



CORPORATE SERVICES DEPARTMENT
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Date: 17 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 **Chilmark Road, Mitcham - Proposed School Safety Measures** and will be implemented at noon on Monday, 22 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.

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)

Chilmark Road, Mitcham - Proposed School Safety Measures

2. Decision maker

Cabinet Member for Environmental Sustainability & Regeneration

3. Date of Decision

4th December 2014

4. Date report made available to decision maker

26/11/2014

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. Notes the outcome of the statutory consultation carried out between 3rd and 25th July 2014, on the introduction of school safety measures in Chilmark Road, as shown on the documents in Appendix 3.
- B. Considers the representations received along with officers' comments, as summarised in Appendix 2.
- C. In view of the objections received, agrees to remove the two previously proposed raised pedestrian crossing points and to proceed with the implementation of the other proposed features and to make the relevant TMOs as shown on drawing number Z38-131-01 Revision A in Appendix 1
- D. Agrees that officers monitor and assess these measures after implementation and if necessary re-consider introducing alternative measures to improve pedestrian safety and driver behaviour, subject to a further statutory consultation.

7. Reason for decision

The proposed measures should add significantly to the safety of children going into and coming out of the School.

The decision takes into account the objections of residents particularly with regard to the previously proposed informal crossings.



8. Alternative options considered and why rejected

- 8.1 To proceed with implementation in its entirety as consulted. This, however, would be against the concerns from a significant number of residents who formally objected to certain elements of the scheme.

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: Cabinet Member for Environmental Sustainability & Regeneration

Date: 5th November 2014

Agenda item:

Wards: Longthornton

Subject: Chilmark Road, Mitcham - Proposed School Safety Measures

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge

Forward Plan reference number: N/A

Contact officer: James Geeson, Tel: 020 8545 3054

Email: james.geeson@merton.gov.uk

Recommendations:

That the Cabinet Member for Environmental Sustainability & Regeneration

- A. Notes the outcome of the statutory consultation carried out between 3rd and 25th July 2014, on the introduction of school safety measures in Chilmark Road, as shown on the documents in **Appendix 3**.
- B. Considers the representations received along with officers' comments, as summarised in **Appendix 2**.
- C. In view of the objections received, agrees to remove the two previously proposed raised pedestrian crossing points and to proceed with the implementation of the other proposed features and to make the relevant TMOs as shown on drawing number Z38-131-01 Revision A in **Appendix 1**
- D. Agrees that officers monitor and assess these measures after implementation and if necessary re-consider introducing alternative measures to improve pedestrian safety and driver behaviour, subject to a further statutory consultation.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report details the outcome of the statutory consultation carried out with the Ward Members, residents and Stanford school in Chilmark Road.
- 1.2. It seeks the Cabinet Member's approval to proceed with the partial implementation of the measures and to monitor these measures with a view of re-considering the introduction of a single pedestrian crossing point at an alternative location.

2. DETAILS

- 2.1. Over the years the Council has received concerns and requests from Ward Councillors, the Head of Stanford Primary School and its pupils regarding traffic and safety outside the school in Chilmark Road and the surrounding area.
- 2.2. Their concerns primarily relates to the practice and behaviour of parent/carer drivers dropping off and picking up their children in an unsafe / chaotic manner creating risks to all road users.

- 2.3. A survey carried out by the pupils in 2012 identified the main problem being a significant number of drivers who stop in front of the school, on the 'School Keep Clear' entrance markings and those who perform dangerous U-turns by reversing onto the footway and also into private drives in this relatively narrow road.
- 2.4. In the form of a petition the Council has been asked to consider measures such as introducing a crossing point and a one-way system to alleviate these concerns.
- 2.5. Since these concerns were raised, various meetings with school representatives, council traffic engineers, local councillors and the Met Police have been held to identify the problems and to consider likely solutions.
- 2.6. At that time officers felt that although the problems were evident, the possibility of introducing suitable preventative measures were limited due to the fact that this driver behaviour only occurs for a limited period during the morning drop off and afternoon pick up, and that any physical measure would impact on residents' needs and may be opposed. Notwithstanding this the request for action was added to the Council's rolling programme for investigation and action subject to consultation, Cabinet Member approval and available funding.
- 2.7. Following another survey carried out by the pupils of the school and presented to the Council in 2014, it was agreed to re-assess the situation in light of the latest findings and funding being made available by Transport for London (TfL) Casualty reduction and safety initiatives.
- 2.8. A meeting with the Head of the school and Travel Champion was subsequently held in June 2014 to present a set of proposals for their consideration and agreement to consult with the residents and statutory bodies.

3. PROPOSED MEASURES

- 3.1. The statutory consultation was carried out during July 2014 on a set of proposed measures as shown on drawing number Z38-131-01 in **Appendix 3**, and as set out below:-
- 3.2. Footway widening - the footway widening at the two entrances on the school side aim to improve pedestrian congestion by providing more space for movement and congregating parents, whilst preventing drivers from stopping on the associated 'School Keep Clear' markings, without impeding on passing traffic. The addition of bollards will prevent any vehicles from parking on the footway. This is not subject to a statutory consultation.
- 3.3. Footway build outs – the build outs on the opposite side of the school at the proposed crossing points provide better visibility to both drivers and pedestrians attempting to cross the road safely and offers a shorter distance to cross. Combined with the footway widening on the opposite side ensures that drivers cannot stop at the school entrances and across the pedestrian crossing points, whilst maintaining a suitable road width for two-way traffic at lower speeds with more caution. This is not subject to a statutory consultation.
- 3.4. Raised crossings – The raised points provide improved informal crossing facilities for pedestrians with the flat top road hump being level to the footways. It provides better awareness to approaching motorists and reduces their speed where pedestrians need to cross. This is subject to a statutory consultation which has been carried out.

- 3.5. Double yellow line restrictions – ‘At any time’ restrictions improve road safety by removing obstructive parking at key locations, improving access and visibility for all road users. This is subject to a statutory consultation which has been carried out.
- 3.6. Single yellow line restrictions – the single yellow on the school side between both entrances, operating Mondays to Fridays, for only one hour between 8 and 9am, restricts vehicles from parking and allows access for drivers to temporarily stop and drop off children, who would be ushered into the school by supporting teachers. This facility will provide an opportunity for parents / carers to drop off children without having the difficulty of finding a suitable place to park reducing traffic congestion and driver frustration. This arrangement would need to be managed by the school staff. This is subject to a statutory consultation which has been carried out.
- 3.7. School Keep Clear entrance markings – These markings operate during the school peak times from Mondays to Fridays, between 8 and 9am and 2.30 and 4.30 pm, restrict drivers from stopping near the entrances to the school creating a safer environment. The hours of operation are limited to the morning and afternoon only and not on weekends, to minimise inconvenience for residents and visitors to park. This is subject to a statutory consultation which has been carried out.

