SUBJECT: Proposed Parking Arrangements for Haydon’s Road

LEAD OFFICER: Richard Rawes, Director of Environment & Regeneration

LEAD MEMBER: Councillor Andrew Judge, Leader of the Council & Chair of Cabinet Street Management Committee

KEY DECISION REFERENCE NUMBER: N/A

RECOMMENDATIONS:

That the Committee considers the issues detailed in this report and:

1) Notes the results of the informal consultation carried out in October / November 2005.

2) Agrees to proceed with the formal consultation on amending the existing single yellow line restrictions on Haydon’s Road; Cowper Road; Milton Road; Dryden Road and Tennyson Road and to allow free parking. See drawings Z78/128/01-P1A and Z78/128/01-P2A (Appendix 1).

3) Agrees to proceed with the formal consultation on the introduction of double yellow lines (junction protection) at all the identified junctions along Haydon’s Road and other key locations between Gap Road and Merton High Street. See plans Z78/128/01-P1A and Z78/128/01-P2A (both on display) and section 5.2.2 of this report for details.

4) Agrees to proceed with the formal consultation on the introduction of Free Parking Bays, as shown on drawings Z78/128/01-P1A and Z78/128/01-P2A, with a 1 hour maximum stay and no return within one hour outside:
   • No. 341 – 347 Haydon’s Road
   • No. 321 – 333 Haydon’s Road
   • No. 286 – 294 Haydon’s Road

5) Agrees to proceed with the formal consultation to extend the existing boundary of Controlled Parking Zone 3E to include some of the properties on Haydon’s Road’s east side between Cowper Road and Caxton Road (Nos 189 to 317 Haydon’s Road) and to introduce additional bays as detailed in section 5.2.1 of this report and plan Z78/128/01-P1A.

6) Agrees to proceed with the formal consultation to extend the boundary of existing Controlled Parking Zone S2 to include some of the properties on Haydon’s Road’s east side between North Road and Merton High Street (Nos 5 to 119 Haydon’s Road) and to introduce additional bays as detailed in section 5.2.1 of this report and plan Z78/128/01-P2A.

7) Agrees to proceed with the formal consultation to introduce pay and display bays and shared use bays to Zone 3F as shown on plan Z78/128/01-P2A.
8) Agrees that a public inquiry is not held.

1. **EXECUTIVE SUMMARY AND PURPOSE OF REPORT**

1.1 This report brings to the Cabinet’s attention the current parking conditions in Haydon’s Road. It sets out the background to the consideration of a comprehensive parking management proposal and the results of the informal consultation carried out in October / November 2005. Please see plans Z78/128/01-P1A and Z78/128/01-P2A for details.

1.2 This report details the result of the informal consultation carried out in October / November 2005 with Haydon’s Road residents, Ward members and the resident associations on a number of parking measures for Haydon’s Road.

1.3 This report recommends that the Cabinet Street Management Committee approves the undertaking of formal consultation to:
  - remove some extent of the existing single yellow lines to allow parking as set out in drawings;
  - the introduction of double yellow lines (junction protection) at all the junctions along Haydon’s Road.
  - The introduction of double yellow lines in other key locations where a parked vehicle could pose a danger to other road users and/or prevent the expeditious movement of the bus service to/from the bus stops.
  - The introduction of free parking bays with time restrictions outside some of the business premises between Gap Road and Kohat Road.
  - To include Nos 189 to 317 Haydon’s Road within existing 3E zone.
  - To add bays to existing Zone 3E.
  - To include Nos 5 to 119 Haydon’s Road within existing S2 zone.
  - To add bays to existing Zone S2.
  - To add bays to existing Zone 3F.

For full detail see plans Z78/128/01-P1A and Z78/128/01-P2A and refer to section 5 of this report.

2. **INTRODUCTION**

2.1 The policy of the Council is to improve the environment by regulating the number of parked vehicles in the area and increase safety for both motorists and pedestrians. The key objective of the proposal to introduce the recommended parking measures in Haydon’s Road is to create safe parking spaces for the residents of Haydon’s Road; to reduce and control non-essential parking; to assist residents, short-term visitors and local businesses by providing parking spaces and by prioritising access to the space that remains available for parking and to improve safety for all road users. This is in line with the Mayor’s Transport strategy, which aims to tackle congestion and reduce traffic. Certain aspects of the proposed measures will also assist the smooth running of the bus service along Haydon’s Road near the various bus stops.

