



Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Direct Line: 0208 545 3616
Email: democratic.services@merton.gov.uk

Date: 15 August 2022

Dear Councillor

Notification of a Decision taken by the Cabinet Member for Transport

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

- **W4 CPZ Graham Road parking amendment – statutory consultation**

and will be implemented at **noon on Thursday 18 August 2022** 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

Cabinet Member Report

Date: 1st August 2022

item: N/A

Wards: Wimbledon Town Dundonald

Subject: W4 CPZ Graham Road parking amendment – statutory consultation

Lead officer: Adrian Ash, Director of Environment & Regeneration

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Contact Officer: Paul Atie; paul.atie@merton.gov.uk

Recommendations:

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

- A) Notes the results of the statutory consultation carried out between 23 June and 15 July 2022 on the proposals to amend some parking spaces to better serve the community.
- B) Notes that no representation was received during the statutory consultation.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMO) and the implementation of the proposed parking amendments to the following parking spaces:
 - 1) To convert the existing pay and display shared bays on the north-west side, between Nos. 3 and 27 Graham Road to Permit Holders only bays operating Monday – Saturday between 8.30am-11pm and Sunday between 2 and 6pm.
 - 2) To convert the existing pay and display shared bays on the south-east side, outside Lygon Court and between Nos. 2 and 14 Graham Road to Permit Holders only bays operating Monday – Saturday between 8.30am-11pm and Sunday between 2 and 6pm. Please see drawing No. Z78-374-02 and attached in Appendix 1.
 - 3) To introduce double yellow lines “at any time” waiting restriction in Graham Road, on the north-west side, from a point 4 metres north-east of the common boundary of Nos. 1 and 3 Graham Road, north-eastward to its junction with Hartfield Road. Please see drawing No. Z78-374-01 and attached in Appendix 1.
 - 4) To remove the single parking place in Graham Road, the north-west side, adjacent to No. 39 Hartfield Road to facilitate the introduction of the above-mentioned waiting restrictions. Please see drawing No. Z78-374- 01 and attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation carried out between 23 June and 15 July 2022 on the Councils' proposals to amend some parking spaces in Graham Road as detailed above.
- 1.2 It seeks approval to implement the above recommendations.

2 DETAILS

- 2.1 The key objectives of parking management include;
- tackling of congestion by reducing the level and impact of traffic in town centres and residential areas
 - making the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
 - managing better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy
 - improving the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas
 - encouraging the use of sustainable modes of transport.
- 2.2 Controlled parking zones, aim to provide safe parking arrangements, whilst giving residents and businesses priority access to available kerbside parking space. It is a way of controlling the parking whilst improving and maintaining access and safety for all road users. A CPZ comprises of yellow line waiting restrictions and various types of parking bays operational during the controlled times. These types of bays include the following:
- Permit holder bays: - For use by resident permit holders, business permit holders and those with visitor permits.
- Pay and display shared use/permit holder bays: - For use by pay and display customers and permit holders.
- 2.3 A CPZ includes double yellow lines (no waiting 'at any time') restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. Any existing double yellow lines at junctions will remain unchanged.
- 2.4 Within any proposed CPZ or review, the Council aims to reach a balance between the needs of the residents, businesses, visitors and all other users of the highway. It is normal practice to introduce appropriate measures if and when there is a sufficient majority of support or there is an overriding need to ensure access and safety. In addition the Council would also take into account the impact of introducing the proposed changes in assessing the extent of those controls and whether or not they should be implemented.

- 2.5 The CPZ design comprises mainly of permit holder bays to be used by residents, their visitors or business permit holders and a limited number of pay and display shared use bays, which are mainly located near businesses. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.
- 2.6 The Council received a petition from some of the residents of Graham Road who find parking difficult during the operating hours of the zone. It has been claimed that the parking difficulty has been exacerbated by the number of pay and display shared bays. They allege that the existing pay and display parking spaces at this end of the road has had a knock-on impact on parking along the whole length of the road and have requested that the pay and display parking spaces are changed to Permit Holder only bays. Additionally, the residents want the hours of operation on Sunday changed to match the restrictions as per rest of the week i.e. 8.30am-11pm.