4. CONSULTATION UNDERTAKEN

- 4.1. The statutory consultation was carried out between 3 and 25 July 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. The Consultation documents were made available at Merton Link in the Civic Centre and on the Council’s website.
- 4.2. A newsletter with a plan as shown in **Appendix 3** was also circulated to all those properties in Chilmark Road and parts of Hassocks Road near its junction. A copy of the draft consultation leaflet was sent to the Cabinet Member and Ward Councillors prior to the consultation leaflet being circulated.
- 4.3. The statutory consultation resulted in a total of 21 representations being received. All objections are against certain elements of the proposals particularly those directly outside their properties. All representations received together with officer’s comments are summarised below and detailed in **Appendix 2**. No representations were received from the statutory consultees that include the Metropolitan Police.
- 4.4. Although the majority of representations received accept that there is a problem outside the school that needs to be addressed, all are against certain elements of the proposals. These mainly relate to the location of the two raised pedestrian crossing points and their associated double yellow line waiting restrictions that would both prevent and displace parking.
- 4.5. One representation asks for further measures to be introduced at the entrance to Chilmark Road at the junction with Windermere Road, to alleviate obstructive parking and additional restrictions in Hassocks Road at its junctions with Rowan Road and Stockport Road from Woodmansterne School.
- 4.6. There are similar objections supporting a standard letter prepared by one of the main objectors, which has been distributed to other residents to form the basis of their formal objection similar to a petition.

- 4.7. It is recognised by those who have objected, that there are problems that only occur in Chilmark Road during the morning school drop off and afternoon pick up, however they feel that having the affects of the proposed measures inflicted on them at all times and particularly school holiday as well, would be a major restriction and inconvenience. In addition drivers generally do not speed.
- 4.8. Their main concerns are the loss of parking provision outside their premises, and in the case of the pedestrian crossings, the prohibitive impact on any future opportunity to have a vehicle crossover to allow off street parking. The majority of properties have off street parking and since the start of the consultation, three crossover applications have been submitted, particularly from properties in the vicinity of the proposed crossings and their associated waiting restrictions. It has also been suggested in other representations that they would apply for a crossover should the proposals go ahead. At the time of writing this report, one resident has paid for their crossover and nothing has been received from other resident who also applied for a crossover.
- 4.9. Most comments suggest the preferred introduction of a one-way system to alleviate the U-turns with one request for a 20mph limit with speed humps.

Officer comments

- 4.10. It is evident from the representations received as outlined above, that the two raised pedestrian crossing points are the main areas of concern being raised by residents. There are also many suggestions for a one-way system.
- 4.11. In light of these views, it is officers' opinion to consider removing both pedestrian crossing points from the scheme, and to monitor and carry out further assessments upon the completion of all the other measures to determine a more suitable position for a single pedestrian crossing if concluded to be necessary. This would require re-consultation with both the school and residents.
- 4.12. A one-way system into Chilmark Road from Oxtoby Way and out via Hassocks Road was considered in the early stages of the design process, however safety concerns were raised regarding the need to allow cyclists to travel in the opposing direction, particularly as there are increased initiatives to promote cycling to schools and around the borough. Due to the nature of the street with a high demand for on-street parking on both sides and a limited road width, a contra-flow cycle lane cannot physically be achieved without removing parking on one side. Options to only provide signage at the entry and exit to warn motorists and to guide cyclist against the opposing traffic was also discussed, but was felt to be highly risky due to the high number of crossovers in both section of the roads with drivers reversing out who very likely will not look both ways for oncoming cyclists.
- 4.13. One way systems often lead to an increase in speed of traffic. Although the traffic calming outside the school would address speed at this specific location, the Council would need to consider an increase in speed in Chilmark Road and Hassocks Road. The consultation and mitigating measures in these roads are outside the scope for the available funding.
- 4.14. The remaining proposed measures with widening of the footways at the school entrances, 'School Keep Clear' markings and various waiting restrictions at key locations will improve and encourage better accessibility, providing a much safer environment for both parents and children and will raise awareness to passing motorists.

- 4.15. A meeting with ward councillors on site on 21st October 2014, was arranged to discuss the objections raised by residents and to consider alternative arrangements, if feasible. Various options were discussed with the possibility of relocating the previously proposed raised crossing point outside property no. 10 Chilmark Road to aid the application from that resident for a vehicular crossover. It was deemed possible to reposition it closer to Hassocks Road where it would be less of an inconvenience to residents' parking needs. Whilst this was considered as an option for future consideration, it was felt that other alternatives should be explored as part of the monitoring and assessment.
- 4.16. An option could be to add two priority give-way systems on both approaches to the school entrances, which could reduce vehicle speed and increase safety, with less impact on residents' available parking. This would need to be assessed in more detail, should further measures be required, and subject to a statutory consultation.
- 4.17. The met police have also been formally consulted on the proposals and do not have any objections to the scheme.

5. ALTERNATIVE OPTIONS

- 5.1. To proceed with implementation in its entirety as consulted. This, however, would be against the concerns from a significant number of residents who formally objected to certain elements of the scheme.

6. TIMETABLE

- 6.1. The proposed measures had originally been programmed for completion during the summer school holidays in August 2014, but has been rescheduled to February 2015 half term break, subject to approval.

7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 7.1. The cost of the measures, which includes, surveys, civils and officers' time is estimated at approximately £50K
- 7.2. The proposal would be funded from TfL's 2014/15 allocation for casualty reduction projects.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1. The raised crossings will be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended).
- 8.2. The Traffic Management Orders for the waiting restrictions would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended).

9. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1. 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 needs of the residents and businesses are given consideration.
- 9.2. The implementation of the scheme will affect all sections of the community. The proposed measures aim to improve safety and environment for all road users.

- 9.3. The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents and businesses are given careful consideration when making decisions.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1. There are no foreseen crime and disorder implications

11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 11.1. The road safety implications/risks during construction and maintenance will have to be fully considered at each stage of the detailed design process.
- 11.2. The Construction (Design and Management) Regulations 2007 will apply to these proposals. Therefore, when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. The CDM Co-ordinator for this scheme is FM Conway Ltd. Potential risks will be identified during the detailed design stage.