2.2 A controlled parking zone aims to provide safe parking arrangements whilst giving priority access to parking space to residents. It is a way of controlling the parking
whilst improving and maintaining safety for all road users. A CPZ comprises of various types of bays such as permit holder bays (to be used by resident permit holders and those with visitor permits); shared use bays (permit holders and pay and display) and pay and display bays (all will have to pay and display). The measures also include 'At any time' waiting restrictions at key locations such as junctions; bends and along lengths of a road where parking impedes flow of traffic. Within any proposed controlled parking zone the Council aims to reach a compromise between the needs of the residents, businesses and visitors. It is normal practice to introduce such measure if and when there is majority in support.

2.3 Double yellow line restrictions aim to improve sightlines, access and safety for all road users particularly pedestrians. S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway" when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under s.6 of the 1984 Act.

3. BACKGROUND

3.1 Haydon's Road is an A-Class road and between its junctions with Queens Road and Merton High Street forms part of the bus route 200. Over the years, to facilitate the smooth running of the bus service, waiting restrictions Monday to Saturday, between 8am and 6.30pm have been introduced. The single yellow line restrictions prevent parking during these hours.

3.2 During various parking management consultations carried out in the area, requests have been made for the Council to review the current parking arrangements and the extent of the existing yellow line restrictions along Haydon's Road in an attempt to reduce the parking pressure on the side roads and provide parking facilities for Haydon’s Road residents.

3.3 Due to an increase in parking demand, the residents of Haydon's Road have been parking in the side roads, putting extra pressure on the parking in these roads. Some sections of Haydon's Road have been included into CPZs namely 3E, 3F and S2. The remainder of Haydon's Road is either managed by means of a single yellow line or it is uncontrolled.

3.4 Between 2003 and 2004 the Council received letters from some roads in the Poets Area stating that they have parking difficulties and that more parking should be allowed on Haydon’s Road.

3.5 To address the parking difficulties the Council proposed the introduction of a Controlled Parking Zone (CPZ) in the 'Poets' area; informal consultation was carried out in April / May 2004. The majority of the respondents rejected the proposal and consequently a CPZ was not introduced. However, in August 2005 double yellow lines were introduced in the Poets Area to address sightline related accidents and to improve the general road safety for Haydon’s Road between its junctions with North Road and Caxton Road. It is now proposed that parking
patterns on the remaining sections/junctions of Haydon's Road should be addressed as detailed on drawings Z78/128/01-P1A and Z78/128/01-P2A.

3.6 Businesses have also expressed concerns over the lack of parking spaces on Haydon's Road and the subsequent loss of passing trade. It has been suggested that the current yellow lines discourage short term parking which is essential for their businesses.

3.7 The personal injury accident records between January 2002 and December 2004 show that 40 personal injury (PI) accidents occurred in Haydon's Road. Although most of the accidents occurred at various junctions, the causation factors vary. Please refer to Appendix 2 for the accident statistics plot.

3.8 To alleviate the parking problems for the residents of the Poets Area and Haydon's Road and to also address the parking concerns of certain businesses in Haydon’s Road, the current parking restrictions along Haydon’s Road have been examined. A meeting was held at the Civic Centre on 8th September 2005. It was attended by representatives from the Residents Associations (Poets Resident’s Associations, Haydons Bridge Resident’s Association and South Park Resident’s Association), Ward Members and Council officers. At this meeting the following three options for the public consultation were agreed in principle.

3.9 OPTION 1 - FREE BAYS AND JUNCTION PROTECTION

Within this option areas where safe parking can be permitted have been identified. Parts of the existing single yellow line restrictions on Haydon's Road would be removed and replaced by parking bays. Those bays outside residential premises would be without any restrictions/limitations. Those outside business premises would be limited to a one-hour stay. All the bays would operate on a first come first served basis.