3 Statutory consultation

- 3.1 The statutory consultation on the Council's intention to amend some parking spaces to better serve the residents was carried out between 23 June and 15 July 2022. 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 Wimbledon Times 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 3, was also distributed to all those properties included within the road.
- 3.2 The statutory consultation resulted in 7 representations in support of changing the pay and display shared use bays to permit holders only bays and all 7 representations are requesting Sunday restrictions to be extended to operate 8.30am to 11pm to be consistent with the rest of the week. Since the statutory consultation was based on changing the parking bays and the introduction of the waiting restrictions, at this stage it is recommended that the Cabinet Member approve the shared use bays conversion to permit holders only bays operating Monday – Saturday between 8.30am-11pm and Sunday between 2 and 6pm; and the introduction of the proposed waiting restrictions.
- 3.3 Although the petition received from Graham Road requested for the hours of operation on Sunday to be extended, this was not consulted upon. The reason being that Graham Road is part of a large area which forms zone W4 CPZ. In order to change the hours of operation of the zone, a zone wide petition is required. Once a zone wide petition is received, the Council will programme a zone wide informal consultation.

3.4 Ward Councillor Comment

The Ward Councillors have been engaged throughout the consultation process. Following the conclusion of the consultation, they are supportive of the recommendations made and have no further comments to make.

4. RECOMMENDATIONS

- 4.1 Based on the result of the statutory consultation, it is recommended that the TMO is made to implement the proposed changes to the existing pay and display shared use bays to permit holder only and the proposed yellow line restrictions.
- 4.2 The proposal comprises of mostly permit holder only bays that can be used by residents, their visitors and business permit holders. The layout of the parking bays are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic.

5. TIMETABLE

- 5.1 If agreed the TMO will be made soon after a decision is made and the measures will be implemented accordingly.

6. ALTERNATIVE OPTIONS

- 6.1 Do nothing. This would not address the current parking demands of the local residents.

7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing the proposed measures is estimated at £7k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by S106 contribution from the Travelodge hotel development.

8 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders would be made under Section 6 and Section 45 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.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 The implementation of new CPZs and the subsequent changes to the original design affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the borough.
- 9.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents. 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 design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- 9.3 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10 CRIME AND DISORDER IMPLICATIONS