12. APPENDICES

- 12.1. The following documents are to be published with this report and form part of the report
- Appendix 1 - PROPOSED REVISED CHANGES
 - Appendix 2 - STATUTORY CONSULTATION REPRESENTATION
 - Appendix 3 - STATUTORY CONSULTATION DOCUMENT & PLAN

13. BACKGROUND PAPERS

The following documents have been relied on in drawing up this report but do not form part of the report:

Useful links:

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

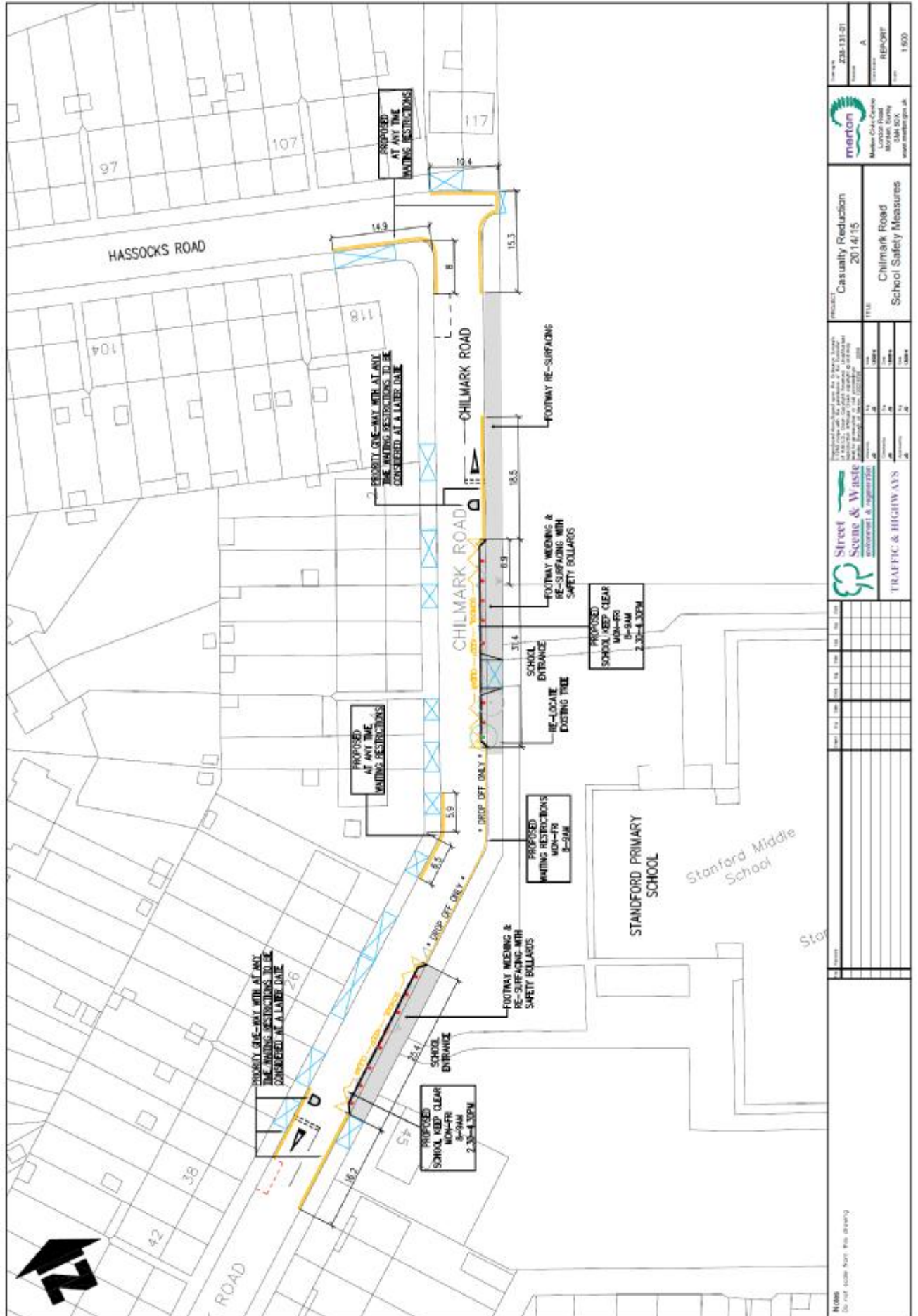
Readers should note the terms of the legal information (disclaimer) regarding information on Merton council's and third party linked websites.

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

This disclaimer also applies to any links provided here.

PROPOSED REVISED CHANGES

Appendix 1



<p>Merton Council Merton Co-Centre MAYOR: SUE WILKINSON COUNCIL: 2014-15 www.merton.gov.uk</p>		<p>PROJECT: Casualty Reduction 2014/15</p> <p>TITLE: Chilmark Road School Safety Measures</p>	
<p>TRAFFIC & HIGHWAYS</p>		<p>Street Scene & Waste Environmental & Vegetation</p>	
<p>Do not scale from this drawing</p>		<p>Scale: 1:1000</p> <p>Scale: 1:500</p> <p>Scale: 1:250</p> <p>Scale: 1:100</p> <p>Scale: 1:50</p> <p>Scale: 1:20</p> <p>Scale: 1:10</p> <p>Scale: 1:5</p> <p>Scale: 1:2</p> <p>Scale: 1:1</p>	

CHILMARK0714001

With regards to the proposals for road alterations in Chilmark Road I want to voice my strongest objection to this proposal. As a resident of Chilmark Road for over 36 years this will be a detriment to the residents of Chilmark. We do not want these proposals to go through. It is hard enough to find parking spaces in our road now let alone if these proposals were allowed to go through. Please cancel these proposals and take into account the wishes of the residents of Chilmark Road not just the wishes of the school. If you made Chilmark into a one way street that would reduce the congestion at the school.

CHILMARK0714002

I want to object very strongly indeed to the proposals for the alterations in Chi1mark Road. I have lived in Chilmark since 1978 and its hard enough now to park here because of people from other Roads parking in Chilmark. These proposals will make matters worse by making it even harder to find parking. Why not make Chilmark Road a One Way Street that should alleviate the congestion at the school. You really must take into account the residents of Chilmark as well not just Stanford School.

CHILMARK0714005

I refer to the proposals regarding proposed Road alterations in Chilmark Road. Lisa Gabriele 57 Chilmark Road London SW16 5HB 6th July 20 14 In this connection I wish to object strongly very strongly indeed to these proposals. There are other ways to reduce congestion at the school without making the residents' lives a misery. For example you could make our Road a One Way Street. It is already a nightmare trying to find a space to park in Chilmark Road. The current proposals would make it much worse. We do not want these proposals. Please take the residents wishes into account not just the schools'.

CHILMARK0714008

I would like to refer to the proposals to make alterations to Chilmark Road. I want to object very strongly to these proposals. The impact this will have to the residents of Chilmark Road I believe will be of great detriment. Instead of these proposals why don't you consider making Chilmark Road a One Way Street? It is hard enough now to find a parking space in our Road because we have residents of other Roads like Oxtoby Way & Windermere Rd also parking in our Road. These proposals will further decrease parking spaces in our Road. We do not want these proposals

Officer comments

The proposed 'at any time' waiting restrictions located at key locations such as the junction, on the bend and across the pedestrian crossing points, are to prevent obstructive parking, improve access and visibility for all road users.

