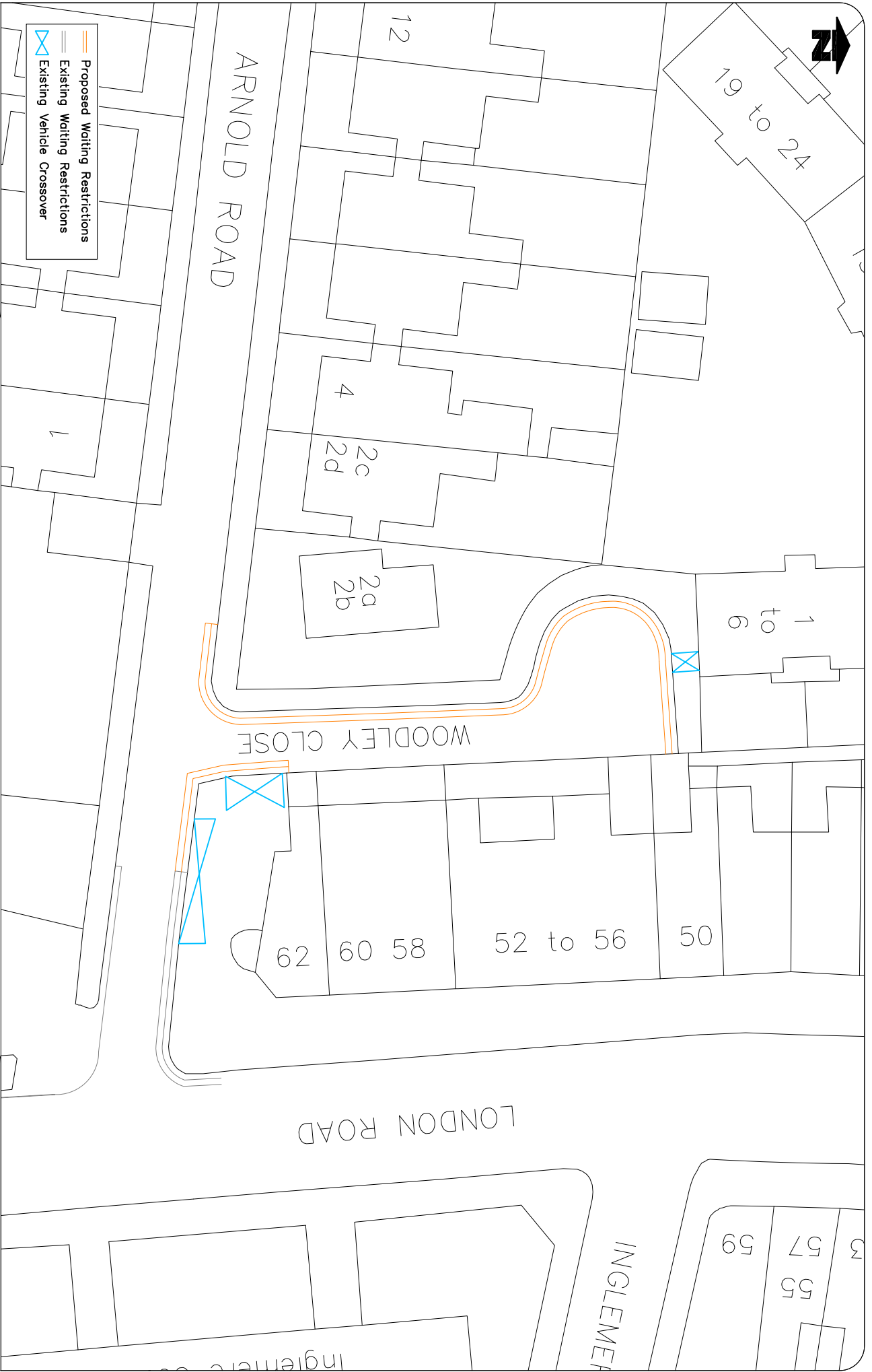


 Proposed Waiting Restrictions

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PROPOSED WAITING RESTRICTIONS
PRINCE GEORGE'S ROAD





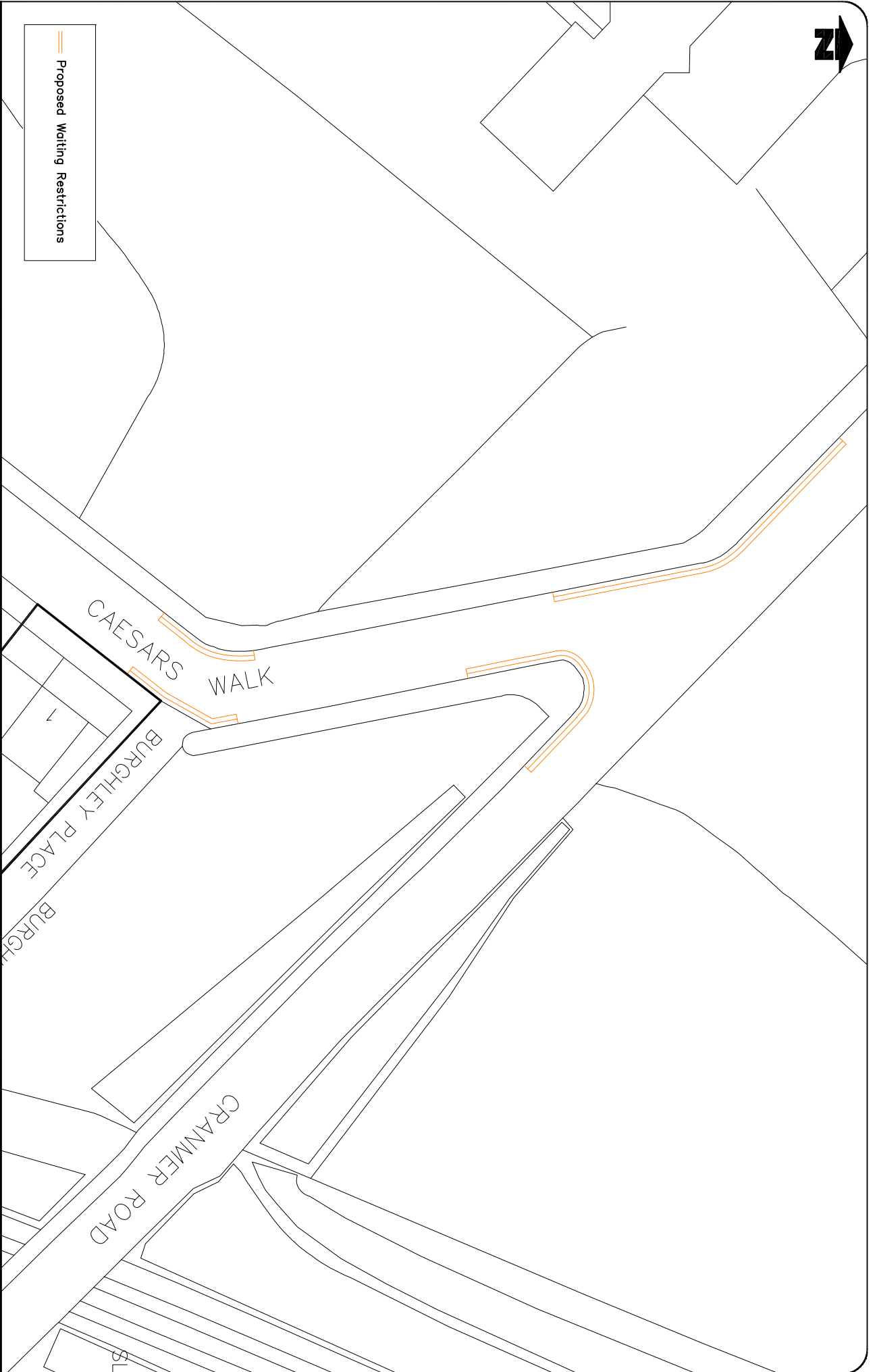
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**PROPOSED WAITING RESTRICTIONS
 WOODLEY CLOSE**





Proposed Waiting Restrictions



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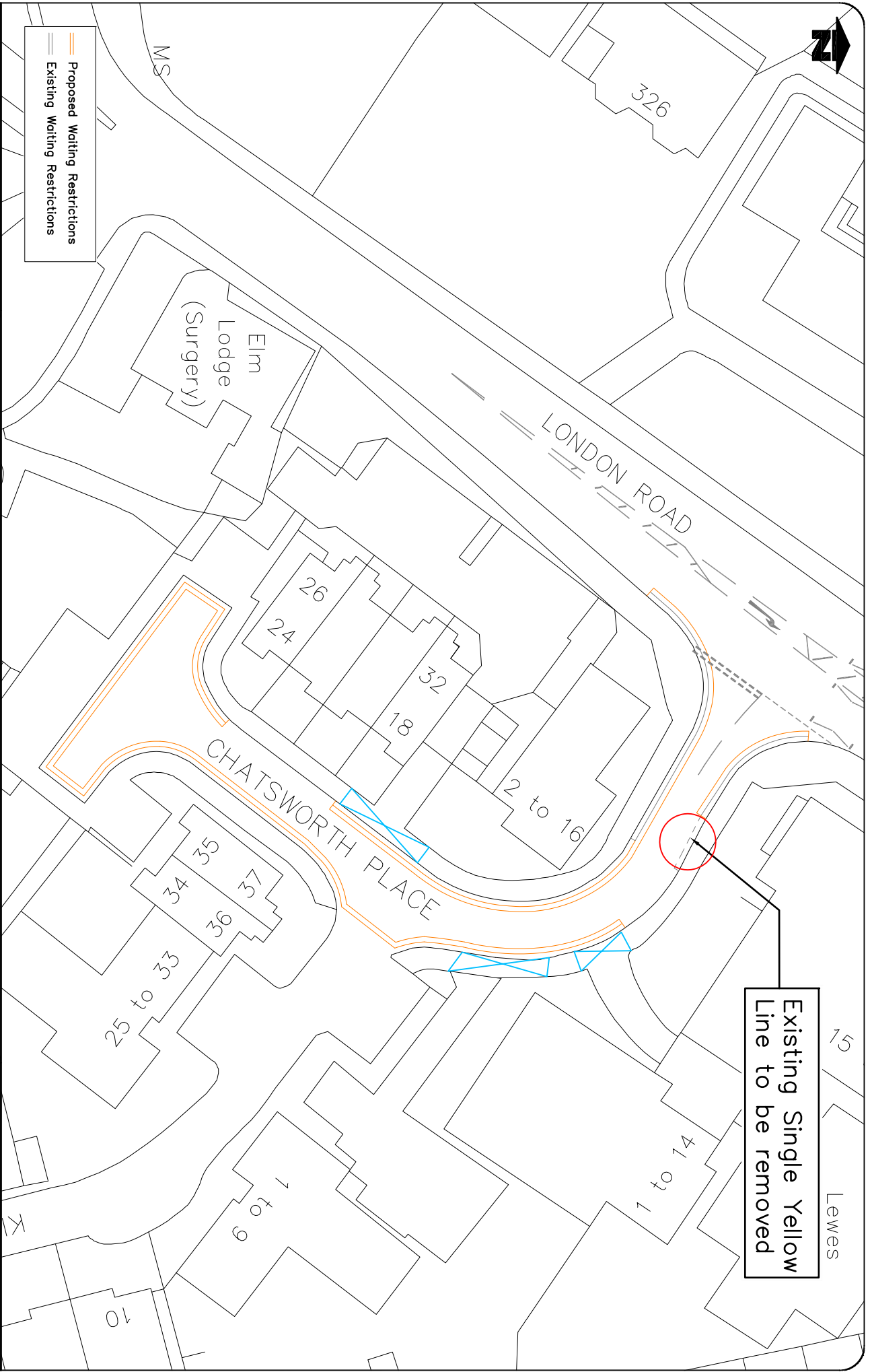
**PROPOSED WAITING RESTRICTIONS
CAESARS WALK**