11 RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to respond to the petition that has been received.

12 ENVIRONMENTAL IMPLICATIONS

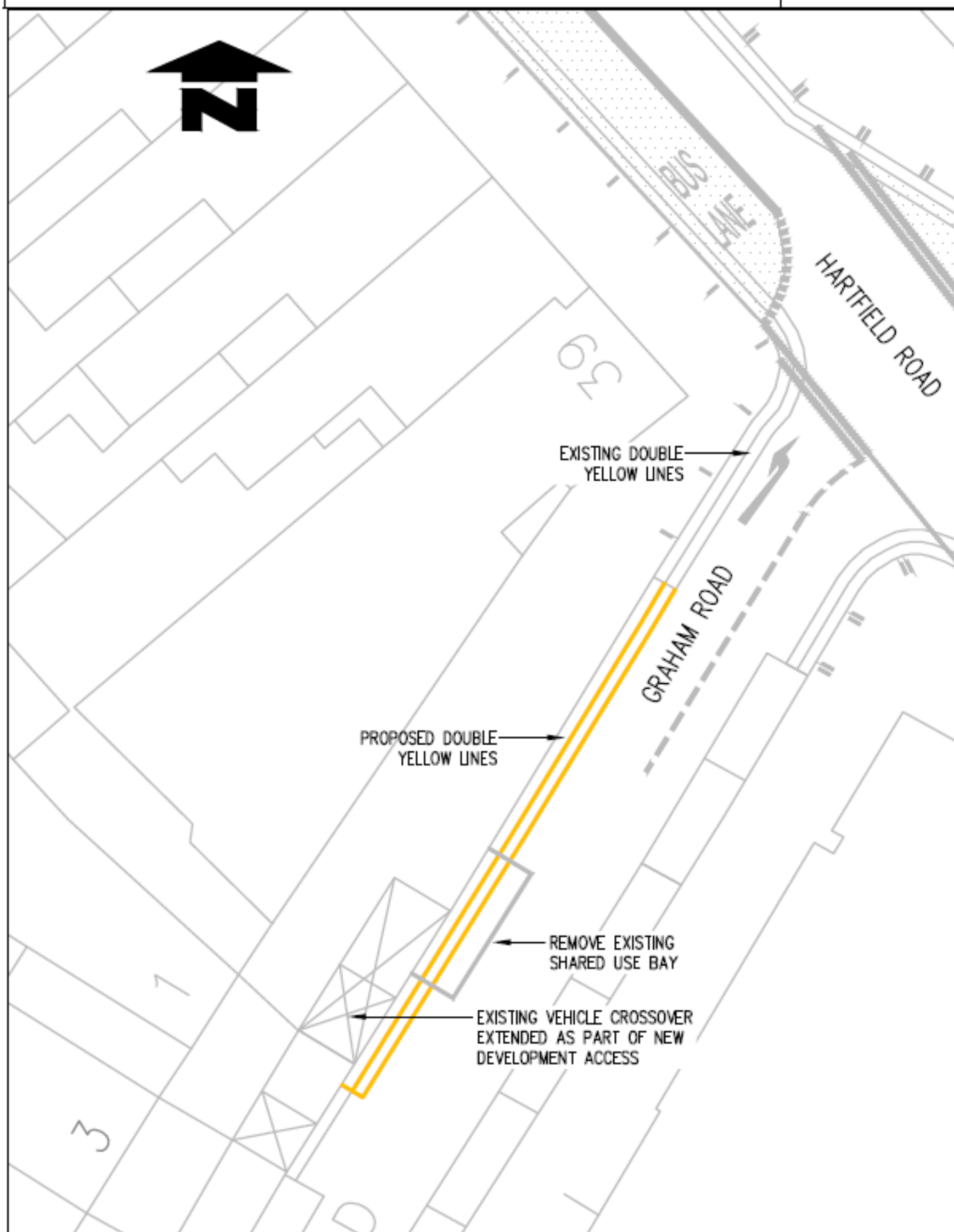
- 12.1 When determining the type of parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off- street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

- 12.2 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as 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. These powers must be exercised so far as practicable having regard to the following matters;

1. The desirability of securing and maintaining reasonable access to premises,
2. The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity,
3. The national air quality strategy,
4. Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers,
5. Any other matters appearing to the Council to be relevant.

13 APPENDICES

- a. The following documents are to be published with this report and form part of the report.
1. Appendix 1 – Drawing No.Z78-374-01/02
 2. Appendix 2 – Representations
 3. Appendix 3 - Statutory consultation document



Notes
Do not scale from this drawing



TRAFFIC & HIGHWAYS

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Drawn by	AL	Scale	1:200
Checked by	AL	Date	15/05/2014
Approved by	AL	Date	15/05/2014