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Free parking for all on Haydon’s Road</td>
<td>• The parking spaces can be used by anybody</td>
</tr>
<tr>
<td>• Improved visibility and access at junctions through junction protection (double yellow lines)</td>
<td>• There are no time restrictions on most bays; this could lead to all day parking</td>
</tr>
<tr>
<td>• Parked cars may act as speed reducing features</td>
<td>• Those with restricted hours of stay would be difficult to enforce and could lead to abuse</td>
</tr>
<tr>
<td>• Possible reduction in severity of personal injury accidents</td>
<td>• Increased street furniture</td>
</tr>
<tr>
<td>• Ease of access and egress for buses to the existing bus stops</td>
<td>• Proposed double yellow lines at junctions may lead to a reduction in parking spaces and an increase in demand over the available space</td>
</tr>
</tbody>
</table>

3.9.1 OPTION 2 - Controlled Parking Zone (CPZ)

This proposal includes removing parts of the single yellow line restrictions on Haydon’s Road and introducing a combination of permit holder bays, shared used bays and pay and display bays outside residential and business properties. These bays are located in areas where they would not impede the flow of traffic and
would be safe for all road users. These bays will be incorporated into one of the existing CPZs on the western side of Haydon's Road. The hours of operation for the existing zones are Monday to Saturday, between 8.30am and 6.30pm.

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priority access to parking bays will be given to the residents, businesses and their visitors with a valid permit</td>
<td>Pay for a permit/ticket to park in the zone</td>
</tr>
<tr>
<td>Improved visibility and access at junctions through junction protection</td>
<td>Parking is not guaranteed</td>
</tr>
<tr>
<td>Possible reduction in speed</td>
<td>Increased street furniture</td>
</tr>
<tr>
<td>Severity of Accidents may be reduced</td>
<td>Displacement of commuter parking</td>
</tr>
<tr>
<td>Ease of access and egress for buses at existing bus stops</td>
<td>Proposed double yellow lines at junctions may lead to a reduction in parking spaces and an increase in demand over the available space</td>
</tr>
<tr>
<td>The controls/restrictions are straight forward and easy to enforce during hours of operation</td>
<td>Removes long term/commuter parking</td>
</tr>
</tbody>
</table>

3.9.2  OPTION 3 - Junction Protection (Double Yellow Lines at Junctions)

Under this option the extent of the existing single yellow lines on Haydon's Road will remain unchanged. However, there will be additional double yellow lines at all the junctions that are not currently protected. The single yellow lines that operate Monday to Saturday, between 8am and 6.30pm, were originally put in place to facilitate the smooth running of the bus route 200 that operates between Queens Road and Merton High Street. The single yellow line will prohibit parking during the restricted hours and subsequently puts extra pressure on the side roads that are not within a Controlled Parking Zone.

<table>
<thead>
<tr>
<th>Advantages</th>
<th>Disadvantages</th>
</tr>
</thead>
<tbody>
<tr>
<td>In the absence of parked vehicles - wider road space – better general visibility/unobstructed sight lines</td>
<td>No parking on Haydon’s Road for residents, businesses and their visitors during restricted hours</td>
</tr>
<tr>
<td>Improved visibility at junctions through junction protection (double yellow lines)</td>
<td>Proposed double yellow lines at junctions may lead to a reduction in parking spaces and an increase in demand over the available space</td>
</tr>
<tr>
<td>Improved access for emergency and public service vehicles</td>
<td>Continued pressure on parking demand in the side roads.</td>
</tr>
<tr>
<td>Safer crossing points for pedestrians, people in wheel chairs and pushchairs</td>
<td></td>
</tr>
</tbody>
</table>

4.  RESULT OF THE INFORMAL CONSULATATION

4.1  A public consultation was carried out between October and November 2005. The consultation documents were circulated to all the properties in Haydon’s Road including all the corner properties. The documents were also given to the Ward Members and the representatives of residents’ associations. Along with a pre-paid questionnaire reply card, the consultation pack contained a plan and details of the
parking proposal for the Haydon’s Road. The closing date for the consultation was 4th November 2005. A copy is attached as Appendix 3.