It is not the Council's intention to create hardship for residents and every effort has been made to keep any inconvenience and loss of parking to a minimum, whilst still trying to achieve the overall goal of improving safety.

See Section 3 in the report regarding limited restriction for the drop off area

See Section in the report 4 regarding a one-way system.

CHILMARK0714003

I would like to object to the proposed road changes to Chilmark Road. It would seem that the residents are being persecuted with the unnecessary parking and road width restrictions. Between the hours of 9am to 3pm and after 4pm Chilmark Road is a fairly quiet residential road without need for all the restrictions the Council wish to implement.

I did notice in your informal communication that School children were consulted on their views (which incidentally some of the parents cause the congestion) not the residents, however, we have not been asked for our views and concerns.

Having spoken to other residents of Chilmark Road not one was aware of any petitions. Should the Council need to cut the congestion between 8.30am until 9am and from 3pm to 4pm I would suggest that Chilmark Road was made one way from Oxtoby Way to the end of Chilmark Road. Your proposals still have a two way street and with width restrictions increased congestion will be the result.

Officer comments

It is accepted that Chilmark Road is much quieter outside the school peak times. Stanford school pupils have been actively involved for a few years in campaigning for safety measures outside their school. The head

teacher has submitted various survey reports produced by the pupils, which have all been used in the overall assessment. Appropriately, the school was asked for their comments on the proposed design before going to the residents and the public in the form of the statutory consultation.

Both the school and the Council were very mindful in minimising any inconvenience to residents in the design process and the school has been actively engaged with parents to try and improve driver behaviour outside the school. In this case it was not felt necessary at the time to informally consult with residents, but to proceed to a statutory consultation, inviting representations

See Section 4 in the report regarding a one-way system.

See Section 3 in the report detailing the purpose of the individual proposed measures.

CHILMARK0714004

I feel very upset and dismayed at the possible alteration to Chilmark Road. The proposal will make us, the residents of Chilmark Road, suffer a tremendous hardship. We do not want this proposal to go through because it will make the parking situation in our road even worse than it is now. We already have people from other roads parking in our road. This proposal will reduce parking spaces even more. I would like to point out that most of the people in our road that I have spoken to feel exactly the same way and a lot of ill feeling will be created against the council if this proposal is not cancelled.

Instead of this proposal why don't you consider putting speed limit signs and speed humps or making Chilmark Road a one way street? In my opinion driving parents make a noise, chaos and danger in this road. After all Chilmark Road consists of residents not just the school The residents' wishes should also be taken into account. I trust you understand my concerns and will reconsider the proposals.

Officer comments

See earlier officers' comments above regarding inconvenience to residents.

Vehicle speeds are not considered to be an issue during the school peak times due to the considerable congestion, particularly made worse by the drivers stopping traffic to make dangerous U-turns. In this case speed restrictions and features such as humps are not considered necessary. However, the proposed pedestrian crossing points are raised, which essentially act as speed humps, which could help in keeping speeds down and create better awareness to approaching drivers.

See Section 4 in the report regarding a one-way system.

CHILMARK0714006

I am writing to you in objection to the proposed works on Chilmark Road.

I was disappointed that the copies of correspondence included with this letter, were the only notification of the proposed works. A meeting to inform residents that a proposal was being drafted should have been called, giving an opportunity for residents to discuss the proposal with Merton Council and Stanford Primary school.

I am objected to the changes which, I believe, will cause greater congestion and hazards to Chilmark Road. Parking in the area is already limited due to residents from Hassocks Road and Windermere Road using Chilmark Road to park their vehicles. Removal of parking space for residents who require their vehicles for day to day tasks, including logistics of children, elderly, and those with limited mobility, grocery shopping and maintenance to properties will have an affect 365 days of the year.

Chilmark Road is not a through road and so is not heavy on traffic, except at the beginning and end of the school day when pupils are being dropped off and picked up from the school. I would suggest that the mentioned inconsiderate drivers are the parents and guardians of the pupils, and that the school should encourage those driving to Stanford Primary School to park further away and escort the pupils to the site on foot unless the pupils have low mobility or learning difficulties and would need to be dropped off and picked up at closer proximity to the school.

I would suggest that during the beginning and end of the school day, when pupils are being dropped off and collected, the speed limit on Chilmark road could be reduced to 15 mph with sign posts and road surface markings to indicate the speed restriction. A more effective solution in opposition to speed tables and restricted parking road markings would be the utilisation of a lollipop person to safely aid pupils, and those dropping and picking them up from Stanford Primary school, across the road.

With this letter I have included a marked up copy of the Chilmark Road School Safety Measures drawing, indicating the car parking that is available on the Stanford Primary School site: A drive through to drop pupils directly on site could be created utilising the two gated accesses from Chilmark Road and the indicated car parks with access to site from the direction of Hassocks Road and exiting the site towards Windermere Road.

I have sent a copy of this letter and marked up drawing to Mr. K. Currie, headmaster of Stanford Primary School.

I iterate again: Speed tables, narrowing the road and restriction to residential parking with yellow line road markings will affect residents' access to their homes. The school must take action to ensure those using vehicles to drop off and pick up pupils from Stanford Primary school must take consideration for those on foot approaching the school.

Officer comments

See earlier officers' comments above regarding residents not been informally consulted.

Providing lollipop officers on routes to schools and outside schools is subject to a set criteria dependant on certain factors i.e. traffic volumes and the nature of the road. Since Chilmark Road is a not distributor road it would not meet some of the criteria.

See Section 3 in the report regarding the proposed single yellow line for a drop off area.

A drive through to drop off and pick up pupils within the school car park would not be practical or safe. Generally the demand for parking within school grounds for teachers rather than on street is normally very high and in most circumstances all available space within the grounds is utilised as best as possible. There is a growing need for schools to provide more open space for children play areas. Accommodating an increasing pupil intake across London also puts pressure on available open space, which is often utilised for school expansions.

CHILMARK0714007

I am a resident of Chilmark Road and wish to express my concerns about the impending changes. I am extremely disappointed with the lack of consultation on the part of the residents. I acknowledge that the safety of the pupils is paramount but having been a resident of Chilmark road for over 27yrs, I know the proposal will impact very unfairly on the residents who for as long as I can remember have been disadvantaged and often extremely frustrated with unruly and inconsiderate behaviours of parents/guardians of pupils. Why I feel this is a bad decision Chilmark is a very short road and the idea of drop off will be very difficult to implement considering the amount of traffic generated during drop off and pick up. Without daily physical enforcement, there will be chaos which will impact on residents and other road users unfairly. Having a no parking restriction on our side of road will make it difficult for us when essential maintenance/visitors to our homes need to park 'freely'. I propose a meeting to work out what will be in school and residents best interest.

Officer comments

See earlier officers' comments above regarding residents not been informally consulted.