PROJECT
Controlled Parking Zones
W4 CPZ

TITLE
GRAHAM ROAD
PROPOSED DYLs



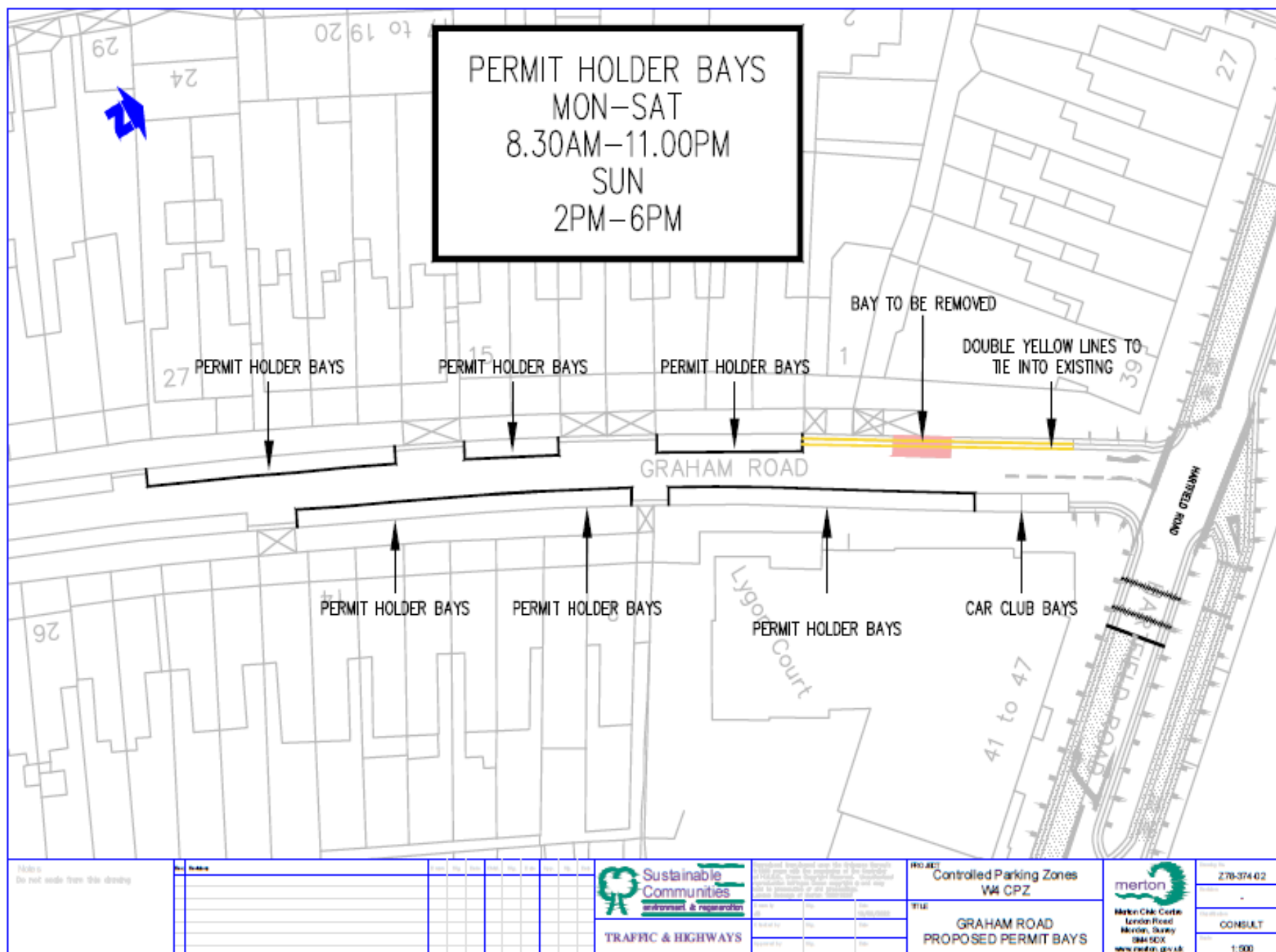
Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No.
Z87-374-01