 Proposed Waiting Restrictions
 Existing Waiting Restrictions

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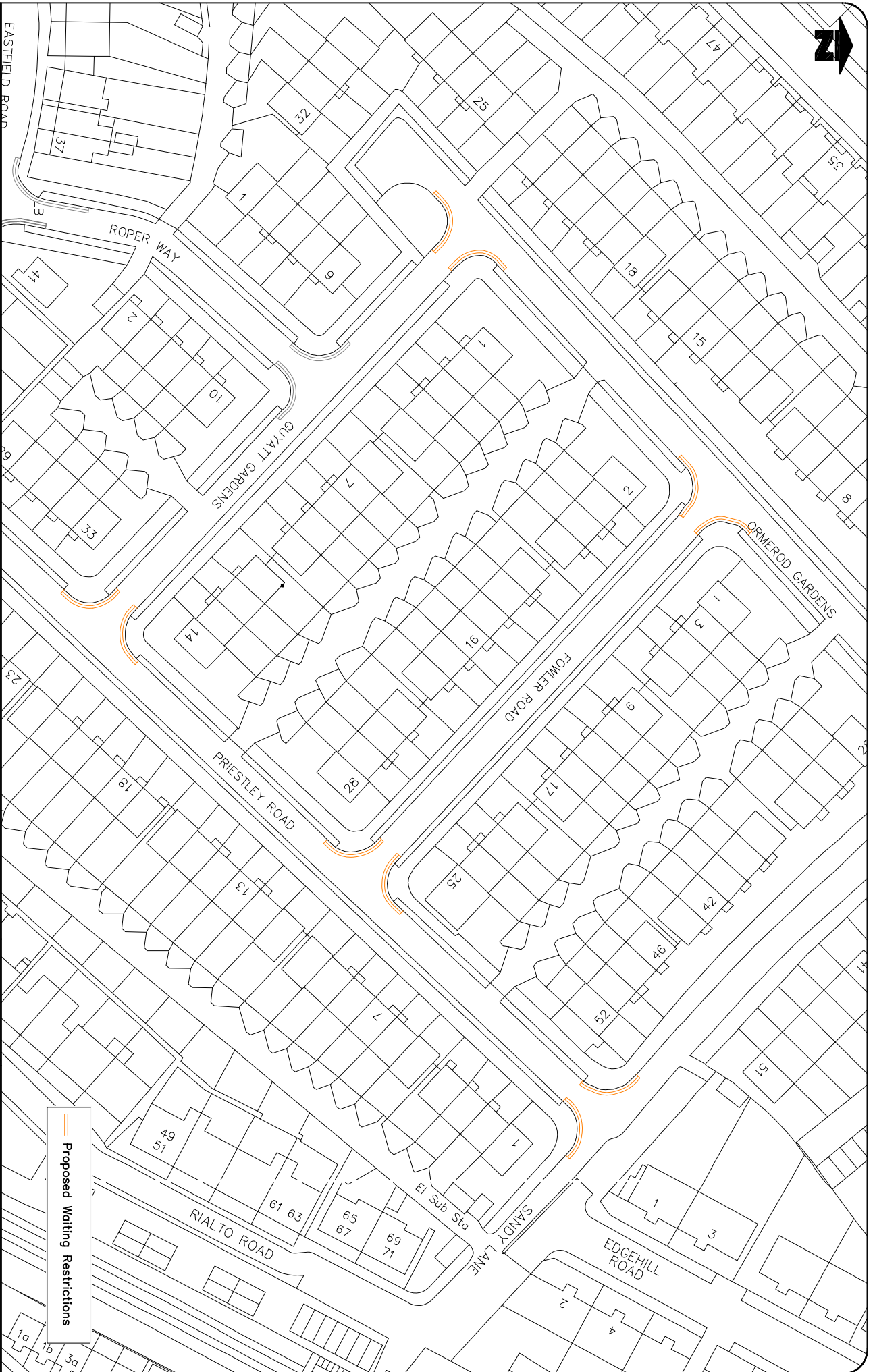


Existing Single Yellow Line to be removed

PROPOSED WAITING RESTRICTIONS
CHATSWORTH PLACE



Street Scene & Waste Environment & Regeneration
 merton




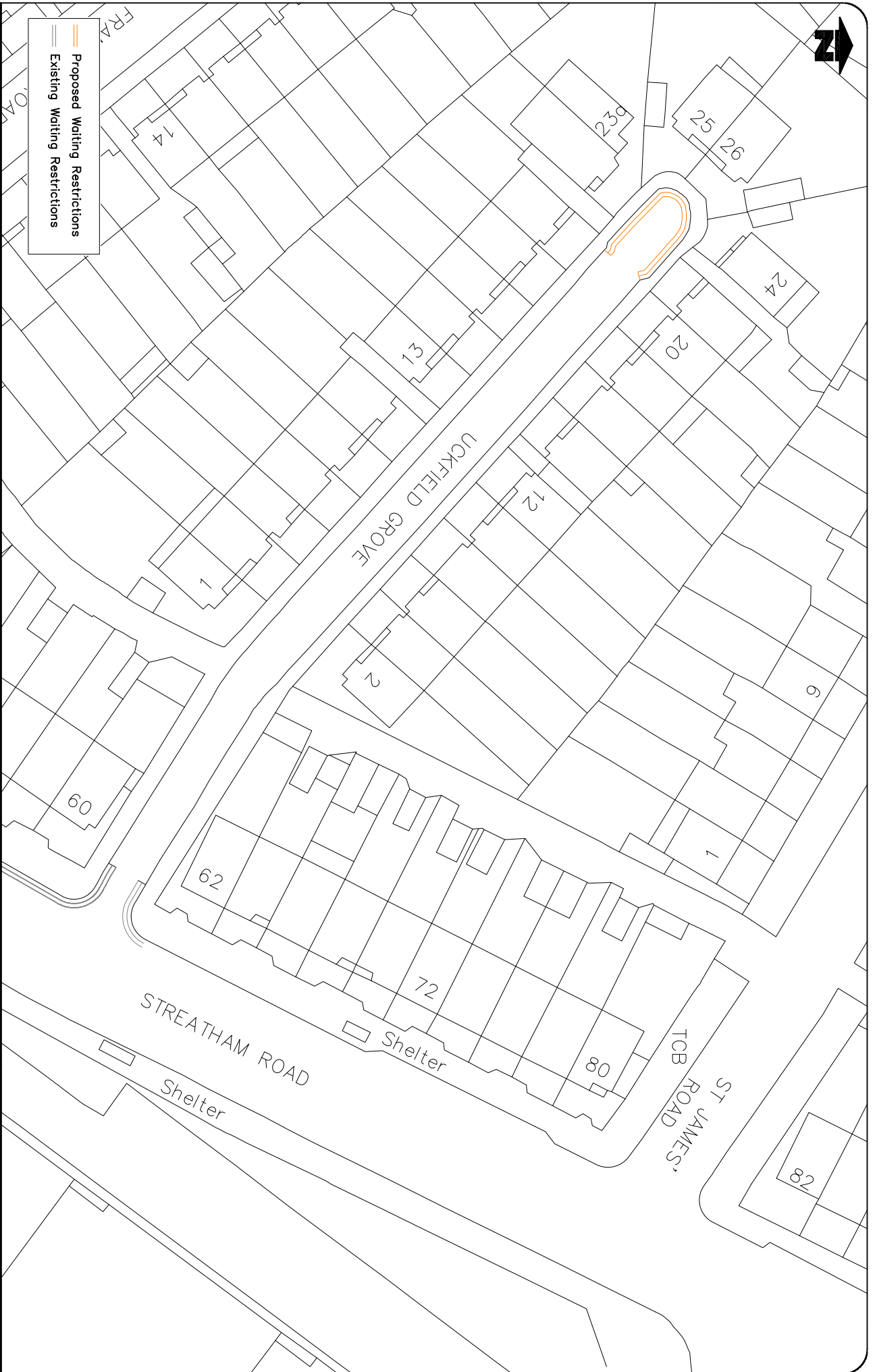
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**PROPOSED WAITING RESTRICTIONS
GUYATT GARDENS**



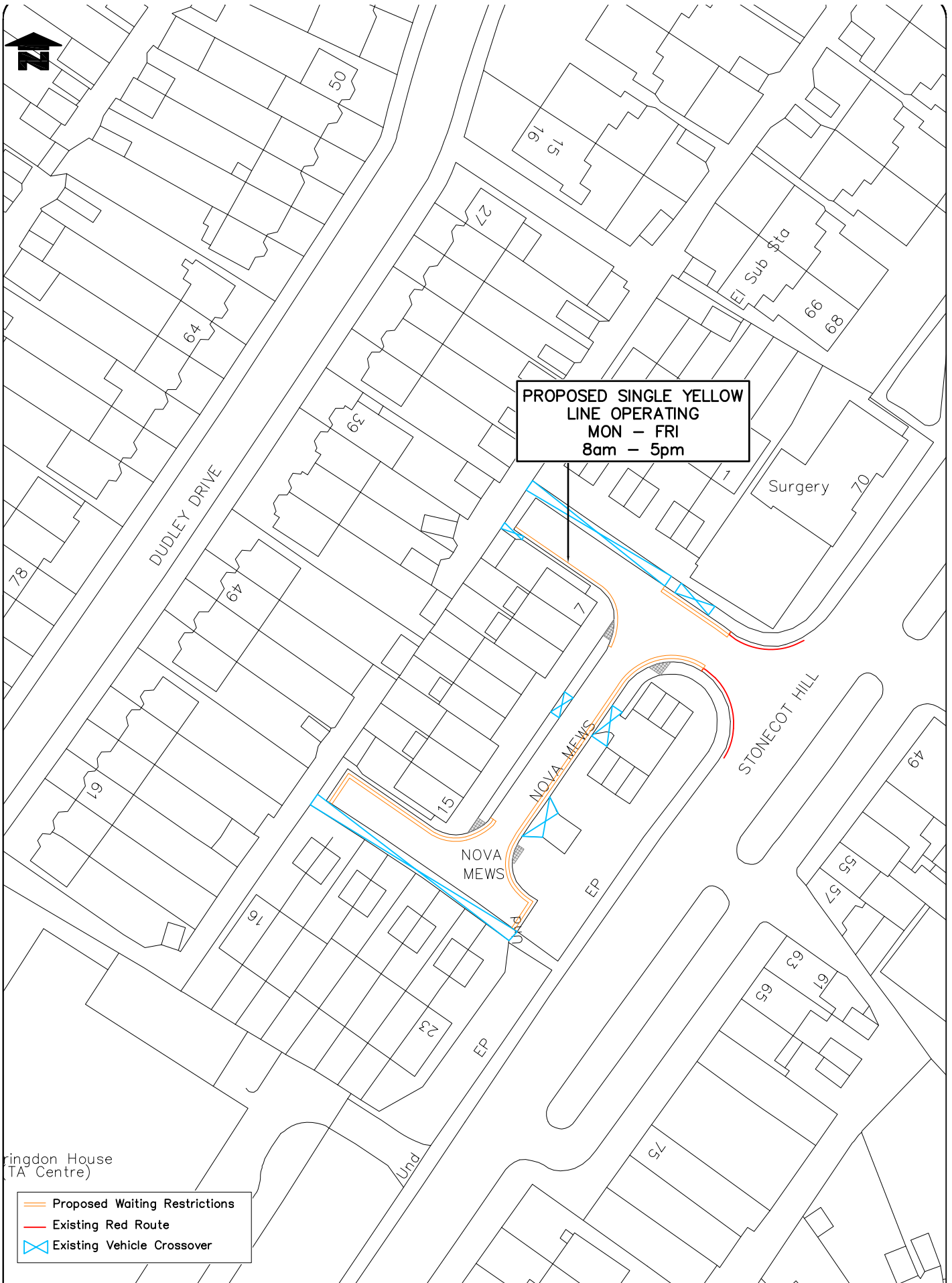


 Proposed Waiting Restrictions
 Existing Waiting Restrictions



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PROPOSED WAITING RESTRICTIONS
UCKFIELD ROAD



ringdon House
(TA Centre)

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PROPOSED WAITING RESTRICTIONS NOVA MEWS