The proposed physical measures should be self enforcing, whilst the drop off area with the single yellow line only operating for one hour in the morning peak will be managed by escort teachers, who will gather the mainly younger children being dropped off and usher them to class without the parent/carer having to park and take the child into the school.

The parking restrictions on the residential side would still allow essential loading/unloading, which could be further suspended if suitable, to assist in any property maintenance, should no alternative location be available.

A meeting with residents could be arranged if no reasonable resolution is found or if there is demand by other stakeholders, including local ward councillors.

CHILMARK0714009/10,11,12,13,14

I am writing as requested to voice our concerns and dismay at the proposals sent to me. I am 100% opposed to a Pedestrian Crossing being placed outside of Number 10. There are a number of reasons for this. Firstly, Mrs Ripley's mother, who is registered disabled, lives at the house for 2 days of the week. She currently parks just in front of the house on the road, but she is finding even this distance from car to front door increasingly difficult. Therefore they were planning to, and have now applied for, planning for a dropped kerb to be applied in front of their house, so they can build off road parking for her (and them). The reference for this is: Environmental Request- AF1122584; Customer Reference -12248252; Enquiry Reference Number -12336972. The need for this is essential for her continued independence. In addition, they have a young daughter, and as they also have a car, they have applied for the dropped kerb so as to make the transition from house to car without issue or any potential danger, as she will always be in the confines of their property.

With a pedestrian crossing being placed outside, it stops their mother-in-law and them being able to use their house as they need to be able to do. They would not be able to park either with off road parking or in front of their house. This is incredibly worrying, and would totally incapacitate and further disable their

mother-in-law. It would also stop them being able to use their driveway in the manner that they need to in order to keep their family (as residents) safe.

Also, the Pedestrian Crossing being placed where suggested causes other unnecessary problems. There is currently already an issue with parents and children from the school sitting on their private wall in front of their house, creating noise, kicking the wall and dropping a lot of litter that they are having to pick up. They have notified the school, who have been unresponsive, and told them they need to resolve the problem themselves. By placing a point of entry in front of their house, where there will be far more parents and children, this only exacerbates the problem.

I feel collectively, along with our other neighbours, that there will be a real bottleneck of traffic by placing the Pedestrian Crossing where it is suggested outside number 10. Cars from both ends of the road will be dropping off their children at school and nursery, and then will be bottle necked at the crossing trying to exit from both directions- right outside the school gates. This not only causes a real danger to the children and parents as there will always be a cluster of children around the school, but also causes a significant mass of noise pollution and excess traffic for us as residents, as no one will be able to complete their journeys efficiently. This also includes us as residents.

Therefore I feel, as do all the other residents around us, that the Pedestrian Crossing is totally ineffectively placed where suggested, and should be moved to a part of the road that doesn't create such a bottle neck, and is not so impactful on residents.

After speaking to James Geeson in the Traffic and Highways department (on 04/07 /2014), it was confirmed to Mrs Ripley at Number 10 that the Speed Tables illustrate speeding is not a problem in the road, even at School drop off I pick up times. Therefore, although I understand the school wants a pedestrian crossing as close to the gates as possible because of "inconsiderate drivers" (who are parents), the onus should be on the school and council to educate these people not to act in this way, rather than punishing residents who are not causing the issues. This can be done by creating and implementing measures that stop this, but without causing extreme suffering to the residents.

Also, Mrs Ripley has spoken to Ms Keran Currie (on 07/07 /2014) - the head teacher at Stanford Primary School. She has reiterated to her the issues with the Pedestrian Crossing, and she was open to it being moved. Ms Currie has promised she will contact yourselves to ask you to take note as to residents' comments regarding the placement of the Crossing outside 10 Chilmark Road, and use those comments specifically to resolve the matter.

The other main issue I have relates to the "No Parking at any time" yellow lines that are being suggested to be placed all the way down the street. We live in an incredibly quiet street, which bar 10 minutes in the morning and 10 minutes in the afternoon, has virtually no traffic passing through it. Having been a resident of this street for a considerable length of time, I have first-hand knowledge of the traffic at all times of day. Consequently I know that there are only residents or visitors of residents parking here for the vast majority of the time. Therefore, not only are the "No Parking at Any Time" restrictions totally unnecessary, but they are in fact also completely unreasonable. Why should residents be restricted from parking in the road outside of school traffic times? There is genuinely no reason to stop residents parking on the road during lunchtime, an evening, a weekend or a school holiday. It doesn't benefit the school and most certainly doesn't benefit the residents.

I believe that further aggravation for residents and parents will be caused by allowing a bottleneck of traffic in the middle of the street between the nursery and school entrances. This will be clearly exacerbated by reducing the width of the road, as no parents in vehicles will be able to pass each other after their child has been dropped off or picked up. Therefore, something needs to be done to create a more cohesive traffic flow, which allows a steady stream of traffic, and also expressly prohibits parents (and other drivers) from performing U-turns outside the school. There is a very clear way of doing this that doesn't create a bottleneck, and so doesn't endanger students or residents. I want to push this situation to a resolution- allowing the school to have some safety measures in place, but to not be excessively impactful to the residents. In particular, the Pedestrian Crossing is one that causes both me and the residents of Number 10 great distress.

Therefore, In order to resolve these matters to the satisfaction of both the residents and school, this is what I suggest:

1. Rather than placing the Pedestrian Crossing outside 10 Chilmark Road which causes significant disruption, to instead place it between the driveways of Number 2 and Number 4 Chilmark Road. This is still very close to the school entrance, and is a clear safe distance from the corner of Hassocks Road I Chilmark Road (as proven by the fact that a dropped kerb has been approved and is in place for 2 Chilmark Road, which is closer to the corner). However it is away from the majority of residents and does not impact anyone using off street parking. It also does not stop a disabled resident living at 10 Chilmark Road from parking her car outside the house with Off Street Parking. All residents have expressed support for this change to the

placement on the road and are in favour of this.

2. To approve the application of 10 Chilmark Road to gain a dropped kerb. Every resident I have spoken to is strongly in favour of this being approved. No resident in the street including myself believes it is fair or right that this should not be granted, particularly given that there is now restricted on street parking being applied for on Chilmark Road.

3. To make Chilmark Road a road of 1 way traffic- allowing traffic from Hassocks Road and Oxtoby Way to enter Windermere Road, but not to allow traffic to enter from Windermere Road. This not only creates a continuous 1 way flow of traffic, which stops any bottlenecking, but also immediately prohibits any vehicle from U-turning in the road. That then also minimises any risk to pedestrians during these times. A 1 Way Traffic sign for Chilmark Road prohibiting access from Windermere Road would also stop motorists using Chilmark Road at speed as a cut through to gain access to Streatham Common and Streatham High Road. This has the backing of every resident I am aware of in Chilmark Road.

4. To only restrict parking to very specific school times of day, and outside of these very minor times of the day, continue to allow residents and their visitors to park their cars. All residents including myself are very angry that this largely only penalises residents, and wants to see this changed in the application to immediate effect.