Project
-

Consultation
CONSULT

Date
1/200



Representation	APPENDIX 2
<p>001</p> <p>I am a resident of Graham Road and am writing in favour of the amendments to covert pay-and-display to resident bays.</p> <p>I would further like to request Sunday restrictions are extended from 6pm to 11pm consistent with the rest of the week.</p> <p>Often I return home on a Sunday evening to find there is no where to park because spaces are occupied by visitors to the town centre who park for free and could otherwise use the town centre car parks. This typically results in me parking in an adjacent street taking up resident bays there.</p>	
<p>002</p> <p>I live at ** Graham Road, Wimbledon, SW19 3SR and I write concerning the proposal to convert the existing pay and display shared use bays in Graham Road to Permit Holder Only Bays.</p> <p>Firstly may I say that I am wholeheartedly in agreement with the proposal that only residents and their visitors should be allowed to park in the bays and that pay and display bays are removed from Graham Road.</p> <p>I do have some questions/comments surrounding your drawing of the proposals:</p> <ol style="list-style-type: none"> 1. Your drawing ref Z78-374-01 does not correctly represent the bays in Graham Road. There are 7 bays stretching from outside number 2 Graham to Number 14 Graham. You are showing 2 bays then a break outside number 6 Graham and then 4 more bays? A total of 6 bays instead of 7. Are you removing a bay and if so why and when is the consultation? 2. On the drawing you sent to residents the proposed converted bays are outlined but you have not outlined the bay adjacent to the side of the Travelodge? What is happening with this bay? Is this being taken away or will it still be a pay and display bay? As a resident I would like it to remain in use and for residents only as less bays was not a proposed outcome on the building plans submitted for the Travelodge. 3. Will you be removing the pay and display coin meter from outside 12-14 Graham Road? 4. The drawing does not show the traffic flow in the road. Are we to assume that the vehicles making deliveries to the Travelodge can hover on the yellow lines in Graham Road? <p>I note you propose that the times of operation of the parking restrictions remain the same. I object to this proposal for the following reasons:</p> <p>A. I am unclear as to why parking only operates on a Sunday from 2-6pm. Sunday nights is the most difficult time for us residents to park as cinema and theatre goers park in the road as it its free after 6pm. I would like the times of parking operation to be uniform across all days at 8.30am to 11pm to help residents with this issue.</p> <p>B. Arriving hotel guests will be able to park in the road on a Sunday (except for 2-6pm) and leave their cars until Monday morning. We are already concerned as residents of the uptick in traffic and footfall due to the monstrous size of the Travelodge so adjusting the parking times would help with the traffic issue. The hotel guests can use the other car parks available.</p> <p>Please let me know the outcome of the consultation.</p>	
<p>003</p> <p>I live at ** Graham Road. I support the conversion of existing shared use bay to permit holder bays only as per the plan I received through my letter box. However, I would like to request that the hours of operation be extended on the Sunday in line with what it is between Mon-Saturday. So, the bay to be converted from 2pm - 6pm to 8.30am to 11pm on a Sunday as well. The reason for this request is that many non-residents park on Graham Road to go to the cinema, Morrisons, and the shops in general - even though there is a plenty of parking spaces offered in the centre of Wimbledon, and this makes it very difficult to find parking on a Sunday - especially during the evening. I would also encourage the parking attendants to inspect Graham Road more often than just once per day (if possible) as I often see non residents use Graham Road to go to Morrisons even during restricted hours and not paying for parking.</p> <p>Thank you kindly for your consideration.</p>	
<p>004</p> <p>As the instigator and submitter of the petition to restrict parking in Graham Road to residents and their visitors I</p>	

would like to reiterate what was stated in the petition.

Parking for residents in Graham Road is already very difficult every day of the week. Additionally, on Sunday, which is a normal trading day, visitors come to shop and eat in Wimbledon Town Centre all day, while restricted parking operates solely between 2 – 6 pm. Mixed meter and resident bays are in operation from the low numbers end of the road up to 33 odd and 16 even house numbers. Meter parking at this end of the road has a knock-on impact on parking along the whole length of the road.

Parking far away from one's home with young children, very heavy shopping or in the evening, when it is dark is a matter of concern for residents.

These challenges will be exacerbated when the Travelodge begins operation since the hotel will not provide parking facilities for its guests. Hotel guests are likely to park in Graham Road.

There are three public car parks in the very near vicinity behind Morrisons, at Centre Court and the Fridge which cater for people visiting Wimbledon by car.

I would like to express my gratitude for the Council's response to our petition. I welcome and support the proposal concerning conversion of meter bays to residents/their visitors bays; however, this should concern ALL meter bays. Unfortunately your proposal does not cover Sunday parking. As stated in the petition Sunday parking is even more challenging than on weekdays. Sunday is not only a trading day but hospitality venues are also fully open. It is impossible to park after about 10.00 am if having driven out earlier.