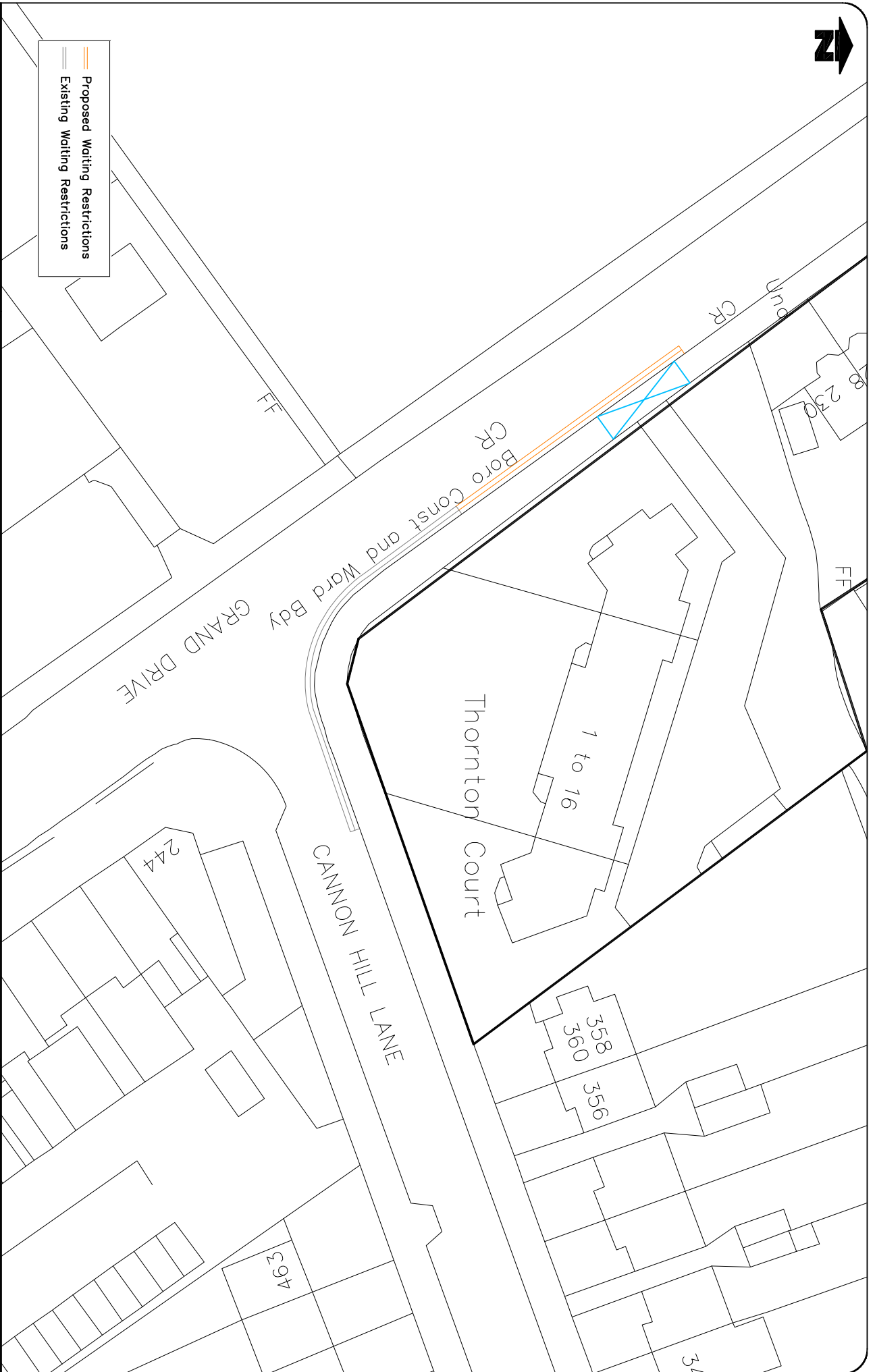


Street Scene & Waste
environment & regeneration





 Proposed Waiting Restrictions
 Existing Waiting Restrictions



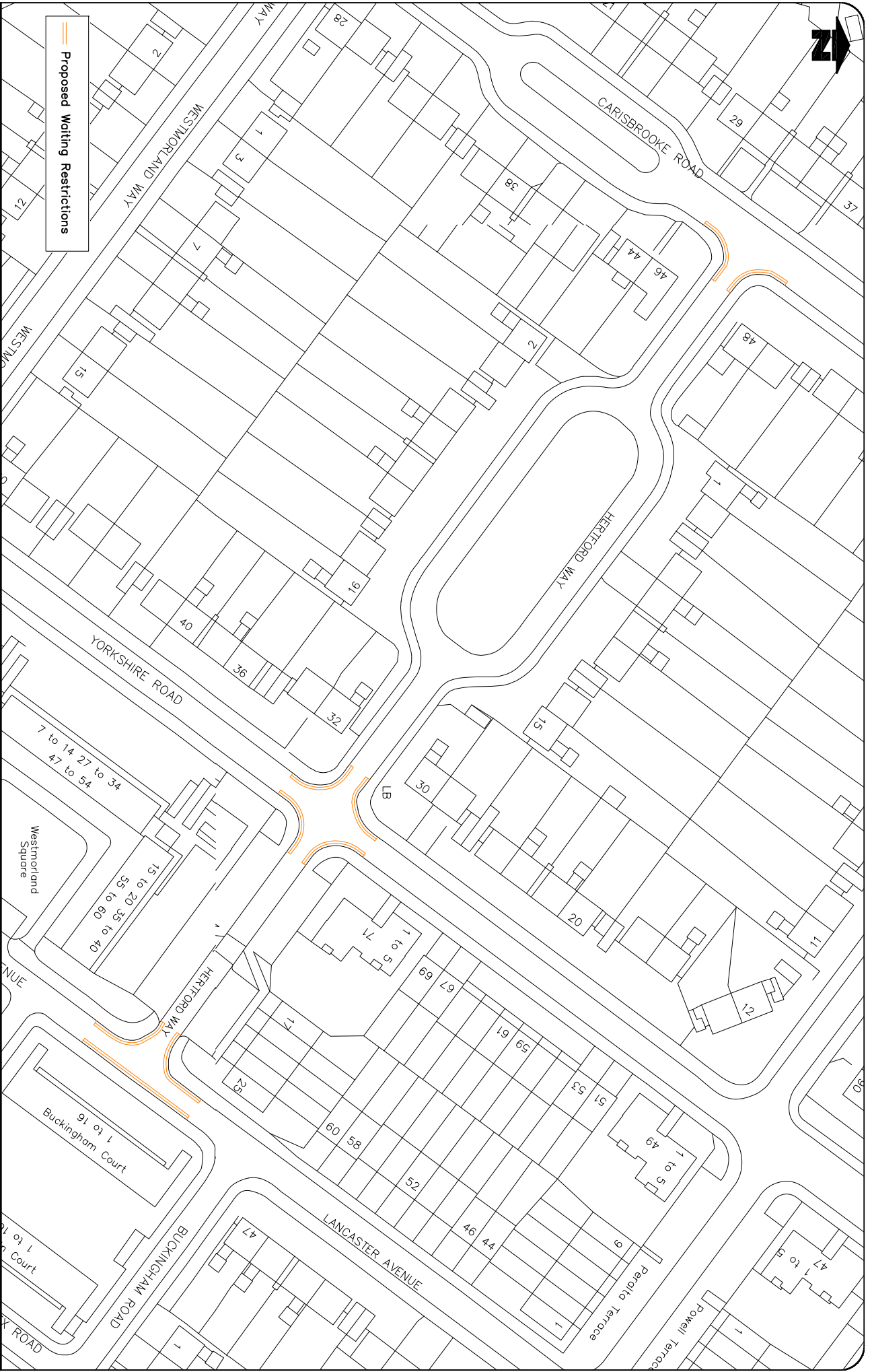
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PROPOSED WAITING RESTRICTIONS
THORNTON COURT, GRAND DRIVE





Proposed Waiting Restrictions



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PROPOSED WAITING RESTRICTIONS
HERTFORD WAY



Z27-634-05



Proposed Waiting Restrictions
 Existing Waiting Restrictions



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PROPOSED WAITING RESTRICTIONS
OCTAVIA CLOSE





Proposed Waiting Restrictions



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**PROPOSED WAITING RESTRICTIONS
DOUGLAS AVENUE**

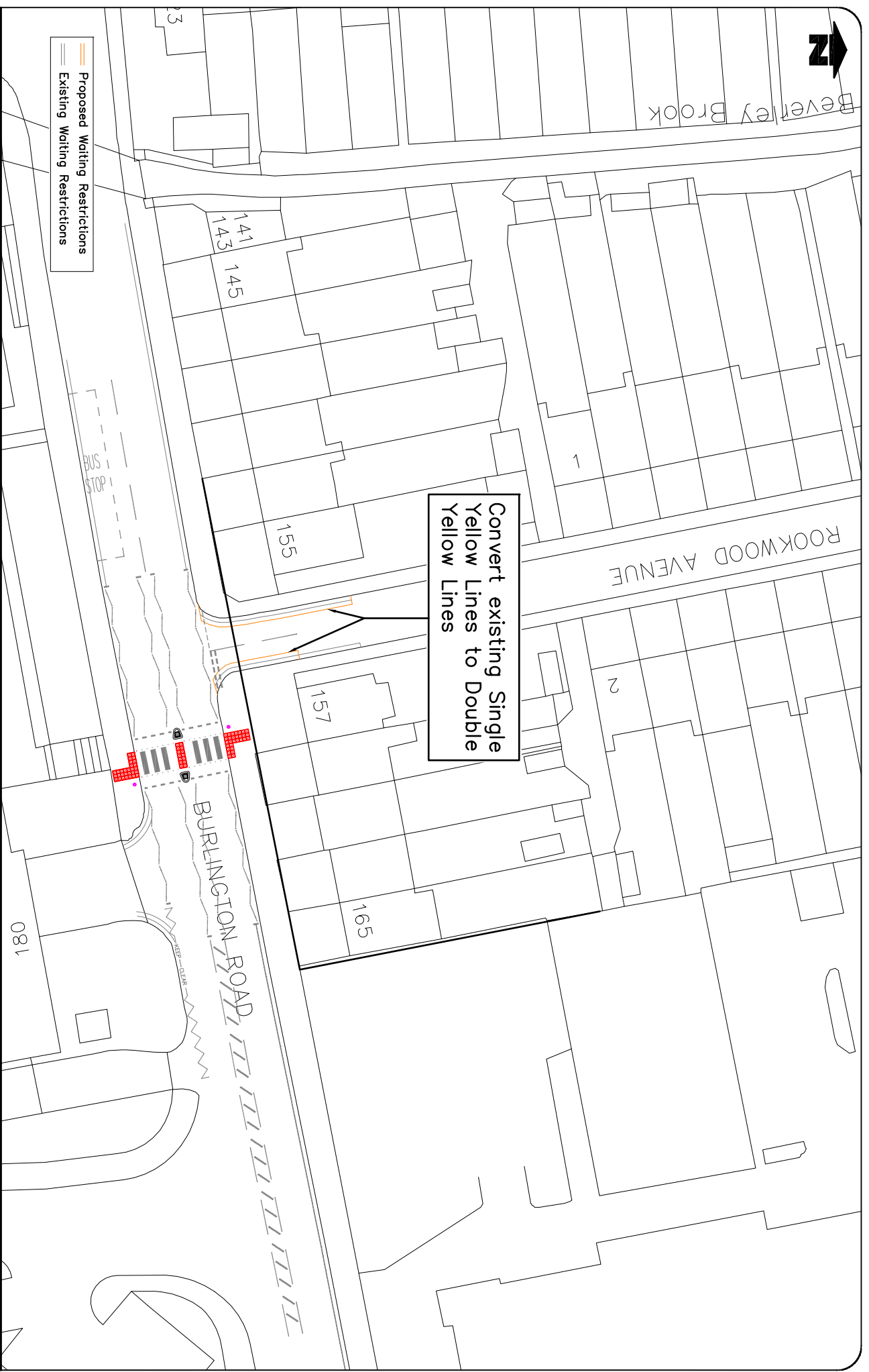




Beverley Brook

 Proposed Waiting Restrictions
 Existing Waiting Restrictions

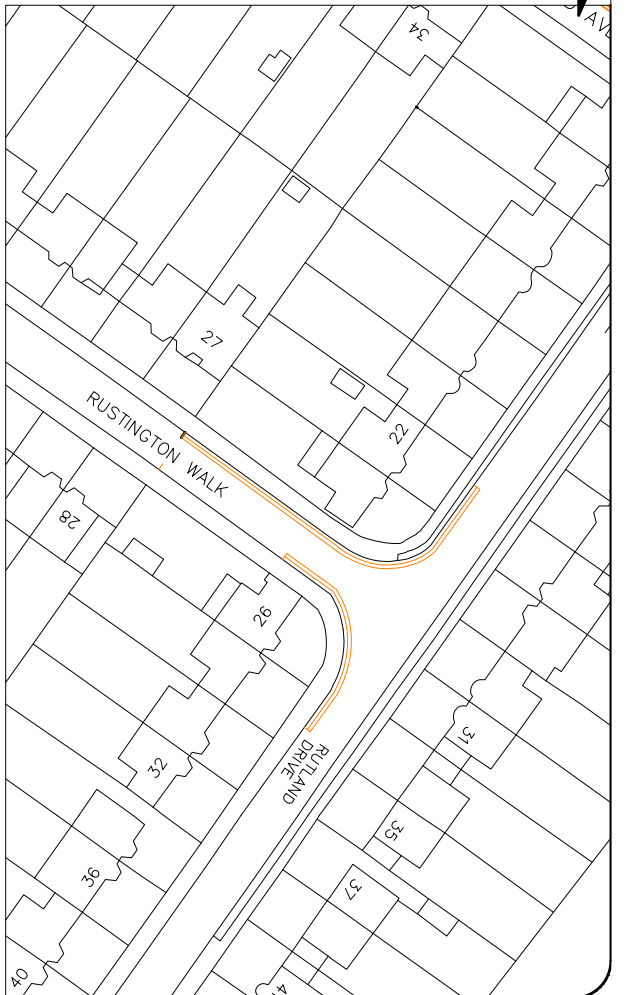
Convert existing Single Yellow Lines to Double Yellow Lines



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PROPOSED WAITING RESTRICTIONS
ROOKWOOD AVENUE





Proposed Waiting Restrictions

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PROPOSED WAITING RESTRICTIONS
RUTLAND DRIVE, HARTLAND WAY
RUSTINGTON WALK, LITCHFIELD AVENUE



Consultation Responses

Chatsworth Place

PO10-14/0013 Lewes Court

With reference to your proposals for double yellow lines in Chatsworth Place I am against this as the problem seems to be indiscriminate parking in the mornings and afternoon by parents taking their children to school. Why should the residents of Chatsworth Place which includes sheltered housing be inconvenienced by a few people that do not live here? Perhaps if a traffic warden came and issued a few tickets in the morning and afternoon there would not be a problem. There does not seem a problem with the road at any other times of the day.

Officer Comment.

See section 3.6 of this report

PO10-14/0015

Although I no longer visit Chatsworth Place very often since my mother died last year, she lived in the Housing Association block Lewes Court, I disagree with having double yellow lines in Chatsworth Place. Although Lewes Court have their own car park not everyone in the block are allocated a space therefore, residents and visitors have to park in the street. You must remember that Lewes Court is for the over 55s and the majority of the residents are in their 80s. Some may have carers who visit by car, relatives visit too. So where would they park? I do understand that Chatsworth Place has become more congested since the school opened in Cricket Green, mothers drive round there and drop their children off and it does get congested. So maybe there is a way of stopping that, I really can't see why they can't drop their children off at the front of the school in Cricket Green. There weren't any problems before. Actually I drove round to Chatsworth Place today and there were hardly any cars there so that proves my point it is only congested in term time and week days.