4.2 The pre-paid reply card posed the following questions:-
(1) Are you a resident or business on Haydon’s Road?
(2) Which of the proposed options as detailed in the attached newsletter would you prefer?
• Option 1 – Free bays and junction protection
• Option 2 – Controlled Parking Zone and junction protection
• Option 3 – Junction Protection

4.3 358 consultation documents were distributed. 80 questionnaire reply cards were received representing a 22.34% response rate. This included 65 from the residents, 11 from the business and 4 marked as both. A public exhibition was held at the South Wimbledon Community Centre at 72-74 Haydon’s Road on Wednesday 19th October 2005 and Saturday 22nd October 2005. It should be noted that only three people attended (one resident from within the consultation area, one from outside and one of the local Ward Members)

Table 1 below is a summary of the responses to the various options

<table>
<thead>
<tr>
<th>Haydon’s Road</th>
<th>OPTION 1 free bays &amp; junction protection</th>
<th>OPTION 2 CPZ &amp; junction protection</th>
<th>OPTION 3 junction protection</th>
<th>Total No of responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gap Road – Caxton Road</td>
<td>8</td>
<td>3</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td>Caxton Road – North Road</td>
<td>14</td>
<td>21</td>
<td>6</td>
<td>41</td>
</tr>
<tr>
<td>North Road – Merton High Street</td>
<td>16</td>
<td>9</td>
<td>3</td>
<td>28</td>
</tr>
<tr>
<td></td>
<td>10 east side</td>
<td>7 east side</td>
<td>2 east side</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6 west side</td>
<td>2 west side</td>
<td>1 west side</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>38</td>
<td>33</td>
<td>9</td>
<td>80</td>
</tr>
</tbody>
</table>

Full details of the results are attached as Appendix 4.

4.4 The informal consultation resulted in three distinct preferences within the following specific sections of Haydon’s Road: -
• Section of Haydon’s Road between Gap Road and Caxton Road;
• Eastern side of Haydon’s Road between Caxton Road and Cowper Road (between No 191 and No 317 Haydon’s Road);
• North eastern side of Haydon’s Road between North Road and Merton High Street (between No 5 and No 119 Haydon’s Road).

4.4.1 Between Gap Road and Caxton Road
A majority of the businesses are located in this section of Haydon’s Road and the respondents mostly requested that free bays be introduced. This would involve the removal of the single yellow line and replacing it with the proposed free bays with the maximum stay of one hour, return prohibited within one hour as shown on
drawings Z78/128/01-P1A. This would involve amending the existing Traffic Management Order subject to a formal consultation.

4.4.2 Between Caxton Road and North Road (Eastern side)  
The respondents in this section of Haydon’s Road were mostly in favour of being included within the neighbouring CPZ 3E as shown on drawings Z78/128/01-P1A. This zone is operational between Monday and Saturday, 8.30am to Friday 6.30pm. This would involve amending the existing Traffic Management Order subject to a formal consultation.

4.4.3 Between North Road and Merton High Street (Eastern side)  
The results of the consultation showed that of those who responded 37% were in favour of being included within the neighbouring CPZ, 53% were in favour of free bays while 10% were in favour of junction protection. Considering the high level of demand for parking compared to available spaces and the impact of other (current and proposed) restrictions, it is considered that the interests of the residents are better served if this section of Haydons’ Road is included within the neighbouring CPZ S2. It is believed that these free bays would in all probability be used by long-term parking (commuters and perhaps by those from the neighbouring CPZs who do not wish to purchase a permit). Parking spaces are limited compared to the current parking demands and a CPZ would provide the residents and businesses priority over the remaining available spaces. This would involve amending the existing Traffic Management Order subject to a formal consultation.

4.5 When considering road safety in this area. S.122 of the Road Traffic Regulation Act 1984 places a duty on the Council “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway” when exercising any of its functions under the 1984 Act. Road safety is therefore a matter that the Council should have proper regard to when considering whether to make an Order under s.6 of the 1984 Act.