Reasons in support of amendments include:

- 1) Currently, extreme challenges to finding a parking space by residents throughout the day, including evenings and night in the case of a late return by car
- 2) Distance from home if needing to park at the margins of the W4 zone in terms of carrying heavy weights or children
- 3) Distance from home if needing to park at the margins of the W4 zone in terms of age and disability – insufficient to entitle to disability badge, but sufficient to cause a great deal of discomfort
- 4) Distance from home if needing to park at the margins of the W4 zone in terms of walking from the car and having to face drunken revellers on Hartfield Road and corner of Hartfield Road and Graham Road
- 5) Graham Road is a long road with many houses undergoing building works or renovation which means that spaces are often taken by work vans or delivery lorries which although necessary, further limits available parking spaces for residents during the day
- 6) Threat of parking by Travelodge guests throughout the day with loss of spaces for residents
- 7) Fairness – there are many roads/streets in the borough of Merton with parking solely for residents, but meter parking in Graham Road has meant that residents are facing greater difficulties in parking compared with other residents in the borough
- 8) Extensive availability of alternate parking facilities for drivers visiting Wimbledon, with three car parks very close by and another reasonably close.

Although the consultation is limited to the circulated proposal I would ask the Council to consider extending parking restrictions in zone W4 to include the whole of Sunday for the reasons stated above.

005

As a resident of Graham Road I would like to support the proposal to change the existing Pay and Display shared use bays into Permit Holder Only Bays. As outlined by myself to the Council prior to the development of the hotel at the top of Graham Road parking is a persistent challenge for residents of Graham Road. Given the amount of new build, high density developments with no parking surrounding Graham Road we find that the road is being frequently used by residents of other streets to park etc.

While not part of the proposal directly the traffic levels are expected to increase significantly once the hotel opens, and I would like to raise the request to have some speed ramps installed to limit speed levels given there are a lot of children and parents that use Graham Road as a short cut to various schools and indeed en route to the Broadway. Unfortunately, there has been several recent incidents of speeding driver who ignore the speed limits putting residents at risk. In addition we will need to have measures in place to stop cars etc. from entering Graham Road via Hartfield Road to save time en route to the hotel, whether this is signage or otherwise I would welcome your feedback.

Many thanks for your understanding and I look forward to hearing from you.

006

I live at 79 Graham Road, Wimbledon, SW19 3SS and I write concerning the proposal to convert the existing pay

and display shared use bays in Graham Road to Permit Holder Only Bays.

Firstly may I say that I am wholeheartedly in agreement with the proposal that only residents and their visitors should be allowed to park in the bays and that pay and display bays are removed from Graham Road.

I do have some questions/comments surrounding your drawing of the proposals:

1. Your drawing ref Z78-374-01 does not correctly represent the bays in Graham Road. There are 7 bays stretching from outside number 2 Graham to Number 14 Graham. You are showing 2 bays then a break outside number 6 Graham and then 4 more bays? A total of 6 bays instead of 7. Are you removing a bay and if so why and when is the consultation?
2. On the drawing you sent to residents the proposed converted bays are outlined but you have not outlined the bay adjacent to the side of the Travelodge? What is happening with this bay? Is this being taken away or will it still be a pay and display bay? As a resident I would like it to remain in use and for residents only as less bays was not a proposed outcome on the building plans submitted for the Travelodge.
3. Will you be removing the pay and display coin meter from outside 12-14 Graham Road?
4. The drawing does not show the traffic flow in the road. Are we to assume that the vehicles making deliveries to the Travelodge can hover on the yellow lines in Graham Road?

I note you propose that the times of operation of the parking restrictions remain the same. I object to this proposal for the following reasons:

A. I am unclear as to why parking only operates on a Sunday from 2-6pm. Sunday nights is the most difficult time for us residents to park as cinema and theatre goers park in the road as it is free after 6pm. I would like the times of parking operation to be uniform across all days at 8.30am to 11pm to help residents with this issue.

B. Arriving hotel guests will be able to park in the road on a Sunday (except for 2-6pm) and leave their cars until Monday morning. We are already concerned as residents of the uptick in traffic and footfall due to the monstrous size of the Travelodge so adjusting the parking times would help with the traffic issue. The hotel guests can use the other car parks available.

Officers Comments

With regards to extending the hours of operation Sunday to match those of during the week. Please see section 3.3 of this report.

Officers are collating all representations which will be included in the Cabinet Members report for a decision after the decision is made, residents will be informed of the outcome and time scale of the implementation.

The single bay outside the Travelodge will be removed and replaced with double yellow lines.