The flats in Kingsleigh Place all have allocated parking for one car I believe. The block of flats in Chatsworth Place opposite Lewes Court have their own car park. The four parking spaces on the left as you turn into Kingsleigh Place in front of Lewes Court have been taken over by the residents of Kingsleigh Place, when Lewes Court was built those four parking spaces were **visitors parking only**, so maybe that should be looked into or allocate them to Lewes Court but as I say the main problem seems to be caused by the school in Cricket Green. Why should people like those in Lewes Court be penalised for parking because of the school.

Officer Comment.

See section 3.6 of this report.

PO10-14/0043

I am writing to represent the views of my mother. At the rear of Lewes Court there are 13 parking spaces for the 54 flats. One has been assigned for the Warden, 3 are reserved for residents with blue badges. If all of these spaces are taken the overflow needs to park as near as possible, remembering the residents must be older citizens to live in this small community. Health problems and, therefore, the need for increased medical support become standard practice for us all as we age. 'Care in the Community' is at the heart of our national health programme. Your proposal works counter to this. Where would healthcare professionals be expected to park their vehicles? How would they be able to deliver support that enables excellent back up to our medical experts? The problem appears to come from a change of use to the premises in Cricket Green, where a company moved out and Date Valley School opened. Local residents were not consulted before the school opened. This means twice daily parents drive to Chatsworth Place with their children to drop off for school. As Cricket Green is a cul-de-sac the parents take the easy option of dropping off the children via Chatsworth Place. Visit the site on the days the school is shut and you will see the greater problem doesn't exist. This problem appears to be of the Council's making and these measures harm the lifestyle of the residents of Lewes Court; they also lessen the value of their flats because if residents choose to move from Lewes Court prospective buyers may be less inclined to move to a property where they will struggle to find a place to park AND limited support will be available. I'm not sure of the way forward. Had you considered suspending parking in the morning and afternoon for a period around school drop off/pick up time unless you have a residents' permit. This would need to be properly policed but that would enable healthcare professionals to visit at other times? I look forward to seeing the measures you will decide upon and trust the views of Lewes Court's residents will be understood.

Officer comments:

See section 3.6 of this report.

P0714001

Protest against the proposal for double yellow lines in Chatsworth Place.

- Carers GP and district Nurses – are a priority on a daily basis.
- Contractors – For repairs to our flats and also maintaining the building.
- Deliveries including meals on wheels and frozen meals , parcels etc.
- Visitors- As we live in a retirement flats some residents are isolated and are dependent on family members to visit, also volunteers, and other services. This could impact on housebound residents having less visits.
- It could impact on the flats in Lewes Court, as buyer may be put off due to inadequate parking

Your proposal to introduce double yellow lines would impact on the life of vulnerable people. Please see attached signatures from all residents of Chatsworth Place.

48 signatures

Officer comments:

See section 3.6 of this report.

P0714003

I view with alarm the proposed parking measures for Chatsworth place, Mitcham. It seems to me that if implemented, these proposals will impinge drastically on the lifestyles of residents of Lewes Court. This block was built in the 1980s, and does not reflect the current level of car ownership by elderly people and their families. The internal carpark is now too small for the number of vehicle involved (especially is the visitors cars are included) and could only be enlarged by sacrificing green space on site including old trees. Ownership of the flats in Lewes Court is restricted to persons over a certain age, who must on entry be capable of looking after themselves, whether or not using a wheelchair. However, should their capabilities diminish with time, they are not necessarily obliged to leave. This fact gives rise to a need for regular visits by doctors, carers, postmen, maintenance organisation, community transport, taxis and especially relatives and friends- an influx with which the private car park is too small to cope. During the period (5 years) of my residence I have seen very few occasions on which serious parking problems have arisen, though the street is used regularly by shoppers and mothers bringing their children to or fetching them from school in Cricket Green.. For this the latter purpose, a small area of the Cricket Green could perhaps be provided. Outside Lewes court itself, space for maybe a maximum 3-4 cars is involved. Could not the situation be covered by resident/visitor permits and the introduction of a time limit for vehicles not servicing the block. I should add that, although I personally am still quite fit at 85, I rely on my car to enable me to carry out the voluntary work which I do in various local communities. Public transport is good but it does not cover all contingencies.

Officer comment

See section 3.6 of this report.

P0714004

I am writing to say I strongly oppose the plan, To make Chatsworth Place a double yellow line there are 53 flats in Lewes Court with only 12 spaces. When my family come to visit they have to park outside Lewes court where the white line is. I am housebound and so look forward to my family visiting me. Also when my beice come to do my shopping she has to park outside. Who ever decided to put double yellow lines must realise, I for one must have nurses come to dress my ulcers, which I have on both legs, so please before you make a decision take this into consideration. Make allowances for the people of Lewes Court who are retired, and some like me depend on family visiting them.

Officer comments

See section 3.6 of this report.

P0714006

Protest against the proposed change of use of road space in Chatsworth place. Reasons against complete no parking in Chatsworth Place. Carers – A priority Contractors – For repairs to our flats and to maintain the building. Delivery vans including meals on wheels to housebound residents. Visitors – A necessary item is as this is a retirement home and attention from family is often on a daily basis. AGE UK shoppers and friends also attend. Is it your intention to let the building run down? Do you have other plans for the site? Is our MP aware of this proposal?

Officer comments

See section 3.6 of this report.

P014007

As a resident of Lewes Court, I strongly oppose the introduction of double yellow lines in Chatsworth Place.

As you are aware, no doubt, aware of Lewes Court is a home for the elderly and very vulnerable people. Therefore, it is unavoidable that ambulances, taxis, meal deliveries and indeed visitors need parking spaces for various lengths of time in this thoroughfare, (parking on London Rd is not an option). To withdraw, or limit, this basic facility would result in inconvenience, and most of all distress to the people who. Because of their disabilities, are reliant on transport. In my opinion, the issue of quality of life far outweighs the financial considerations the council are trying to tackle with this project.

Officer Comment

See section 3.6 of this report.

P014/0008

As an elderly resident of Lewes Court in Chatsworth Place I must oppose your measures with regard to yellow lines on the WHOLE of this cul-de-sac on the following grounds:- My family will be unable to pick me up/drop me off without coming into our very small and usually full car park. They also would not be able to stay and assist me should I need them to. Contractors will not wish to come in to do any work that I may need under the terms of my Lease to keep my home well maintained and safe for me and my neighbours. I also have to have essential deliveries made for various items including medication. With no parking at all outside Lewes Court it would impact on the value of all the flats in Lewes Court. The MP will be contacted and asked to support us in this matter.

Officer Comment.

See section 3.6 of this report.

P0714005

This is not primarily a response to the proposal, it is a response about the document dated 10Th July 2014.

As a resident of the premises in Chatsworth Place, I have received details of your proposals for parking management in Chatsworth Place Mitcham. More accurately these may be described as 'Parking exclusion proposals'; they show a distinct absence of any attempt at management within the proposed exclusion area.

I am frustrated disappointed and slightly angry about a few aspects of the documentation sent to the residents of Chatsworth Place. Firstly, you require a response by 1st Aug 2014, giving people only three weeks in which to participate. This is hardly acceptable at the best of times, but this is absolutely intolerable at a time of year when some of those affected may be away from the area. Considering that the details were sent to the occupier when you have access to named residents who are paying community taxes, it is clear the you are not concerned about who receives this, and probably less so who responds. Another irritating aspect of the consultation is that you refer people to the TMO draft(whatever TMO means) and do not supply any contextual details in the paper sent to us. Why is it necessary to bring the proposal at this time? What exactly are the reasons for making Chatsworth Place no parking 24/7? Is this proposal to make this part of a TFL red route. The paper does not contain the Statement of reasons which you say can be inspected at the Merton Link. Later you say alternatively this information is available on the Merton website (for which you provide a www./). This reference to the council website is not helpful at all as all you find there is a repeat of the document sent to the occupier. There is no statement of reason. I spend a fair amount of time at home and going in and out at different times of the day. I feel I have a good overview as most regarding the flow of traffic around Chatsworth Place as any others. I spend quite a bit of time in my kitchen during the morning and afternoon which provides me with a good view of Chatsworth Place. I normally park in Lewes Court and in the past 20 years there has never been a situation which would justify the total exclusion of parking in Chatsworth Place. Because of historic planning permission oversights, I can also tell you that there are insufficient parking places in that car park for all the residents of Lewes Court. The number, of course, varies overtime, but given the number of flats at Lewes Court, compared with parking spaces in its own car park, the additional factor of relatives/friends coming to visit residents in Lewes Court. The implications of the parking restrictions you are proposing is that there will not be enough space for the all concerned.

Officer comment.

See section 3.6 of this report.

P0714035

I object to parking controls in Nova mews. I understand the were initiated by a person who could not access their vehicle on two or three occasions. I know the time and number because I heard them complaining between 5-6pm. I have been at home at 4pm virtually every day since the beginning of the year, and not once can I recall an obstruction which would cause a resident to be denied access to their vehicle. Next virtually all inconsiderate parking in Nova mews is caused by visitors to be the surgery, The surgery opening times are 8-11and 4-6.30, they are on the wall outside. The proposals are some what out of synchronisation with surgery

opening time. It defies logic. Next, you want to do away completely with the parking alongside the surgery. This area is next to a single red line. When the red line restrictions end cars will start parking on the corner. This will create a safety hazard for pedestrian crossing in front of the surgery and for vehicles leaving Nova Mews. This area is also used by local residents who live alongside the surgery, but you intend to deny them the right to park here. This area is also used by visitors to the surgery some of those who are infirm and struggle from their cars. This proposal will add to their struggle. This area is also used by the residents who live above the surgery, they park their vehicles overnight. They cause neither an obstruction or problems. This is a most malevolent, inconsiderate, ill-conceived stupid proposal. If these proposals are introduced visitors to the surgery will start parking on what you refer to as crossover areas. They will be parking in front of the planters obstructing residents access to their garages and parking areas. How do I know? Because it what they do when they have no where to park. I can envisage some resorting to parking in the area between the blocks of garages. Will the bird brain who came up with this proposal be around to tell them not to? I don't think so. (Definition of a planter a brick built structure filled with soil for planting flowers and shrubs.) At times I am plagued by the slamming of car doors outside my house. On occasion my front door shakes and rattles with the force from a slamming door. The proposals would lead to an increase in slamming doors outside my house. It would cause me such great affliction that I would be coerced into parking my own car in front of my house. My car is always parked in the garage and the last thing that Nova mews needs is for my car to be parked in front of my house for virtually 24 hours a day at a strategic spot that the proposal would place it. I have lived in Nova Mews for 30 years, ever since they were built. There has only been one major parking problem in all that time. That was when a firm, namely Vista moved in on the opposite side of the road. They used Nova Mews as their own private parking a lot of their fleet of vehicles, sometimes leaving them for over 2 weeks while they were away on summer holidays. These proposals seem worthy of emulating that. A residents parking permit was proposed, but a resident vetoed it. As I have written, parking problems are caused by the surgery visitors. At the meeting prior to planning permission being given for the surgery, local residents were informed that parking at the surgery was also for visitors, but no place have materialised. I know that this may be obvious, but did the person who came up with this proposal visit the surgery to request they make spaces in their car park for visitors? If so what did they say? These proposals will not solve anything, all they will do is redistribute it.

IMPORTANT NOTE - My house in the borough of Merton but my garage is in the borough of Sutton. Access to my garage is via the borough of Merton and through the parking proposals. It would be most probable that this letter of objection raises a legal and safety considerations with the borough of Sutton. You may need to inform them of my objection and send them a copy of this letter. Have you consulted with Sutton. If not these proposals will be null and void and should be withdrawn. The borough boundary was missing from the plan you sent me. I wonder why?

Officer Comment

The proposals will allow access for the emergency services and refuse collection. The borough of Sutton was not consulted on this issue as this is a minor safety scheme.

PO10-14/0002

I live in Nova Mews and am in receipt of your plans to introduce Double and single Yellow lines. I am not opposed to the introduction of restrictive parking measures at Nova Mews, but this must be to deter non residents parking and not to make residents parking more difficult and less convenient. With this in mind could you please supply me with justifiable reasons why double yellow lines are deemed the most appropriate form of parking restriction along the side and directly in front of 15 Nova Mews. But not alongside and in front of 7 Nova Mews. Your plans show you have take into consideration that no 7 has rear access, but your plans show that you have not taken this into consideration for no. 15. I have lived at this property for approx 18 months and can count on one hand the number of occasions anybody has parked at the side of my property and doesn't appear to be a frequent problem, so the introduction of Double Yellow lines seems excessive. As this imposes on the front of my house restricting my parking any time of day, night and weekends, I feel I am being victimised against and strongly oppose these plans. Currently there is only parking for six cars between houses 7 to 15, with your proposed options this will be reduced and with constant visitors to the medical centre and residents fighting for spaces for themselves and their visitors, this is reduced even further ,maybe a residents parking plan would be an easier and cheaper option to police. I am not opposed to the Double Yellow lines opposite houses 7 to 23 where there is off street parking and garages. Nor am I opposed to a single yellow line along side and in front of 7 Nova Mews.

Officer Comment

Due to the indiscriminate parking in Nova Mews 24hr restriction is needed at key points. These restrictions are to maintain access for emergency vehicles and refuse collection. The single yellow lines are timed to allow for parking in the evenings and at weekends.