5. OFFICER’S COMMENTS/RECOMMENDATIONS

5.1 It can be seen from the results that there are pockets where there is support for certain sections of Haydon’s Road to be included within the neighbouring controlled parking zone. Unsurprisingly, these coincide with those roads that have previously requested these measures. Similarly, the request for Free Bays reflects the areas where businesses have expressed concerns.

5.2 It is recommend that a formal consultation is undertaken to introduce the following measures :-

5.2.1 Remove the single yellow line where parking bays are proposed.  
• Introduce free parking bays on Haydon’s Road between Gap Road and Kohat Road and Cromwell Road and Haydon Park Road. These free parking bays will have one hour stay with no return within one hour. These bays will serve the local business community.
• Include the properties on the east side of Haydons’ Road, (No. 191 to No. 317 Haydon’s Road’s) between Caxton and Cowper Road in the existing CPZ 3E.
Introduce permit holder bays on east side of Haydon’s Road between 195 and 207; between 213 and 217; between 273 and 315 Haydon’s Road. On the west side between 170 and 188 and between 194 and 226 Haydon’s Road.

- Include the properties on east side of Haydons’ Road, (No. 5 to No. 119 Haydon’s Road’s) between Cowper Road and Merton High Street in existing CPZ S2. Introduce permit holder bays on east side of Haydon’s Road between 29 and 51; between 55 and 77; 83 and 102 Haydon’s Road; and 2 shared use bays outside No 117 (Public House); Haydon’s Road.
- Introduce 2 additional pay and display bays maximum 2 hours stay to the existing pay and display bays within Zone 3F on the west side of Haydon’s Road.
- Introduce 2 additional shared use bays to the existing shared use bays within Zone 3F on the west side of Haydon’s Road. There would also be the need to introduce a small length of double yellow lines outside 140 Haydon’s Road between the existing disabled parking bay and the proposed shared use bays. This will protect the disabled bay and prevent confusion.

5.2.2 Introduce double yellow lines on Haydon’s Road and at its junctions :-
- Haydon’s Road, west side, outside the South Wimbledon Community Centre,
- Haydon’s Road, east side, between the bus stop and the pedestrian crossing adjacent to Hackcombe Road and between the bus stop and the proposed free bays.
- Haydon’s Road / Gap Road/Durnsford Rd/plough Lane junction
- Haydon’s Road / Regent Place junction
- Haydon’s Road / Cowdrey Road junction
- Haydon’s Road / Effra Road junction.
- Haydon’s Road / York Road junction
- Haydon’s Road / South Park Road junction
- Haydon’s Road / Cardigan Road junction
- Haydon’s Road / North Road junction
- Haydon’s Road / All Saints Road junction
- Haydon’s Road / Deburgh Road junction
- Haydon’s Road / Gilbert Road junction

5.2.3 It is also proposed to remove the existing single yellow lines from Cowper Road; Milton Road; Dryden Road and Tennyson Road. This will provide free parking places without compromising safety / impede the flow of traffic.

5.3 It is considered that the above proposed measures will improve the parking difficulties currently encountered by the residents businesses and their visitors.

5.4 Hours of Operation
The hours of operation for the existing zones 3E and 2S are Monday to Friday, 8.30 am – 6.30pm.

5.6 Permit Issue Criteria
The existing cost of the first permit in each household is £45 pa, the second permit is £80 pa and the third permit cost is £105 pa. An annual visitor permit costs £105.

5.7 Visitors’ permits
One annual visitor’s permit per household should apply at a cost of £105. All day Visitor permits will remain at £2 and half day permits at £1. Half-day permits could be used between 8.30am & 2pm or 12 pm & 6:30pm. The allowance of visitor permits per adult in a household shall be 50 full day permits, 100 half-day permits or a combination of the two.

5.8 Business Permits
The current charge for a business permit is £150 for 6 months and a maximum of 2 permits per business for those without off street parking.

6 STRATEGIC ROUTE IMPLICATIONS

6.1 None for the purpose of this report.

7 FINANCIAL IMPLICATIONS

7.1 The cost of implementing the parking arrangements on Haydon’s Road as set out in the recommendations, including the publication of Draft Orders is estimated at £6,000. This does not include Merton’s officer staff costs. There will be additional warden costs in terms of the need for an additional quarter of a post at the cost of approximately £5,000. This will generate an estimated net income of about £6,000 per annum. Legislation states that any ‘surplus’ revenue generated must be used in accordance with section 55 of the Road Traffic Regulation Act 1984.