Please take these alterations to the plans seriously and amend the plans to acknowledge the excessive issues the residents, including myself, will face if they stay in current form. I have not been consulted at all until this point, and need to make my objections heard.

In conclusion, this is confirmation that I have strong objections to these plans. Only If ALL the alterations to the plans are made as above, then I will have no issue in allowing the plan to proceed.

Officer comments

An application for a crossover to the above mentioned property has been received after the consultation started. Due to any pending proposals in any roads, all such retrospective applications are usually put on hold until the outcome of the consultation has been considered and a decision made whether or not to proceed with the proposed measures. The road space outside any property frontage forms part of the public highway and resident owners have no immediate right or claim to that space for either parking their vehicles or having an access to their property.

Placing the pedestrian crossing outside this property coincides with it being near to the entrance to the school and the most desired place where pedestrians would wish to cross. The available space identified outside this property also facilitates the requirement for a pedestrian crossing to be installed affectively. It is therefore considered to be the most suitable location, although the council does acknowledge the concerns with preventing parking and off street access.

See Section 3 in the report detailing the purpose of the individual proposed measures.

The placement of the crossing point to an alternative location as suggested, that does not directly impact on residents needs, is a consideration. However placing it further away from the school entrance, where pedestrian would prefer to cross, may undermine its use and would need to be taken into account as part of that final assessment.

See earlier officers' comments above regarding vehicle speeds

The Head of Stanford school is very aware of the impact of such measures. Both the school and the Council were very mindful in minimising any inconvenience to residents in the design process and the school has been actively engaged with parents to try and improve poor driver behaviour outside the school.

See Section 3 in the report detailing the purpose of the yellow line restrictions.

See Section 4 in the report regarding a one-way system.

The proposed operating times for the school keep clear markings have been established by the school with careful consideration of residents parking needs. Generally no-stopping on such marking usually operates all day, however lesser restrictions for a few hours in the morning and afternoon provide a better balance.

CHILMARK0714015

I am not happy about the proposed improvements outside Stanford school. I formally believe that congestion will be worse. The parents of the children are the worst offenders, it will not stop them doing U-turns. They will start dropping their children off in the middle of the road. My son is collected by transport to take him to his day centre, sometime the driver has to stop in the middle of the road to collect him. Unable to park. There is one very simple solution to this. One way system which will protect everyone especially the children.

Officer comments

See earlier officers' comments above regarding parents behaviour

See Section 4 in the report regarding a one-way system.

CHILMARK0714016

I have been a resident for 30 years and both my children attended the school during at that time since the gates were closed with no entry for parents and visitors. The problems began during 8.45 – 9am and when school closes at 3pm. I have had problems etc damaged vehicles, personal injury, and house wall and lamp column knocked down. I have assured that no yellow lines are proposed outside my property. I do believe I will have continuing problems as parents and teachers will have no other choice but to park between no 14 and 16 as this area will be unrestricted. I have no problem with the proposals as something needs to be done with the area unrestricted outside nos 14-16. Consider stopping parked vehicles in Chilmark Road at the junction with Windermere Road. Look at stopping parked vehicles at the entry and exit from corners of Chilmark Road into Hassocks Road and from Woodmansterne school. I had a major accident there whilst driving towards Rowen Road. The driver never saw me. The schools head teacher should drop off newsletters of events happening at the school that may affect residents, i.e. fetes, fayres, deliveries etc.

Officer comments

The damage to vehicles and private property is noted.

It is accepted that parking pressure on available parking spaces outside the areas where parking is restricted may increase due to the demand on available space.

Further measures to prevent obstructive parking at the mentioned junctions could be assessed and considered at a later stage.

The school does respect the needs of the residents and we will advise them that in the future every effort is made to keep residents updated on any such events.

CHILMARK0714017

Thank you for trying to sort out the traffic problems in Chilmark Road. I have been a house owner here since 1955 and have watched the trouble get worse. However I don't think the present proposals fit the bill. In fact I think they would be a disaster. The idea of a drop off only section is excellent. But the real problem is the waiting for and picking up of children. Parking space in Chilmark Road is already in desperately short supply. I am often forced to park outside the school and even on occasions down Hassocks Road, because there is nowhere nearer. Windermere Road is hopeless for parking because there are so many drive ins. If your scheme were to be put into operation there would be even less spaces. This would be made much worse because I would be forced to ask for a drive in myself or set down cones to reserve a space. My neighbours would do likewise. The parking spaces that do exist now would just vanish. Parents wishing to pick up their children would not be able to wait in Chilmark Road. They would not be able to park in Windermere Road, and they would be lucky if they found a space at the other end of Hassocks Road! This might seem like scaremongering but have you looked at the number of properties without drive ins in these three roads. There are very few spaces available compared with the spaces needed. On a more positive note, have you considered encroaching a little on school land to provide a proper waiting area for parents picking up their kids. There are (as a suggestion) those green honeycomb bricks that allow grass to grow through. An area of the playing field could be set out without losing too much. We have got to find a few extra parking spaces and lose absolutely none!

Officer comments

See earlier officers' comments on the impact on parking pressure

See earlier officers' comments regarding a drive through to drop off and pick up pupils within the school.

CHILMARK0714018

I am writing with reference to the ludicrous scheme that is proposed for Chilmark Road In Merton. Although, being a parent myself, I fully except that the children's safety when travelling to school is a very important issue the planned reconfiguration of Chilmark road to facilitate this is actually going to course more problems than it resolves. It is also abundantly clear that you have not considered the impact that the proposed scheme is going to have on the residence of Chilmark Road, who as you know all pay well over a £1000.00 council tax every year. To Break Down Where I believe this is not going to work: You have highlighted concerns about inconsiderate drivers doing U turns in front of the school, reducing the width of the road in 2 places and adding 2 pedestrian crossings is not going to stop this. Surely the only and obvious way to stop this is by making the road one way. A proposal that most of the residents I have spoken to have no objection to. Reducing the road width in any position in Chilmark road is ludicrous as it is hardly the widest road in the first place. The only situation that is going to arise by doing this is 2 lanes of traffic travelling in opposite

directions will end up having "stand offs" either side of the crossing causing complete grid lock to Chilmark road and more than likely both Windermere and Hassocks as well. Surely leaving the road the same width and introducing pedestrian or Lolly pop crossings is a better option. To introduce the proposed line of bollards and designated dropping off points will result in reducing the RESIDENTS parking by 25/30%. Of course you will say that the dropping off point will only be restricted between say 8.30am to 9.30am and 3pm to 3.30pm but this means that Residents who don't take their cars to work or are away for a length of time or are having a lay in on a well deserved day off will no longer be able to park their cars in these area's. You can appreciate with houses in Chilmark road being 3,4 and 5 bedrooms it is fair to assume that most families will have 2 cars. You also state that you are introducing these measures to encourage "slower speeds" : a one way street with drop off zones within the already Zig- Zagged area outside the vehicle access gates, manned or Zebra crossing's and adequate signage would be as effective if not better. In summary I am very disappointed that you are making us aware of proposed alterations to our road only 4/5 weeks before the works are due to start and I can assure you that your prosed scheme will be met severe resistance. I am also a complete loss why you have consulted with the children that go to the school, who age 4-11 year old, but haven't had a proper consultation with the residence.