PO10-14/0038_

Yesterday evening I had the residents of no. 16 & 19 Nova Mews knock on my door asking me to sign a petition to allow Double Yellow lines at 15 Nova Mews (my property) In discussion with these residents, I explained that I had already opposed the proposal of Double Yellow lines as they imposed on the outside of my house. To which they replied – “we didn't ask for them to be put outside your house!” So in my original

question to council

Q) – Why are Double Yellow lines deemed the most appropriate form of parking restriction?

I now hope the answer isn't

A) – Because the residents of no. 16 & 19 asked us to.

Apart from the residents at 16 & 19 the only other resident that drives and parks on their drive between the block of 16 to 23 is no. 23. All other residents within this block do not have cars, but do occasionally have visitors. I'm sure the residents at 16 & 19 have the support of their immediate neighbours (non drivers as explained above) and maybe other residents who feel that signing the petition has no real effect on them, so wouldn't do any harm, but feel the petition only takes into account the wants and needs of the residents at 16 & 19 and does not take into consideration the opinion of ALL residents on ALL proposed parking restrictions at Nova Mews. A fairer question would have been to ask residents if they were FOR / AGAINST or had NO OPINION on ALL parking restrictions proposed at Nova Mews. While in conversation it was established that the residents affected by the single yellow line are opposed to this proposal, so in support of them I would like to withdraw my original approval and now oppose the proposed yellow lines alongside and outside no 7 Nova Mews. I do hope this matter is looked at objectively for the right reasons and not because 2 residents with the support of a selfish petition want it for their own convenience. As per my 2 previous e-mails to you I have backed them up with a letter copy to your offices. As I do not have access to a printer until the 4th August, I cannot get a hard copy of this correspondence to you until then.

Officer Comment

Due to the indiscriminate parking in Nova Mews 24hr restriction is needed at key points. These restrictions are to maintain access for emergency vehicles and refuse collection. The single yellow lines are timed to allow for parking in the evenings and at weekends.

PO10-140049

Thank-you, for the leaflet advising of the proposed parking restrictions in Nova Mews. I have been a resident for approximately 30 years, and have very rarely found parking to be a problem; the residents tend to know each other's vehicles, and a civil approach always works if there are times of congestion (usually, around Christmas). However, since the GP surgery opened, there has been a constant stream of vehicles parking in front of Nos 7 through 15. This, in itself, tends not to be a problem, as there is a quite high turnover of short-term parking. The white-painted 'No Parking' areas tend to be obeyed (although they are not official), but there do seem to be quite a lot of vehicles parked at the entrance to Nova Mews, particularly just after the end of the Red Route lines. These cars are almost always parked on the pavement. Other cars then join them, also parked on the pavement, which reduces the width of the road opposite Nos 7 through 15. I believe that these pavement-parked vehicles are the only problem and a conscientious parking-warden should be able to place a notice on these vehicles, thereby alleviating the situation, at minimal expense. Many residents have more than one vehicle, and some work shifts. Not all the houses have garages, and none for parking several vehicles. Placing restrictions on Nova Mews would cause many problems for them, and their vehicles would then need to be parked elsewhere. Restrictions would make it very difficult for those who have to load work-related equipment into their vehicles, too. There is already a problem for residential parking, as the allocated visitor's parking space is regularly used by residents, for their normal requirements. Further restrictions would make it impossible for visitors to the houses in Nova Mews to find a space to park. Many of the residents are either elderly or have children. The former would have to walk farther to their vehicles, the latter would have children in tow, along with the necessary paraphernalia associated with young ones. In both instances, as there are very few other roads for parking on the western side of Stonecot Hill, this would necessitate a journey on foot, crossing the busy Stonecot Hill, to gain access to their vehicles. I believe the proposed restrictions will result in cars being parked on or in front of the vehicle crossovers, causing a much greater obstruction to the residents. As an aside, I notice that a crossover is not marked on the plan against the garage entrance to No 15 Nova Mews. This will make it difficult not to breach the proposed restrictions, while trying to gain access to that garage.

Officer comment

Due to the indiscriminate parking in Nova Mews 24hr restriction is needed at key points. These restrictions are to maintain access for emergency vehicles and refuse collection. The single yellow lines are timed to allow for parking in the evenings and at weekends.

P010-14011

I am emailing you in response to the proposed parking management measures that you have in place for nova mews.

I have a few queries about this. i am all for parking measures here because of it is getting ridiculous with the amount of cars that park outside my house belonging to owners who don't live here and go away for hours at a time and even sometime block the entrance to the estate so no one can get

in. this is manly down to 2 reasons 1 being the GP practice next to where i live that have a big car park that no one is allowed to use even the residents of the flats above. and 2nd because of YOUR decision to make the side roads where the shops are a red route so everyone that comes here parks on our estate. there has even been a couple of occasions when the dustmen could not get down, we had an ambulance once that could not get to a house because someone parked there car in the middle of our road and i have even come home from

work and been unable to park my work van which has £1000s of tools in it and had to park it in Tudor Drive and walk to my house. so as you can see this is a problem. My problem with this proposal is that we are a 2 car family me owning 1 and the other belonging to my mum. now my car stays outside my house because as i said i have a company van the problem is the only place i can park my car is at the side of my house next to my side gate and that is where you intend to a single yellow line operating from 8am till 5pm that means my car will be parked on this line all day everyday as I can not park it anywhere else because it seems everyone who lives near Stonecote hill uses this estate as a car park like i said. so what i am asking is how do propose to police this parking restriction because i don't think you can and i along with the many residents who live here will be very angry if it is us that gets parking tickets on our cars even though we live here while the never ending flow of people who don't continue to use this as a local car park. it seems that us the local people who live here are to be punished and have to pay for a problem that you are partly responsible for. as i said i live at number 7 so don't have a drive way like numbers 8 to 15 so you are taking away my only parking space.

Officer Comment

This area will be enforced by Civil enforcement officers who police parking controls throughout the borough. Due to indiscriminate parking on this corner a 24hr waiting restriction needs to be in place to maintain access for emergency vehicles and refuse collection services. The single yellow lines are timed to allow for parking in the evenings and at weekends.

PO10-140029

Further to my opposition of Double Yellow lines being placed outside my house. I have noticed that the residents at no. 11 are to have the pavement dropped to enable them to park on their drive. With this in place and your new proposed parking restrictions, will reduce the parking outside the houses of 7 to 15 to 3 available spaces, where currently there are 6. For residents without the option of off street parking this really isn't acceptable and ask that you revise your plans.

Officer comment

Due to indiscriminate parking on this corner a 24hr waiting restriction needs to be in place to maintain access for emergency vehicles and refuse collection services.

Please find attached a letter signed from the residents that agree to the proposed parking measures.

Cherrywood Lane

PO10-14/0007

I live opposite the proposed new double yellow lines, and have observed traffic round this corner for over 30 years. I am not aware of any collision accidents affecting this corner, and many have been avoided because parked vehicles have reduced traffic speed. When there are no parked cars, traffic speeds up, and whilst potential collisions are rarer, the danger is much increased. If this corner is protected by double yellow lines, so drivers know it will be clear, a significant increase in traffic speeds will ensue, and any subsequent accident which be much more likely to cause damage and/or serious injury, so I oppose the proposals

Officer Comment

Due to indiscriminate parking on both sides of this corner it needs to be protected to allow for emergency and refuse collection vehicles to have unhindered access.

PO10-14/0044

I completely oppose the proposed parking restrictions in Cherrywood Lane. I have lived in this road for the best part of 20 years and have never been aware of any problems with accidents or obstructions or any problems opposite with the road opposite my house. The bend in the road is quite gentle and the the restrictions extend even to part of the road that is straight. There is little enough parking for visitors already, so many people have dropped kerbs. These proposed restrictions are completely unnecessary.

Officer comment

Due to indiscriminate parking on this corner a 24hr waiting restriction needs to be in place to maintain access for emergency vehicles and refuse collection services.

Nelson Mews PO10-14/0046

To whom it concern. I have been a Merton business rate payer since 1989. Wimbledon Lighting and Intaite UK both occupy and own 146-148-150 and 154, and as a landlord of 148a-150a-154a Merton High st and 1a Victory road and the landlord of 1a victory road .After 25 years of trading in this borough I am deeply disappointed that these double yellow line's are going to be put in this alley way. However I will keep this email short and sweet, can you please tell me the answers to the following question's :

- Where are my 15 members of staff going to park ?
- Will you offer subsidised parking permit's to them ?
- Will you help me replace my key staff and my business as they gradually look for alternative employment elsewhere if not helped with the above ?

- By pushing 7/8 cars on the surrounding victory road and merton high street parking bays where will our customers park?
- Is this the council's idea or other shopkeepers in merton high street's idea ?
- Have you Legally adopted this alleyway and can you supply me the proof of this ?
- Will you care if I have to relocate my business due to the disruption this will cause ?

Officer comment

The Council do not provide parking spaces for employees driving to work. However there are business permits available they cost £662 per car per annum, plus £25 one off set up fee. These permits are not subsidised. There is a Borough wide shopping parade program to create limited free parking outside shops. The part of highway was adopted by the council 28/02/11. Due to indiscriminate parking on this corner a 24hr waiting restriction needs to be in place to maintain access for emergency vehicles and refuse collection services. There are no provisions made for employees of local businesses, however there is a business permit available for the business vehicles.

P010-14054

We were very surprised about the yellow lines proposal at Nelson Road Mews. According to our landlord Nelson Road Mews is a private Rd, and its in our interest to keep the place clean, which we took all our effort to keep clean. We have 3 shops at this parade 156,158 and 166. If you implement double yellow lines we will have of problems. We got continuous deliveries and most of the time all of our deliveries will iake up to 3-4 hours. All our stroe rooms have a back entrance only, so the only way to get deliveries from the back, leaving the van at Nelson Rd Mews. As you know there is no parking bay at Nelson Rd and all the bays are always full. We don't have any other option then to parking the delivery van at the back. So please be kind enough to consider the decision.

Officer Comment

The part of highway was adopted by the council 28/02/11. Due to indiscriminate parking on this corner a 24hr waiting restriction needs to be in place to maintain access for emergency vehicles and refuse collection services. There are no provisions made for employees of local businesses, however there is a business permit available for the business vehicles

Rutland Drive

P010-140051

Thank you for your letter with regard to the consultation named above. I think that there is a wider issue here with regard to parking in the roads that you have proposed to implement double yellow lines, in particular with regard to Rutland Drive. At the moment most people park on the left hand side of Rutland Drive,(odd house numbers) but on the odd occasion when people who generally do not live down the road, park on the right hand side of the road (even numbers) and when cars are also parked on the left hand side this causes problems for delivery vans, cars and lorries accessing the road, with some having to cancel their delivery due to no access. This in turn could have major implication for access by the fire and ambulance service, which I understand may well have happened in other adjacent roads, Rougment Road and Holne Chase. Parking in Rutland Drive and the surrounding roads is very congested with commuters parking, Monday – Friday from approx. 6 a.m. –7 p.m. , with drivers either using the local bus services or going to nearby St Helier Station. If their car is parked in such a way that it causes an obstruction in Rutland Drive or adjacent roads there is no means of getting the car moved on. **See attached photos 1&2** This afternoon I photographed parked cars on Litchfield Avenue and Rustington Walk which demonstrates the heavy congestion in Litchfield, less so in Rustington. See attached **photos 3&4**. With the proposed yellow lines this will obviously mean less parking will be available for the commuters and in turn this could lead to people parking nearer to each other and may even lead to some drivers parking over cross overs (this I understand is not enforceable by LBM Parking Enforcement Team). Whilst I do believe the need for waiting restrictions is required, I also think that due to the wider issues, consultation meetings with residents would be of assistance. I understand that this would delay matters but it would be better to delay and get it right rather than go ahead without any further consultation and get it wrong. On the notification on the lampposts it states the 4/8/14 for the consultation deadline and in your letter it states the 1/8/14. Due to being away on holiday I have only been able to submit this today. I do hope you take my views into consideration. Please note I will sending a copy of this submission to my St Helier Ward Councillors

P010-14004

Firstly can I say that I am very happy with the new yellow lines being proposed for Rutland Drive. I have lived here for 15 years and recently the parking issues have increased in a very negative way. Parking on bends means you cannot see oncoming traffic until its too late and has led to too many near misses to mention due to not being able to see oncoming traffic. Secondly the turning circle at the far end of Rutland Drive has become a parking bay for many a inconsiderate person visiting or even some that live in the road for far too long. I have also lost count of the people I have had to find to ask then to not park there as it blocks emergency services as well as blocking people who need to use it to turn around without going onto our drives. Can I ask, how will the

lines be enforced, as people will tend to ignore them in the evenings and weekends, if they are not strictly enforced then it will be a pointless exercise and cost to us as Merton residents. Will we have a contact number to report people who still ignore the lines or will they be enforced throughout the day and weekends?

Officer Comment

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation

P010-14006

Good Afternoon, I am writing to indicate our support for the Proposed Parking Management Measures in Rutland Drive. We live at No 10 Rutland Drive and on a numerous occasions, Emergency Services vehicles have not been able to access Litchfield Avenue from Rutland Drive, due to vehicles parked on both sides of the road. This also causes problems when Stonecot Hill is busy during the rush hour and vehicles use Rutland Drive/Litchfield Avenue as a cut through.