As part of the development, the section of the road affected will be resurfaced by the developer. This means that parking bays as consulted would be changed prior to the decision. This is so that the new carriageway surface is not scared by removing road markings after the decision is made. However, if the decision is not to go ahead with the changes, we can simply go back to add the transverse markings that demarcate the pay and display shared use bays .

Proposed Parking Amendments W4 CPZ – Graham Road

Issued date: June 2022



The purpose of this leaflet is to advise you that following a petition from some Graham Road residents requesting changes to the current parking bays in Graham Road to address parking difficulties, the Council is proposing to convert the existing pay and display shared use bays in Graham Road to Permit Holder Only bays. The existing hours of operation will remain unchanged in that these bays will operate Monday to Saturday between 8.30am and 11pm and Sunday between 2 and 6pm.

The proposed changes are shown on the enclosed drawing (Z78-374-01).

WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper and the London Gazette; Notices will also be posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made in writing or email trafficandhighways@merton.gov.uk by no later than **15 July 2022** quoting reference **ES/GrahamRd**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the proposed Traffic Management Orders (TMOs), a plan identifying the areas affected by the proposals and the Council's Statement of Reasons can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. This information is also available on Merton Council's website www.merton.gov.uk/cpzw4-graham

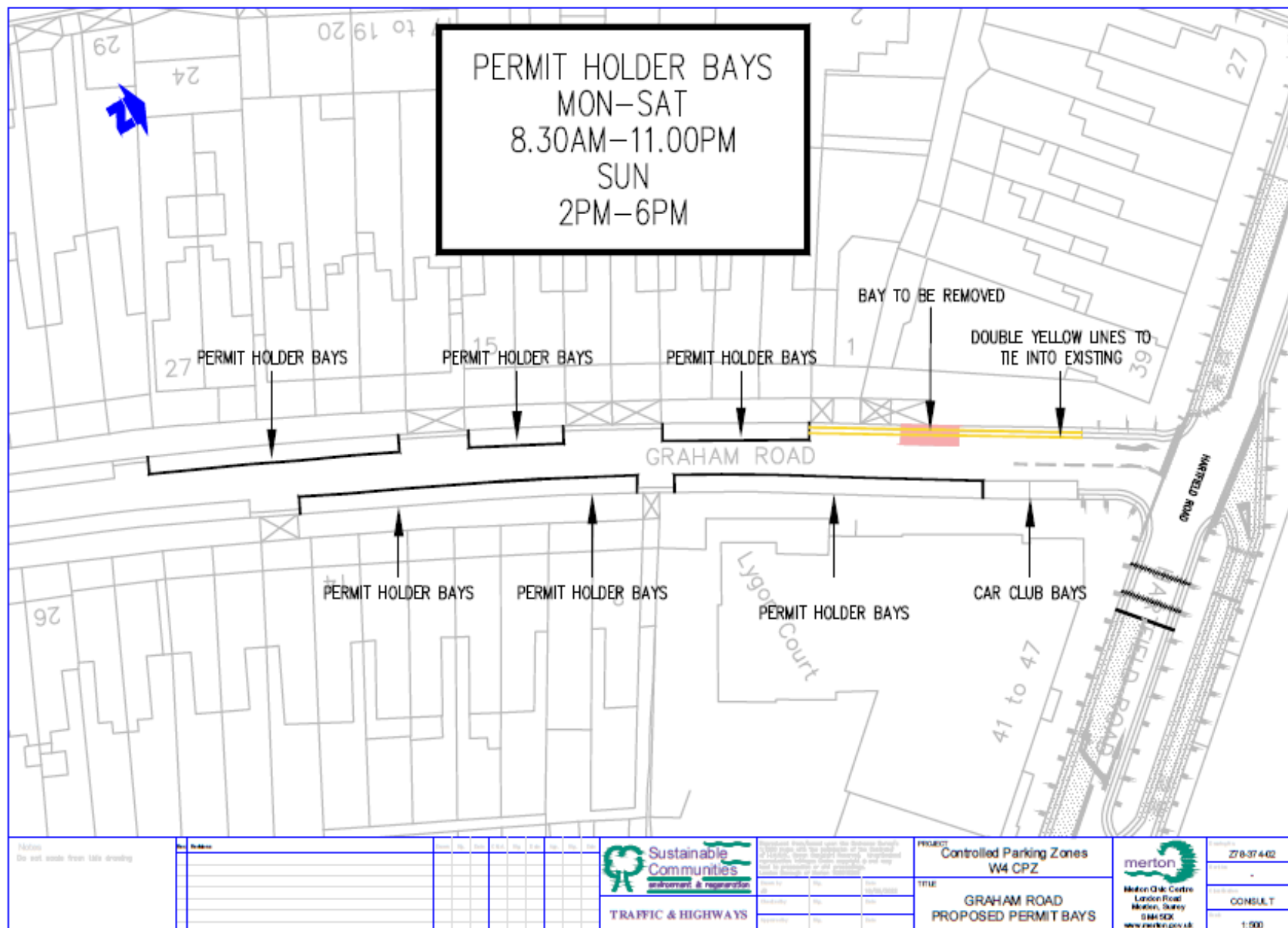
Wimbledon Town and Dundonald WARD COUNCILLORS