7.2 The set up costs for the scheme will be funded from the Capital budget identified for controlled parking zones within the Capital Programme 2005/2006.

8. LEGAL IMPLICATIONS & STATUTORY PROVISION

8.2 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.

8.3 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.

9 HUMAN RIGHTS & EQUALITIES

9.1 The implementation of controlled parking zones, free bays and double yellow line restrictions affects all sections of the community especially the young and the elderly and assists in improving safety for all road users as well as achieving the
transport planning policies of the government, the Mayor of London and the borough.

9.2 Residents, for whom parking near their homes has become a daily source of anxiety, may benefit from an enhanced quality of life and improvement by reduction of non-essential vehicle movements.

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 design of the scheme includes special consideration for the needs of people with blue/orange badges, local residents, businesses, charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

10 I.T. IMPLICATIONS

10.1 The introduction of these changes can be accommodated within the existing IT facilities and practices as they currently being modernised.

10.2 In the issue of permits, every applicant is advised that the Council must comply with the Data Protection Act protecting the rights of individuals. In addition, the Council advises that the data may be used to assist in the detection of fraud.

11 ALTERNATIVE OPTIONS

11.1 To abandon the scheme. This would be contrary to the support expressed by respondents in certain sections of Haydon’s Road during the public consultation and would not address the parking difficulties nor the access problems.

11.2 To incorporate the whole of the eastern side of Haydon’s Road into a CPZ. This would be contrary to the wishes of the businesses on Haydon’s Road between Gap Road and Kohat Road.

12 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

12.1 The risk of including sections of Haydon’s Road within the neighbouring CPZ could lead to possible extra pressure on parking demand within both the unrestricted roads and those already within those zones. It is, however, considered that the existing zones are currently coping with the parking demand and that the additional bays on Haydon’s road would serve the additional permits to be issued to Haydon’s Road residents. As for the unrestricted roads it is considered to be a minimal risk that can be addressed by means of extending the parking measures (should it go ahead) subject to the normal consultation requirements. Such proposals will only be brought forward and consulted upon if residents request this by letter and/or petition.

12.2 The risk of including free bays would be the potential long term parking by commuters and those from the neighbouring CPZs who do not wish to purchase a
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This may lead to residents of Haydon’s Road requesting a CPZ which can be addressed accordingly. The risk of not including these free bays could result in some businesses to believe that the Council is not being sensitive to their needs. This would be inconsistent with the informal consultation responses.

12.3 The risk in not introducing the proposed waiting would be the potential accidents as a direct result of obstruction and obscured sightlines. These safety implications will affect all road users particularly vulnerable road users. Double yellow lines will remove the risk of obscured sightlines and obstruction, and will subsequently improve safety and access.

12.4 The introduction of the waiting restrictions will lead to loss of parking spaces. The risk of introducing the proposed restrictions could lead to possible extra pressure on the current parking demand. It is, however, considered to be an acceptable smaller risk, compared to the risk presented by possible obstructive parking and it is considered that the risks of not introducing the measures outweigh the risks of introducing the proposed restrictions.

12.5 All works will be carried out in accordance with the Health and Safety at Work Act and the Construction Design and Management Regulations

APPENDICES – The following appendices form part of this report:

Appendix 1 - Drawings Z78/128/01-P1A and Z78/128/01-P2A
Appendix 2 - Accident Statistics Plot
Appendix 3 – Consultation Document
Appendix 4 - Result of the informal consultation

BACKGROUND PAPERS – The papers use to compile this report were:

Results of public consultation exercise.

OFFICER CONTACTS: (Evan Jeposa on 020 8545 3840 or email evan.jeposa@merton.gov

Further information about Merton Council and its services can be obtained from its web site www.merton.gov.uk

Press Contact Matt Rickard 020 8545 3327 or e-mail Matt.rickard@merton.gov.uk

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