Officer Comment

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-14010

Dear Sirs, With reference to your Proposed Parking Management Measures - Rutland Drive - we are very pleased to have these double yellow lines introduced where shown on your map. We would like, however, to see further implementations of restricted parking down Rutland Drive ie parking restrictions outside the borders of the "wetland" park area in Rutland Drive where parking opposite parked cars outside houses makes it like an obstacle circuit or rally race. It is also very worrying when you know that an ambulance or fire engine could not get to us in the cul-d-sac at the end of Rutland Drive or Claymore Close in an emergency - we feel at risk.

My husband, an ex Firefighter, has put Fire Brigade leaflets on parked cars many times down Rutland Drive to request they park safely and considerately - it works for a while then they go back to parking just where they like. We had a slight problem a couple of weeks ago when a skip lorry could not get through to take our skip away, therefore, it was stuck on our drive for longer than it should have been (2 weeks) making it more of a problem to park our car and visiting cars etc. - just an example. We very much look forward to hearing from you that the measures have been passed.

Officer Comment

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-14012

Re proposals for waiting restrictions in Rutland Drive. I have the following comments on this proposals

- 1) While I appreciate the need that there is access, as I have personal experience on ambulances not able to get down roads, I am not convinced that the proposals will meet this need. The main problem in Rutland Drive concerns cars parked from Hartland Way down to where the park ends. It is difficult to get cars downs here as cars are parked on both sides. If the double yellow lines comes into place, more cars will park at this point making it more difficult.
- 2) With more Yellow lines, there will be pressure placed on the remaining sections of Rutland Drive, and other roads, making more part inaccessible. Suspect more will park on paths - is this good.
- 3) For Claymore Close - I have observed the last 2 days, and note that there is very limited parking here, I cannot see why this part has to include yellow line on both sides.
- 4) In the cul de sac area of Rutland Drive, having yellow lines will also reduce places for parking, which will overload other areas.
- 5) I hope this is not just a fee collection scheme for parking.
- 6) What about the restrictions in Rutland Drive nearer Epsom Road - there is no mention of this.
- 7) While I appreciate that parking for residents should not come into it - where does the council suggest that residents park, when there is a restriction on lowering kerbs for 2 years following the re-tarmacing.

Trust these comments are helpful

Officer Comments

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concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140014

I refer to the draft order dated 10 July 2014 as advertised on the lamp standards in Rutland Drive. I have been onto the Council Website but under "Current Consultations – Morden" there is no reference to the order affecting Rutland Drive and Hartland Way? Friends living in Rutland Drive tell me that they have received a handbill through their door explaining the proposals for yellow lines. However this level of consultation has not reached Hartland Way? Please can you email the plans, or direct me to the right page on the Council website.

Officer Comments

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P010-140016

OBJECTION TO PROPOSED PLAN PO10-14/BWR-RD

I object to the proposed plans to introduce waiting restrictions at the junction of Rutland Drive and Hartland Way in Morden as they are excessive and will cause problems with parking in our road by unnecessarily reducing the parking available, therefore encouraging more homes to destroy their front gardens and pave them over to create parking spaces, which has a knock on effect of causing flooding during heavy rains.

Introducing waiting restrictions all the way to the boundary of 1 Hartland Way is excessive, as it only needs to match the same restriction length proposed on the opposite side of the road alongside 42 Rutland Drive to be effective. I appreciate the need to restrict parking at the junction and believe that the standard 10m on both sides of the road is more than adequate as per the government guidelines. If the waiting restrictions were amended to be shorter (10m) and the same on both sides of the road that would be more than adequate.

COMPLAINT REGARDING THE CONSULTATION PROCESS FOR PO10-14/BWR-RD

I was alerted to the Council's proposed permanent changes to waiting restrictions in Hartland Way by a kind neighbour. We have both confirmed that no one in our road, Hartland Way, has received proper notification regarding the proposed changes as per the regulations governing consultations of this nature. As the proposed changes are excessive and far greater than the normal 10m restrictions as per road traffic legislation, and will cause significant disruption. It is of great concern that residents in our road have not received proper notification. It would also be very odd, inconsistent and unfair, if only the Rutland Drive residents received leaflets or letters and not Hartland Way or other affected roads. I am expecting a proper consultation process and communication channels being followed regarding waiting restrictions / introduction of double yellow lines....which seems to be stealthily introduced in our area. For some reason only very tall pedestrians with 20/20 vision who regularly walk on both sides of roads, will be the only people to learn about the introduction of waiting restrictions. No consideration is given to fairly and properly consult disabled people or those who rely solely on car transport. Furthermore plans can only be viewed in person at the council during working hours, so disabled, house-bound or working people are disadvantaged and marginalised.

Action requested: I would like to see leaflets being sent to the homes in Hartland Way, SM4 5QN (and any other roads affected) as soon as possible and the consultation process extended to allow for proper responses, especially as this time period coincides with school holidays when many people will be away. I also want to see proper plans being made available at all times, either on line or through proper leaflets, as per the government regulations 3.8 regarding permanent orders made by local authorities. The posters should at least mention that the plans are available online, and they do not. It is also odd that on the yellow notice pinned really high up on a street pole. the only way one can object is in writing via royal mail. Why can this not be done via e-mail too? It would appear that the yellow poster in our road is not only inadequate for consultation, but that it does not contain all the required information and is pinned too high up in very small font and only on one side of the road, rendering it not fit for the purpose of a proper consultation as it is inadequate for ensuring proper consultation to allow persons affected by its provision to be able to respond appropriately.

For ease of reference:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/2664/main-document.pdf

Permanent orders made by local authorities:

3.8 In addition to local newspaper advertising, a local traffic authority is required to 'take other such steps as it

may consider appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions'. This may include advertising in the London Gazette, displaying notices in roads or delivering notices or letters to affected premises.

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140050

I would like to object to the proposal of waiting restrictions in and around Rutland Drive. Firstly it is an unnecessary expense to start something like this, which should be left alone. So far it's managed very well without any interference from the council and they should start considering how to reduce the costs that council tax payers are charged instead. I drive up and down Rutland Drive quite regularly throughout the day and I haven't encountered any unsafe access to the roads surrounding Rutland Drive. So making it "SAFE ACCESS" is just an excuse. It's the responsibility and interest of the drivers themselves to take care when driving in and around these small residential streets. It will also heap misery in trying to find parking spaces in the street that you live in and cause more frustration between neighbours with two or more cars per household. If the council want to do something worthwhile for a change way up the long term costs in maintaining the grass verges along these streets. They don't do anything except become a soft spot for foxes, cats and dogs mess and litter so you never know what you're going to step in when you get out of your car. Consider the costs of removing them if you're looking for "safe access" otherwise giving way to each other works very well

Officer Comments

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P010-140018

I am very concerned that it appears a Council leaflet I found online only, dated 10 July 2014, regarding waiting restrictions on Rutland Drive may have been circulated to residents of Rutland Drive, however the majority of residents affected by the proposal in adjoining roads have NOT been informed by leaflet or letter. The proposal most certainly impacts the residents of the roads adjoining Rutland Drive far more than the residents of Rutland Drive, yet none of them have been informed or consulted properly. The proposed waiting restrictions will not adversely affect most of the residents in Rutland Drive as they all have off street parking already and the waiting restriction lines will be facilitating their parking rather than adversely affecting it. By contrast, the residents in the adjoining roads, many of whom do not have off-street parking, especially in Hartland Way and Claymore Avenue will be adversely affected as the proposed restrictions are excessive, and in excess of the 10m norm at junctions. The notice of the intended works, a yellow poster stuck high up on a pole on one side of the road in tiny font is not adequate, and does not provide all the information required. It also disadvantages disabled people and those who are house bound and others who only travel by car, and will not be able to read the notice. The poster also does not offer adequate options to view the plans, which are in fact available online, nor does it offer adequate options to place objections, giving only the option to write in via post. As it appears that 10 days have already elapsed since the date of the leaflet, I would suggest that the Consultation

process be reviewed with immediate effect, and that ALL affected residents are informed appropriately via leaflet or letter and that the Consultation time frame be extended accordingly.

Officer Comments

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P010-140019

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Rutland drive, yet none of them have been informed or consulted properly. The proposed waiting restrictions will not adversely affect most of the residents in Rutland Drive as they all have off street parking already and the waiting restriction lines will be facilitating their parking rather than adversely affecting it. By contrast, the residents in the adjoining roads, many of whom do not have off-street parking, especially in Hartland Way and Claymore Avenue will be adversely affected as the proposed restrictions are excessive, and in excess of the 10m norm at junctions. The notice of the intended works, a yellow poster stuck high up on a pole on one side of the road in tiny font is not adequate, and does not provide all the information required. It also disadvantages disabled people and those who are house bound and others who only travel by car, and will not be able to read the notice. The poster also does not offer adequate options to view the plans, which are in fact available online, nor does it offer adequate options to place objections, giving only the option to write in via post. As it appears that 10 days have already elapsed since the date of the leaflet, I would suggest that the Consultation process be reviewed with immediate effect, and that ALL affected residents are informed appropriately via leaflet or letter and that the Consultation time frame be extended accordingly.

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P010-140020

To whom it may concern, In regard to the proposed waiting restriction on Rutland drive/Hartland way (I don't feel it's my place to comment on the other proposed areas. I currently reside at 40 Rutland where it is proposed to have yellow lines outside my property starting at the boundary between number 38 and me (at number 40) all the way across my drive (on a bend) and down the side of my house along Hartland way. I feel the need to point out that in the two years I have been living here nobody has ever parked directly in front of my house, over my drive (on the bend) and along the majority of Hartland way, where the yellow line is proposed, except maybe the on last 10 feet of your proposed yellow line shown on the map at the very end of my rear garden.

Similarly on the bend across Hartland way from me nobody ever parks in front of that property or on the bend. I will state that a white van is often parked close to the bend on Hartland drive where the yellow line is shown on the map, but this causes no problems at all to access to the road or dangers to people crossing in any direction. The van does not belong to me but belongs to somebody unknown to me who lives a long way down Rutland drive. I see this proposed plan as a pointless waste of Tax payer's money. The road is a very very quiet cul-de-sac and as such has very slow limited traffic. The resident of the road self-police the parking with everybody parking on the right side of the road, leaving the opposite side free for traffic to flow. I believe your proposed plan may alter this dynamic and leave people parking on both sides of Rutland drive making access extremely tight. This sort of "council improvements" can be seen at the entrance of the Rutland drive where there are parking bays and so people Park on both sides often causing jams at rush hour for people exiting.

If you were to come down the road and look at the junction of Hartland and Rutland drive on ANY given day I guarantee that nobody will be parking in the areas you have proposed for yellow lines, except where the lines start/ends on Hartland way alongside the rear garden of number 42 Rutland drive. All the expense of this survey and painting the lines is being used to fix a problem that does not exist, and then there will be additional traffic in the form of a parking monitoring smart car driving down several times a day and having to do a three point turn and drive away again to police the non-existent problem. The yellow lines will also clutter the street with more street furniture giving the impression that there is a parking problem in the road making it appear more congested than it is. If you have money to waste why not use it to cut the grass verges in the above mentioned roads and maybe do some weeding as they seem to be winning the battle.

Officer Comments

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P010-140023

I agree that the problem with access to Harland Way needs to be addressed but I am aware of the same situation in another cul-de-sac location being resolved without alienating residents, Wessex Avenue SW19 has restricted parking at the entrance to the road and has a double yellow lines in similar fashion to what is being proposed but also has one side marked as a fire path. This may not be the solution to the other roads in the Rutland Drive proposal, but emergency services only have one way into Hartland Way.

Officer Comments

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P010-140024

I am very concerned that it appears a Council leaflet I found online only, dated 10 July 2014, regarding waiting restrictions on Rutland Drive may have been circulated to residents of Rutland Drive, however the majority of residents affected by the proposal in adjoining roads have NOT been informed by leaflet or letter. The proposal most certainly impacts the residents of the roads adjoining Rutland Drive far more than the residents of Rutland drive, yet none of them have been informed or consulted properly. The proposed waiting restrictions will not adversely affect most of the residents in Rutland Drive as they all have off street parking already and the waiting restriction lines will be facilitating their parking rather than adversely affecting it. By contrast, the residents in the adjoining roads, many of whom do not have off-street parking, especially in Hartland Way and Claymore Avenue will be adversely affected as the proposed restrictions are excessive, and in excess of the 10m norm at junctions. The notice of the intended works, a yellow poster stuck high up on a pole on one side of the road in tiny font is not adequate, and does not provide all the information required. It also disadvantages disabled people and those who are house bound and others who only travel by car, and will not be able to read the notice. The poster also does not offer adequate options to view the plans, which are in fact available online, nor does it offer adequate options to place objections, giving only the option to write in via post. As it appears that 10 days have already elapsed since the date of the leaflet, I would suggest that the Consultation process be reviewed with immediate effect, and that ALL affected residents are informed appropriately via leaflet or letter and that the Consultation time frame be extended accordingly. I am very concerned that it appears a Council leaflet I found online only, dated 10 July 2014, regarding waiting restrictions on Rutland Drive may have been circulated to residents of Rutland Drive, however the majority of residents affected by the proposal in adjoining roads have NOT been informed by leaflet or letter. The proposal most certainly impacts the residents of the roads adjoining Rutland Drive far more than the residents of Rutland drive, yet none of them have been informed or consulted properly. The proposed waiting restrictions will not adversely affect most of the residents in Rutland Drive as they all have off street parking already and the waiting restriction lines will be facilitating their parking rather than adversely affecting it. By contrast, the residents in the adjoining roads, many of whom do not have off-street parking, especially in Hartland Way and Claymore Avenue will be adversely affected as the proposed restrictions are excessive, and in excess of the 10m norm at junctions.