Officer comments

See Section 4 in the report regarding a one-way system.

See Section 3 in the report detailing the purpose of the individual proposed measures.

See earlier officers' comments regarding introducing a lollipop person.

CHILMARK0714019/20,21 (same address)

Writing to express my dissatisfaction with the way this consultation has been handled. The consultation paper was posted through our door as flyer, and with so much junk mail, just presumed that this too was junk mail and almost threw it in the bin; each resident SHOULD have had this document addressed to them Individually and posted as a letter. I also object with the proposals in your consultation document and will address each point separately

1- The School never consulted the residents of Chilmark Road (apart from a letter from the head teacher on 23rd June informing us that a consultation was on its way) to hear their views before making recommendations. You refer to a petition; who was the petition from? Certainly the residents of Chilmark Road did NOT instigate any petition!

2- The reference you make about inconsiderate drivers are most certainly the parents who drop of their children. However, I have rarely observed drivers stopping on the zigzag outside the school. The Road does however get congested as traffic approaches the school from both Hassock Road and Windermere Road, but this is only for 30 minutes in the morning and 30 minutes in the afternoon.

Your proposal states that:

a- You will introduce double yellow lines outside some of the houses in Chilmark as well as most of the road on the side of the school. This will penalise the residences of Chilmark Road, by preventing them parking outside their houses. It will also disrupt weekend parking, especially when guests/ family come to visit. This will mean they would have to park at least 1 or 2 streets away. This in a great inconvenience and whilst this will may prevent the obstruction in the road during the school run, this will NOT reduce congestion. Instead, everyone will be waiting to stop in the proposed dedicated drop off zones. This will no doubt cause a build-up in traffic from both ends of Chilmark, and in my view would be more hazardous. This will lead to delays in parents dropping of their children, leading to late attendance of children and will no doubt lead to parents and residents becoming frustrated.

This this in mind, I feel that parents would just double park in order to drop if their children, causing greater hazards and more road blockage.

b- The widening of the pathways and an introduction of speed tables will narrow the road, exacerbating a bottle neck of traffic in both directions leading into Chilmark. This will no doubt cause greater delays leading to the issues raised in section (a).

c- A zebra crossing will have no benefit at all and will not have any benefits to safer crossing as traffic will still be traveling in both directions. With the above in mind I suggest that proposals are completely reviewed and you should seriously consider the views of the Chilmark Road residence before taking any further action

My proposals are as follows:

- Introduce a Lollipop person, which I feel will be much better than a zebra crossing. This is used success fully outside Woodmanstern school and on Stanford road, where the flow and speed of traffic is greater and yet there have been no reported accidents or incidence, implying that is a safe option.
- The school car park should be redesigned to become a one way drop off zone, so parents can drive in/

drive out and children met by a teacher/TA, meaning that parents using cars can drop off their children without need to come out the car, speeding up the drop off. A similar system can be used when picking up the children.

- No width restrictions or yellow lines should be introduced as this would no doubt have an impact on the value of the houses in Chilmark, without having any of the benefits suggested in your consultation. I think making Chilmark a one way road leading from Hassock with a no entry from Oxtoby road will allow a steady flow of traffic, preventing congestion caused by 2 way traffic and would also address Chilmark road being used a short cut from Windermere towards the Vale. This will reduce congestion and car emissions in Chilmark, even during the school day, making it a cleaner, safer environment. An introduction of a lollipop person would mean that they would only have to take into account traffic coming from one direction.
- Cameras should be introduced: One thing you did not address in your consultation is how frequently Chilmark is used as a dumping ground, which introduces rodents and foxes. This is a health hazard and environmentally unsafe for children, families and residents. A camera will stop happening and can also be used as a speed control

Officer comments

On projects with a relatively small number of household it is often more efficient and cost affective for officers involved in the project to distribute the consultation leaflets whilst already in the area carrying assessments etc. It can also be an opportunity to speak to some residents face to face providing a better insight into the problems and their needs.

See earlier officers' comments above regarding residents not been informally consulted.

The surveys carried out by the pupils under the guidance of the teachers clearly highlights the concerns with drivers parking on the school keep clear no matter how long for. This has also been identified by key officers involved in the projects during their on site assessments.

See earlier officers' comments above regarding inconvenience to residents' parking.

See Section 3 in the report detailing the purpose of the individual proposed measures.

See earlier officers' comments above regarding redesign of the school car park

See earlier officers' comments regarding introducing a lollipop person.

See Section 4 in the report regarding a one-way system.

Fixed CCTV cameras outside all school to enforce parking contraventions would be a huge undertaking and cost prohibitive. The Council does undertake enforcement but due to limited resources enforcement outside schools are carried out on a rota basis.

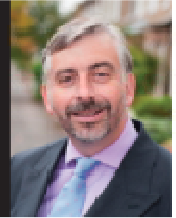
Proposed Safety Measures
Stanford Primary School
Chilmark Road, Mitcham



Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

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



ISSUE DATE : 3 JULY 2014

Dear Resident/Business,
The purpose of this newsletter is to inform you that Merton Council has been successful in its bid to Transport for London (TfL) to fund safety and accessibility improvements across the Borough.

As part of this initiative the area outside Stanford Primary School in Chilmark Road has been identified for improvements through a petition and requests by the pupils of the school, local councillors and the MP.

Their concerns are about inconsiderate drivers who u-turn outside the school, park on the school keep clear zigzags and the insufficient footway widths and unsafe crossing points in the vicinity of the school entrances.

It is, therefore, proposed as shown on the plan overleaf to widen the footway at the entrances with a line of bollards to prevent parking; introduce speed tables with informal crossing points for pedestrians; provide double yellow lines at key locations and a morning only drop-off zone.

These proposed measures aim to encourage slower speeds, restrict obstructive parking, provide a safer environment for parents and children, and raise awareness to passing motorists.

WHAT HAPPENS NEXT

A statutory consultation is required to introduce the speed tables, alter the School Keep Clear markings and introduce waiting restrictions. A Notice of the Council's intentions to introduce these measures will be published in the local newspaper and posted on lamp columns in the vicinity.

Any comments regarding the proposals must be put in writing to the Head of **Traffic and Highways Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** by no later than **25 July 2014**, quoting reference **P008-14 / Chilmark Road**.