(contact details of Ward Councillors are provided for information purposes only)

Cllr Anthony Fairclough anthony.fairclough@merton.gov.uk
Cllr Paul Kohler paul.kohler@merton.gov.uk
Cllr Simon McGrath simon.mcgrath@merton.gov.uk

Cabinet Member for Transport

Cllr Stephen Alambritis stephen.alambritis@merton.gov.uk



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

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

Title of report: W4 CPZ Graham Road parking amendment – statutory consultation

Reason for exemption (if any) – N/A

Decision maker

Councillor Stephen Alambritis, Cabinet Member for Transport

Date of Decision

8/8/22

Date report made available to decision maker

08th August 2022

Decision

I agree to the making of the Order and implementation of the proposed measures to include conversion of some shared use parking bays to Permit Holder Bays; introduction of No waiting at any time restrictions and the removal of one parking bay as set out in the report and on plan Z78-374-01

Reason for decision

prioritisation of residents parking provision.

Alternative options considered and why rejected

To maintain status quo but this would be against the request made by the residents in terms of prioritising their parking provisions.

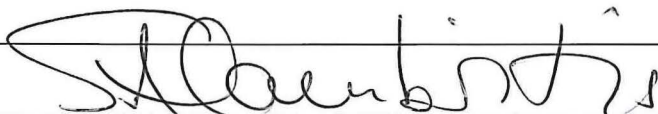
Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A

Signature



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. IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

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

1. Title of report

Proposed LS CPZ Seaton Road - informal consultation

2. Reason for exemption (if any)

3. Decision maker

Councillor Stephen Alambritis, Cabinet Member for Transport

4. Date of Decision

8/8/22

5. Date report made available to decision maker

06 August 2022

6. Decision

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

- A) Notes the results of the informal consultation carried out between 1st and 23rd July 2022 on the proposals to introduce Controlled Parking Zone (CPZ) M4 to include Seaton Road.
- B) Agrees to proceed with a statutory consultation to introduce the proposed LS CPZ to include Seaton Road operational Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-370-01 and attached in Appendix 1.
- C) Agrees to proceed with a statutory consultation of the relevant Traffic Management Orders (TMOs) and the implementation of the 'At any time' waiting restrictions within the proposed zone as shown in Drawing No. Z78-370-01 attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

7. Alternative options considered and why rejected

7.1 Do nothing. This would not address the current parking needs of the residents and would be contrary to the level of support expressed during the informal consultation. Also it would not address the Council's duty to provide a safe environment for all road users.

7.2 Not to introduce the proposed double yellow lines. In the event of an incident, however, this would put the residents and other road users at risk in terms of safety and the Council could be considered as failing in its duties by not giving safety and access priority.

8. Declarations of Interest

NONE

9. Signature

Signature

Signature: S Alambritis

Date

8/8/22

Merton Council - call-in request form

1. Decision to be called in: (required)

--

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

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

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

3. Desired outcome

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

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

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

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

5. Documents requested

6. Witnesses requested

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

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

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

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

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor's email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

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

020 8545 3409