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P010-140024

In regard to the proposed waiting restriction on Rutland drive/Hartland way (I don't feel it's my place to comment on the other proposed areas. I currently reside at 40 Rutland where it is proposed to have yellow lines outside my property starting at the boundary between number 38 and me (at number 40) all the way across my drive (on a bend) and down the side of my house along Hartland way. I feel the need to point out that in the two years I have been living here nobody has ever parked directly in front of my house, over my drive (on the bend) and along the majority of Hartland way, where the yellow line is proposed, except maybe the on last 10 feet of your proposed yellow line shown on the map at the very end of my rear garden. Similarly on the bend across Hartland way from me nobody ever parks in front of that property or on the bend. I will state that a white van is often parked close to the bend on Hartland drive where the yellow line is shown on the map, but this causes no problems at all to access to the road or dangers to people crossing in any direction. The van does not belong to me but belongs to somebody unknown to me who lives a long way down Rutland drive. I see this proposed plan as a pointless waste of Tax payer's money. The road is a very quiet cul-de-sac and as such has very slow limited traffic. The resident of the road self-police the parking with everybody parking on the right

side of the road, leaving the opposite side free for traffic to flow. I believe your proposed plan may alter this dynamic and leave people parking on both sides of Rutland drive making access extremely tight. This sort of "council improvements" can be seen at the entrance of the Rutland drive where there are parking bays and so people Park on both sides often causing jams at rush hour for people exiting. If you were to come down the road and look at the junction of Hartland and Rutland drive on ANY given day I guarantee that nobody will be parking in the areas you have proposed for yellow lines, except where the lines start/ends on Hartland way alongside the rear garden of number 42 Rutland drive. All the expense of this survey and painting the lines is being used to fix a problem that does not exist, and then there will be additional traffic in the form of a parking monitoring smart car driving down several times a day and having to do a three point turn and drive away again to police the non-existent problem. The yellow lines will also clutter the street with more street furniture giving the impression that there is a parking problem in the road making it appear more congested than it is. If you have money to waste why not use it to cut the grass verges in the above mentioned roads and maybe do some weeding as they seem to be winning the battle.

Officer Comments

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P010-140027

In regard to the proposed waiting restriction on Rutland drive/Hartland way (I don't feel it's my place to comment on the other proposed areas. I currently reside at 40 Rutland where it is proposed to have yellow lines outside my property starting at the boundary between number 38 and me (at number 40) all the way across my drive (on a bend) and down the side of my house along Hartland way. I feel the need to point out that in the two years I have been living here nobody has ever parked directly in front of my house, over my drive (on the bend) and along the majority of Hartland way, where the yellow line is proposed, except maybe the on last 10 feet of your proposed yellow line shown on the map at the very end of my rear garden. Similarly on the bend across Hartland way from me nobody ever parks in front of that property or on the bend. I will state that a white van is often parked close to the bend on Hartland drive where the yellow line is shown on the map, but this causes no problems at all to access to the road or dangers to people crossing in any direction. The van does not belong to me but belongs to somebody unknown to me who lives a long way down Rutland drive. I see this proposed plan as a pointless waste of Tax payer's money. The road is a very very quiet cul-de-sac and as such has very slow limited traffic. The resident of the road self-police the parking with everybody parking on the right side of the road, leaving the opposite side free for traffic to flow. I believe your proposed plan may alter this dynamic and leave people parking on both sides of Rutland drive making access extremely tight. This sort of "council improvements" can be seen at the entrance of the Rutland drive where there are parking bays and so people Park on both sides often causing jams at rush hour for people exiting. If you were to come down the road and look at the junction of Hartland and Rutland drive on ANY given day I guarantee that nobody will be parking in the areas you have proposed for yellow lines, except where the lines start/ends on Hartland way alongside the rear garden of number 42 Rutland drive. All the expense of this survey and painting the lines is being used to fix a problem that does not exist, and then there will be additional traffic in the form of a parking monitoring smart car driving down several times a day and having to do a three point turn and drive away again to police the non-existent problem. The yellow lines will also clutter the street with more street furniture giving the impression that there is a parking problem in the road making it appear more congested than it is. If you have money to waste why not use it to cut the grass verges in the above mentioned roads and maybe do some weeding as they seem to be winning the battle.

Officer Comments

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P010-140048

Regarding your proposal of double yellow lines at this end of Rutland Drive, and across my drive, we greatly oppose. Residents paid the council for these driveways to relieve parking off the street, and you are now making it more difficult for us. This end of Rutland Drive does not have a problem with safe access for large vehicles. Utility, Emergency, and large Removal and Delivery Lorries come and go safely with no problems at all. Putting double yellow lines down the length of Claymore Close will have a terrible knock on effect with parking as you are taking many parking spaces away from them, so they will come down into Rutland Drive taking spaces, also the yellow lines at the bottom near 153 Rutland Drive, that will also have residents from that end of the road coming further down into Rutland Drive, making it unsafe and more congested in narrow parts of the road, which will mean they will have to park on both sides of the road which will limit access. We

have lived here for nearly 30 years, and have had NO problems with safe access, also we have a very friendly neighbourhood. But this proposal has caused a lot of unease!. Also during the day, this road is very clear and safe, when people at work. You state that Safe Access is the main reason for putting these Yellow Lines down, but we think they will make it worse. I am at home on the days the Refuge is collected, and they always have clear safe access at this end of the road and they can reverse and turn with ease, never any problems. There are more congested and narrow parts of this road in the middle as it bends near the 50-60's perhaps you should look at that area. But as I have said before taking away so many spaces will cause tight access somewhere else in the road. I really think you should talk to the residents and discuss this with them , and get their views. But like many things the council proposes, they are cut and dry before we ever get knowledge of them.

Officer Comments

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P010-140048

In relation to the above, I feel the consultation process needs to be started again, as it has only just been brought to my notice. I understand that residents in Rutland were given letters concerning the proposed yellow lines, that common courtesy was not given to us who it also affects. I don't object to the just coming around the corner by ten meters on the left hand side. But what I do object to is the one up to number one on the right hand side. This is not necessary and will limit parking even more for visitors or trades men. Why can it not be the same on both sides ten meters.

Officer Comments

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P07140047

I am writing to strongly object to the proposal of double yellow lines you want to enforce on the corner of our road (Litchfield Avenue). I do not agree with this for a number of reasons. First of all Merton Council have not been very clear and open about this proposal; you have not openly and obviously communicated this proposal with any of us. secondly, this will make the situation worse as cars will be forced to park in the centre of the road which will make it very narrow and end up restricting access to our drives and limit us the opportunity of being able to park outside or anywhere near our own homes. By putting in double yellow lines we will also lose a considerable amount of parking which is unfair considering how much council tax we pay. We have a right to park on our own road without restrictions. This will solve nothing, it will make the situation worse for us.

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were

concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140033

I wish to object to more parking restrictions proposed We already have adequate laws to deal with obstruction. In the past we have parking zones, now we have dropped kerbs that lead to less parking spaces and this proposal if implemented will add to the parking congestion thru council policy. However if you plan to do it regardless of public opinion and wishes then I suggest you only install new lines in one side only. If we find we can no longer park our car but are forced to have a dropped kerb as a consequence of your actions we will seek reimbursement from you for the costs

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting

restrictions pending further investigation.

P010-140033

I would like to raise concerns on the proposed yellow lines at the top of Hartland Way. I have been alerted to this proposed scheme by a neighbour. Although I agree that there should be no parking at the junction with Rutland Drive the extent of the yellow lines is a cause for concern. I have two main objections to the scheme.

The first is I live with my frail elderly deaf-blind mother who is reliant on the NHS and some social care services. Parking for these essential visitors (including ambulances which unfortunately we have had to use in the recent past) has already been restricted due to a number of my neighbours using their front gardens as car ports. The second is that by restricting free parking more of my neighbours will convert their front gardens into car ports not only further restricting parking but also increasing the chance of flooding. There are of course other environmental reasons for not encouraging front gardens to be used for cars. I also want to comment on how we were told of this scheme (or not told of this scheme). I work for a blind charity and would point out that small notices on lamp posts (which I missed but am told did occur) is totally inappropriate for elderly people and those with restricted vision –let alone the rest of us. At least a leaflet drop to all roads off Rutland Drive affected would have been more appropriate.

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140035

We are in receipt of the above notice advising of proposed waiting restrictions in our road (Litchfield Avenue).

Firstly, could you please advise why this is being proposed? Secondly, as somebody who lives next to where the restrictions finish (31 Litchfield Avenue) I can only see that commuters are going to be parking outside my house all the time from Monday to Friday, due to the significantly reduced available street parking. Please note that Litchfield Avenue is relatively free of commuter traffic at the weekends. Has it been considered the possibility of single yellow lines rather than double which would prevent parking during the week in office hours but allow more street parking for visitors at the weekends and evenings?

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140034

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The first is I live with my frail elderly deaf-blind mother who is reliant on the NHS and some social care services. Parking for these essential visitors (including ambulances which unfortunately we have had to use in the recent past) has already been restricted due to a number of my neighbours using their front gardens as car ports. The second is that by restricting free parking more of my neighbours will convert their front gardens into car ports not only further restricting parking but also increasing the chance of flooding. There are of course other environmental reasons for not encouraging front gardens to be used for cars. I also want to comment on how we were told of this scheme (or not told of this scheme). I work for a blind charity and would point out that small notices on lamp posts (which I missed but am told did occur) is totally inappropriate for elderly people and those with restricted vision –let alone the rest of us. At least a leaflet drop to all roads off Rutland Drive affected would have been more appropriate.

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

P010-140038

I would like to make an objection on behalf of my mother to the proposal to put double yellow lines in Hartland Way. Firstly my mother (1 Hartland Way) did not receive a letter informing her of the proposed changes - as an elderly person letters are her main source of communication. Parking is very difficult in the evenings and at weekends when all the residents are at home, some have off street parking available but many don't. I understand the reason for putting double yellow lines on the corner but I do not think it is necessary to continue one as far as no 1. My suggestion is to put two short lines on the corner thereby easy up the problem of turning the corner safely but not significantly reducing the parking.

Officer Comments

There has been a meeting with councillors and residents on 25th September 2014. The residents were concerned about the parking in the area and that the proposals advertised would not satisfy the needs of the community. It was decided at this meeting that this proposal should be withdrawn from this batch of waiting restrictions pending further investigation.

Support

P07140045

Please find attached a letter signed from the residents that agree to the proposed parking measures. Having spoken to the majority of residents in my road it appears that the residents living in properties 1-7 are not happy with the single yellow line proposed. They are fine with the double yellow line on the corner and running on the main part of the road and the double yellow from properties 15 – 23. The tenant at 15 is unhappy that the double yellow lines proposed goes right around the corner past her property but as I explained to her this is already a drop down kerb and she shouldn't be blocking the kerb like she does. This makes it extremely difficult for me to get on the kerb with my pushchair and I have to walk into the road. Both corner properties 7 & 15 are unhappy but this is mainly due to the fact they tend to have at least 3 vehicles and are the main perpetrators for parking on the corner. I have also attached some photos taken showing the parking issues.

These parking measures are extremely welcomed. There are nine signatures attached to this letter

Support

Having spoken to the majority of residents in my road it appears that the residents living in properties 1-7 are not happy with the single yellow line proposed. They are fine with the double yellow line on the corner and running on the main part of the road and the double yellow from properties 15 – 23. The tenant at 15 is unhappy that the double yellow lines proposed goes right around the corner past her property but as I explained to her this is already a drop down kerb and she shouldn't be blocking the kerb like she does. This makes it extremely difficult for me to get on the kerb with my pushchair and I have to walk into the road. Both corner properties 7 & 15 are unhappy but this is mainly due to the fact they tend to have at least 3 vehicles and are the main perpetrators for parking on the corner. I have also attached some photos taken showing the parking issues. These parking measures are extremely welcomed.

Support

P010-14009

Dear Sir or Madam

I would like to strongly agree to the proposals for double yellow lines in the whole turnaround area. This would not only benefit the vast majority of residents if not all, but would stop years of selfish inconsiderate parking hindering the main purpose of cars turning around, without doing a 20 point turn. As the council has been powerless regarding the cars parking on the pavements causing wheelchairs to use the road in the past. I feel the double yellow lines would at least improve the safety in the road. I look forward to the implementation in due course!

Support

P010-140041

I am writing to express my strong support for the proposed parking restrictions in Uckfield Grove CR4 2AQ.

Uckfield Grove is a narrow cul de sac where I have lived in for nearly 30 years. For most of that time residents have recognised the importance of parking in a considerate manner. However, over the past two or three years people have started parking in the turning circle at the end of the road. This creates major problems which has led to serious disputes between neighbours. It has also created problems for vehicles delivering goods such as furniture, white goods, building materials or other bulky items. The proposals will enable people to turn their vehicles without risking damage to their own or other vehicles and would be of real benefit to local residents

P010-140036

I am writing to express my strong support for the proposed parking restrictions in Uckfield Grove CR4 2AQ.

Uckfield Grove is a narrow cul de sac where I have lived in for nearly 30 years. For most of that time residents have recognised the importance of parking in a considerate manner. However, over the past two or three years people have started parking in the turning circle at the end of the road. This creates major problems which has led to serious disputes between neighbours. It has also created problems for vehicles delivering goods such as furniture, white goods, building materials or other bulky items.