A copy of the Notices and plan identifying the area affected by the proposal can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council's working hours, Monday to Friday, between 9am and 5pm. Alternatively, this information can be viewed on our website using the following link www.merton.gov.uk/chilmark_safety

Subject to the outcome of the consultation and Cabinet Member's approval, the works could be carried out during the August 2014 summer school holiday.

CONTACT US

If you have any comments or suggestions, please contact James Geeson on 020 8545 3054 or email trafficandhighways@merton.gov.uk.

Longthornton Ward Councillors

Cllr David Chung
Tel: 020 8127 0335
Email: David.Chung@merton.gov.uk

Cllr Brenda Fraser
Tel: 020 8679 0712
Email: brenda.fraser@merton.gov.uk

Cllr Marsie Skeete
Tel: 0203 669 7007
Email: marsie.skeete@merton.gov.uk

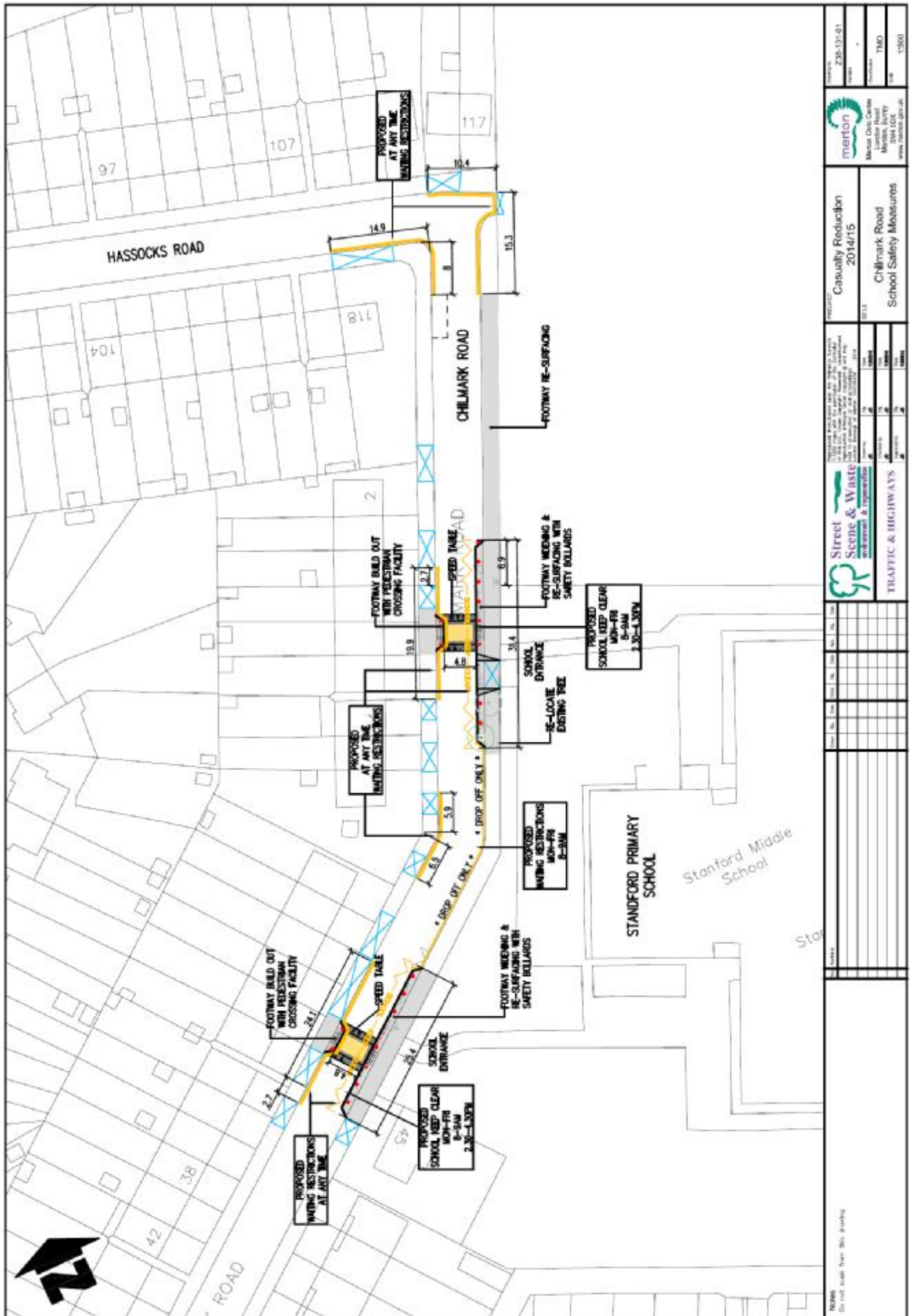
Request for document translation

PROPOSED SAFETY MEASURES - STANFORD PRIMARY SCHOOL

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 (a jëtëmi shenjëni kutrinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
 - Arabic إذا كنت بحاجة إلى شرح لبعض أجزاء هذا الوثيقة، يرجى الاتصال بنا إما عن طريق البريد الإلكتروني أو عن طريق الهاتف باستخدام التفاصيل أدناه.
 - 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 서류에 어떤 부분이라도 이해에 모자라도 설명해 주시면, 감사하게 표시해주시고 우리에게 전화나 서신으로 연락하십시오.
 - Polish Aby otrzymać część tego dokumentu w prosty sposób (proszę proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniższe podany adres lub numerem telefonu).
 - Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contactar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
 - Somali Haddii aad u baahan tahay in qayb dokumentaigan ka mid ah laguugu sharxo luqadahaada, fadlan sax ku calaamadee xanduuqa oo naguila soo xiriir warqad ama telefoon adigaas lafahmadaya macluumaadka falkaan hoose ku yaala.
 - 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.
 - Urdu اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت کی ضرورت ہے، تو براہ کرم براہ کرم اس دستاویز کے نیچے دیے گئے معلوماتوں کو دیکھیں اور ہمیں لکری یا فون پر رابطہ کریں۔
- Large print Braille Audiotape

<p>Your contact Name..... Address..... Telephone.....</p>	<p>James Geeson, Merton Civic Centre, London Road, Morden, SM4 5DX</p>
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<p>Merton Council London Civic Centre London Road Merton London SW15 2NU www.merton.gov.uk</p>		<p>PROJECT: Casualty Reduction 2014/15</p> <p>DATE: 15/11/15</p> <p>PROJECT: Chilmark Road School Safety Measures</p>	<p>DATE: 23/01/15</p> <p>SCALE: 1:500</p> <p>PROJECT: TMO</p>
<p>Street Scene & Waste environment & regeneration</p>		<p>TRAFFIC & HIGHWAYS</p>	
<p>NOTES: Do not scale from this drawing</p>			

Merton Council - call-in request form

1. Decision to be called in: (required)

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

8. Notes

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