P010-140038

Support

I think the proposal for double yellow lines at Hertford Way junctions with Carisbrooke Road, Yorkshire Road and Lancaster Avenue is an excellent idea. Indiscriminate parking at/near these junctions is currently a problem. I would also suggest that similar double yellow lines at the junctions of Berkshire Way with Carisbrooke Road and Yorkshire Road would also be of benefit. The Berkshire way junction with Carisbrooke Road is regularly used by innumerable learner drivers to practice reversing round a corner. I have witnessed many "near misses" with buses that run along Carisbrooke Road and safety clearly needs to be improved here.

Definition of Proposed Waiting Restrictions

Confirm Number, Location, Ward	Site Observation	Definition of proposed waiting restrictions ('at any time' waiting restrictions unless otherwise specified)
Grand Drive	Parking close to crossover obscuring visibility and restricting access for all road users at this point.	<u>Extension of existing double yellow line to 'At any time' restrictions</u> Grand Drive , north side from a point 1m east of the western building line of 1 Central House, Compton Road west wards for a distance of 16.5m.
Rookwood Avenue	Parking close to junction obscuring visibility and restricting access for all road users at this point.	<u>Convert existing single yellow line waiting restrictions to double yellow line 'At any time' restrictions</u> Rookwood Avenue , east side from the northern kerblines of Burlington Rd north wards for a distance of 10m Rookwood Avenue , west side from the northern kerblines of Burlington Rd north wards for a distance of 16m
Chatsworth PI junc London Rd	Parking close to junction obscuring visibility and restricting access for all road users at this point.	Chatsworth Place , from a point 18.5m east of the south-eastern kerblines of London Rd southwest wards around the cul-de-sac to a point 25m southeast of the south-eastern kerblines of London Rd <u>Convert existing single yellow line waiting restrictions to double yellow line 'At any time' restrictions</u> London Rd , southeast side from the south-western kerblines of Chatsworth PI southwest wards for a distance of 10m. Chatsworth Place , northeast side from the south-eastern kerblines of London Rd east wards for a distance of 12.5m. Chatsworth Place , southwest side from the south-eastern kerblines of London Rd east wards for a distance of 18.5m
Cherrywood Lane	Parking on the bend obscures visibility and forces opposing vehicular movements into a potential head on.	Cherrywood Lane , northwest side from a point 1m west of the eastern building line of 51 Cherrywood Lane northeast wards to the partywall on nos 55 and 57 Cherrywood Lane.
Rawnsley Ave junc Octavia Close	Parking very close to junction, obscuring visibility for all road users at that point.	Rawnsley Ave , south side from the partywall of nos 1-5 and 6 Rawnsley Ave east wards to a point 11m east of the eastern kerblines of Octavia Close. Octavia Close , east side from the southern kerblines of Rawnsley Ave south wards for a distance of 13m Octavia Close , west side from the southern kerblines of Rawnsley Ave south wards for a distance of 15.5m
Hertford Way junc Lancaster Ave	Parking very close to junction, obscuring visibility for all road users at that point.	Hertford Way , from the north-western kerblines of Lancaster Ave northwest wards for a distance of 8m Lancaster Ave , northwest side from a point 11m southwest of the south-western kerblines of Hertford Way northeast wards to a point 11m northeast of the north-eastern kerblines of Hertford Way Lancaster Ave , southeast side from a point 11m southwest of the south-western kerblines of Hertford Way northeast wards to a point 11m northeast of the north-eastern kerblines of Hertford Way

Hertford Way junc Yorkshire Rd	Parking very close to junction, obscuring visibility for all road users at that point. Advisory white lines were implemented but still ignored by motorists	Hertford Way , from a point 8.5m southeast of the south-eastern kerblines of Yorkshire Rd northwest to a point 8.5m northwest of north-western kerblines of Yorkshire Rd Yorkshire Rd , from a point 8.5m southwest of the south-western kerblines of Hertford Way northeast to a point 8.5m northwest of north-eastern kerblines of Hertford Way
Hertford Way junc Carisbrooke Rd	Parking very close to junction, obscuring visibility for all road users at that point. Advisory white lines were implemented but still ignored by motorists	Hertford Way , from south-eastern kerblines Carisbrooke Rd southeast wards for a distance of 8.5m Carisbrooke Rd , from a point 8.5m southwest of the south-western kerblines of Hertford Way northeast to a point 8.5m northwest of north-eastern kerblines of Hertford Way
Guyatt Gdns junc Priestly Rd	Parking very close to bend, obscuring visibility for all road users at that point	Guyatt Gdns , from the north-western kerblines of Priestly Rd northwest wards for a distance of 7m Priestly Rd , northwest side from a point 7m southwest of the south-western kerblines of Guyatt Gdns northeast wards to a point 7m northeast of the north-eastern kerblines of Guyatt Gdns
Guyatt Gdns junc Ormerod Gdns	Motorists taking no notice of 'School-Keep-Clear' zig-zags markings	Guyatt Gdns , from the south-eastern kerblines of Ormerod Gdns southeast wards for a distance of 7m Ormerod Gdns , southeast side from a point 7m southwest of the south-western kerblines of Guyatt Gdns northeast wards to a point 7m northeast of the north-eastern kerblines of Guyatt Gdns
Fowler Rd junc Priestly Rd	Parking very close to junction, obscuring visibility for all road users at that point.	Fowler Rd , from the north-western kerblines of Priestly Rd northwest wards for a distance of 7m Priestly Rd , northwest side from a point 7m southwest of the south-western kerblines of Fowler Rd northeast wards to a point 7m northeast of the north-eastern kerblines of Fowler Rd
Fowler Rd junc Ormerod Gdns	Parking very close to junction, obscuring visibility for all road users at that point.	Fowler Rd , from the south-eastern kerblines of Ormerod Gdns southeast wards for a distance of 7m Ormerod Gdns , southeast side from a point 7m southwest of the south-western kerblines of Fowler Rd northeast wards to a point 7m northeast of the north-eastern kerblines of Fowler Rd
Priestly Rd junc Sandy Lane	Parking very close to junction, obscuring visibility for all road users at that point.	Priestly Rd , from the south-western kerblines of Sandy Lane southwest wards for a distance of 7m Sandy Lane , southwest side from a point 7m southeast of the south-eastern kerblines of Priestly Rd northwest wards to a point 7m northwest of the north-western kerblines of Priestly Rd
Woodley Close cul-de-sac	Parking very close to junction, obscuring visibility for all road users at that point.	Woodley Close cul-de-sac , east side from the northern kerblines of Arnold Road north wards for a distance of 8m Woodley Close cul-de-sac , west side from the northern kerblines of Arnold Road north wards around turning-circle to the eastern kerblines Arnold Rd , north side from a point 7m west of the western kerblines of Woodley Close east wards to a point 8m east of the eastern kerblines of Woodley Close
Nelson Rd Mews	Request by Ward Councillor to extend DYL vehicles parked obstructing free flow of traffic	Nelson Rd Mews , from the back of footway of Victory Rd east wards to the back of footway Nelson Rd

Nova Mews	Vehicles parked causing an obstruction to residents	<p>Nova Mews cul-de-sac, southeast side from a point 10m northwest of the north-western kerbline of Stonecot Hill southwest wards to the southern turning head</p> <p>Nova Mews cul-de-sac, northwest side from the partywall of nos 14 and 15 Nova Mews northwest wards to the northern turning head</p> <p>Nova Mews cul-de-sac, northeast side from a point 10m northwest of the north-western kerbline of Stonecot Hill northwest wards for a distance of 11m</p> <p>Proposed waiting restrictions Mon – Fri 8am to 5pm</p> <p>Nova Mews cul-de-sac, northwest side from the partywall of nos 7 and 8 Nova Mews northwest wards to the northern turning head</p>
Prince George's Rd	Request by Ward Councillor to extend DYL vehicles parked obstructing free flow of traffic	<p>Prince George's Rd southern cul-de-sac, South Side</p> <p>a) south side from a point 7m east of the partywall of building 15 and 16 Prince George's Road southeast wards to the southern cul-de-sac</p> <p>b) north side from a point 2m east of the partywall of building 11 and 12 Prince George's Road east wards to the southern cul-de-sac</p> <p>North Side</p> <p>a) west side from a point 6m south of the partywall of building 1 and 2 Prince George's Road south wards to a point 35m east of the building 11 and 12 Prince George's Road</p> <p>b) east side from a point 22.5m south of the partywall of building 1 and 2 Prince George's Road south wards to a point 2m east of the building 11 and 12 Prince George's Road</p>
Caesar Walk junc Burghley Pl	Vehicles parked on bend obstructing traffic flow	<p>Cranmer Rd, southwest side from a point 10m southeast of the north-eastern kerbline of Caesars Walk northwest wards to a point 16m northwest of the north-western kerbline of Caesars Walk</p> <p>Caesars Walk, southeast side from a point 6m northeast of the partywall of nos 1 and 3 Caesars Walk northeast wards for a distance of 12m</p> <p>Caesars Walk, northwest side from a point 5m northeast of the partywall of nos 1 and 3 Caesars Walk northeast wards for a distance of 13m</p>
Uckfield Grove cul-de-sac	Vehicles parked obstructing turning area	<p>Uckfield Grove cul-de-sac, from a point 2m southeast of the southeast of the common boundary of nos 21 and 23 Uckfield Grove northwest wards around the turning area to the partywall of nos 20 and 22 Uckfield Grove</p>
Douglas Ave junc Estella Ave junc Adela Ave		<p>Douglas Ave, northeast side from a point 7m northwest of the north-western kerbline of Estella Ave southeast wards to a point 7m southeast of the south-eastern kerbline of Estella Ave</p> <p>Douglas Ave, from the north-western kerbline of Adela Ave northwest wards for a distance of 7m</p> <p>Adela Ave, northwest side from a point 7m southwest of the southwestern kerbline of Douglas Ave northeast wards to a point 7m northeast of the northeastern kerbline of Douglas Ave</p> <p>Douglas Ave, southwest side from a point 1m southeast of the common boundary of Douglas Villa and 1-17 Gresham House northwest wards for a distance of 38m</p>

Proposed Parking Management Measures - Rutland Drive



Councillor Andrew Judge

Cabinet Member for Environmental Sustainability and Regeneration

T: 020 8545 3425
E: andrew.judge@merton.gov.uk



ISSUE DATE : 10 JULY 2014

Dear Resident / Business,

This leaflet is to advise you of the Council's proposals to introduce waiting restrictions within your area. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to give their views and express their needs on parking proposals. The parking needs of the residents and visitors are given consideration but it is considered that maintaining safe access must take priority.

PROPOSED MEASURES

The Council is carrying out a statutory consultation on the introduction of double yellow lines, as shown on plan overleaf.

WHAT HAPPENS NEXT

A Notice of the Council's intentions to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the **Head of Traffic and Highways, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **1 August 2014** quoting reference PO10-14 /BWR-RD.

Anyone who opposes the proposal must state the grounds upon which their objection is made. We also welcome letters in support. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the draft TMO, a plan identifying the area affected by the proposal and the Council's 'Statement of Reasons' can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, during the Council's normal office hours Mondays to Fridays, 9am to 5pm.

The result of the consultation along with officers' recommendations will be presented in a report to the Cabinet Member for Environmental Sustainability and Regeneration for a decisions. Once a decision is made you will be informed accordingly.

Please note that responses to any representations received will not be made until the final decision is made.

CONTACT US

If you require further information, you may contact Omar Tingling directly on 020 8545 3840 or email trafficandhighways@merton.gov.uk. Alternatively, this information is also available on Merton Council's website www.merton.gov.uk/wrs_boroughwide_2014.

St Helier Ward Councillors

Cllr. Maxi Martin Tel. 020 8545 3425
Email: maxi.martin@merton.gov.uk

Cllr. Dennis Pearce Tel. 07947 855852
Email: dennis.pearce@merton.gov.uk

Cllr. Imran Uddin Tel. 0208 545 3424
Email: imran.uddin@merton.gov.uk

PROPOSED PARKING MANAGEMENT MEASURES

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
 - Bengali এই সংখ্যক পোস্টে অংশে আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাজটিতে (যেটা) টিক চিহ্ন দিন এবং চিঠি লিখে বা কল করে আমাদের সাথে যোগাযোগ করুন। পিস্তে যোগাযোগের বিবরণ দেওয়া হয়েছে।
 - French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
 - Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명받으려면, 상자속에 표시를하고 우리에게 전화나 서신으로 연락하십시오.
 - Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
 - Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadricula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
 - Somali Haddii aad u baahan tahay in qayb dukaumentigan ka mid ah laguugu sharxo luqadaada, fadlan sax ku calaamadee sanduuga oo nagala soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.
 - Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
 - Tamil இந்த ஆவணத்தின் எந்த ஒரு பகுதியும் உங்கள் தாய்மொழியில் விளக்கப்பட வேண்டுமானால், கீழ்க்கண்ட இடத்தில் குறிப்பிட்டு எழுதின அல்லது தொலைபேசியில் தொடர்பு கொள்ளுங்கள்.
 - Urdu اگر آپ اس دستاویز کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو اس کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں تو اس کے کسی حصے کو اپنی زبان میں سمجھنا چاہتے ہیں۔
- Large print Braille Audiotape

Your contact: Name..... Address..... Telephone.....	Omar Tingling, Merton Civic Centre, London Road, Morden, SM4 5DX
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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

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