

**Committee: Cabinet Member report**

**Date:** 17 April 2023

**Wards:** Figge's Marsh

**Subject:** Proposed FG1 CPZ Eveline Road area – Statutory Consultation

**Lead officer:** Adrian Ash, Interim Director of Environment & Regeneration

**Lead member:** Councillor Stephen Alambritis, Cabinet Member for Transport.

**Contact officer:** Paul Atie, Tel: 020 8545 3337 [Email: paul.atie@merton.gov.uk](mailto:paul.atie@merton.gov.uk)

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**Recommendations:**

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

- A) Notes the results of the statutory consultation carried out between 3 February and 3 March 2023 on the proposal to introduce a Controlled Parking Zone (CPZ) in Eveline Road, Mortimer Road, and Plummer Lane to operate Monday to Friday between 8.30am and 6.30pm.
  - B) Notes the representations received in respect of the proposal as detailed in appendix 2
  - C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed FG1 CPZ to include Eveline Road, Mortimer Road, and Plummer Lane operational Monday to Friday between 8.30pm and 6.30pm as shown in Drawing No. Z78-372-01 and attached in Appendix 1.
  - D) Agrees to proceed with making of relevant Traffic Management Orders (TMOs) for the implementation of the proposed 'At any time' waiting restrictions as shown in Drawing No. Z78-372-01 and attached in Appendix 1.
  - E) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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**1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report presents the results of the statutory consultation carried out on the Councils' proposals to introduce a CPZ in Eveline Road area operational Monday to Friday between 8.30am and 6.30pm; and the implementation of yellow line restrictions.
- 1.2 It seeks approval to progress 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 and
  - encouraging the use of sustainable modes of transport.
- 2.2 CPZs 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 the appropriate measures if and when there is sufficient majority of support or there is an overriding need to ensure access and safety. Additionally, 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 of yellow line restrictions and permit holder bays to be used by residents and their visitors. 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 In September 2021 some residents of Eveline Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ). This instigated the start of the consultation process.

### **3 CONSULTATIONS**

#### **3.1 INFORMAL CONSULTATION**

- 3.1 The informal consultation on the proposal to introduce a Controlled Parking Zone (CPZ) LS to include Eveline Road area commenced on the 5 and 30 September 2022. 164 premises were consulted via documents containing a newsletter explaining the proposals and an associated plan showing the proposed parking layout. A hard copy of the questionnaire was distributed to residents to complete and return to the Council in a prepaid self-address envelope. A copy of the consultation document and questionnaire are attached as Appendix 2. The consultation document was posted to all households and businesses within the catchment area.

The proposals included:

- 'At any time' waiting restrictions (double yellow lines) at key locations such as at junctions and narrow sections of roads.
  - Single yellow lines (mainly between parking bays and across dropped kerbs) operational during the CPZ hours of operation.
  - Permit holder bays for use by residents and their visitors.
- 3.2 The consultation resulted in 31 online responses. After removing duplicate/multiple returns, the overall response rate is 19%. Of the 31 who responded, 58% support a CPZ, compared to 39% who do not and 3% unsure or no response.

- 3.3 Further analysis of the results revealed that of the 31 who responded, 64.5% prefer Monday – Friday, 25.8% prefer Mon - Sunday, 9.7% prefer Monday – Saturday.
- 3.4 Results also showed that of the 31 who responded 55% of respondents prefer 8.30am to 6.30pm, while 35% prefer 11am to 3pm and 10% prefer 10am to 4pm.
- 3.5 The results of the consultation along with officers' recommendation were presented in a report to the Cabinet Member for Transport on 18th November 2022. On 30 November 2022, the Cabinet Member agreed the recommendation for the scheme to proceed to statutory consultation.

#### **4 STATUTORY CONSULTATION**

- 4.1 The statutory consultation on the Council's intention to introduce FG1 CPZ to include Eveline Road area was carried out on 3 February and 3 March 2023. 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 paper 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, (see Appendix 3), was also distributed to all those properties included within the consultation area.
- 4.2 The newsletter detailed the following information:
- Eveline Road area to be included within the proposed FG1 CPZ operating Monday to Friday between 8.30am and 6.30pm.
  - Outcome of the informal consultation and the Cabinet Member decision.
  - The undertaking of the statutory consultation process.
  - A plan detailing the proposed double yellow lines operating "at any time" without loading restrictions.
  - Scheme design layout and zone boundary.
- 4.3 The statutory consultation resulted in 16 representations against the proposals and 7 of which are from one property in Mortimer Road. It should be noted that statutory consultation is not a tick box exercise; those who are against the scheme are required to give reasons for their objections. The Council is required to give weight to the nature and content of representations and not necessarily the quantity. The reason for any objection is, therefore, important. The representations and officers' comments are detailed in appendix 2.
- 4.4 The salient points raised in representations from properties within the boundary of the proposed CPZ are the costs associated with parking permits, the placement of waiting restrictions (yellow lines) reducing available parking.
- 4.5 The implementation and administrations costs for the CPZ and subsequently the cost for routinely enforcing the scheme is paid with the revenue generated through the sale of parking permits, effectively the CPZ needs to pay for itself. Any surplus funds generated is legally required to be ring fenced to be invested into transport or/and concessionary travel schemes.
- 4.6 Several points were made regarding the positioning of proposed waiting restrictions (yellow lines) in the proposed scheme especially in Eveline Road and at its junction with Mortimer Road. The layout of parking bays and yellow lines in a CPZ are arranged in a manner that provides the maximum number of suitable parking spaces without jeopardising road safety and the free movement of traffic, additionally within the CPZ all kerbside must be controlled by yellow line waiting restrictions (such as at junctions and across vehicle dropped kerbs/access) and designated parking places where it would be safe to allow parking. It is not normal practice to introduce parking places across dropped kerbs (driveway) as this would mean that anyone with a permit would be allowed to park across the crossover during the CPZ operational periods; consequently, it is necessary to introduce single yellow lines

that ensures access is maintained to crossovers and this is operational during CPZ operational period.

- 4.7 During the consultation process, residents were advised that subject to responses received, it may be recommended to only include those roads where there is majority support for the proposal; this coupled with the consultation questionnaire asking consultees if they support the introduction of a CPZ in their road should the neighbouring road be in favour aim at providing scope to consider parking displacement from a neighbouring road.
- 4.8 The prominent issues raised by one resident in a representation from Mortimer Road is the issue of the Ward boundary as this road is in two Wards (Figge's Marsh and Lavender). It was alleged that only residents in Figge's Marsh Ward were consulted during the informal consultation. It should be noted that all properties in Mortimer Road were within the consultation catchment area for both the informal and statutory consultations. Indeed, responses from both the odd and even numbers of properties in Mortimer Road were received during the informal consultation.
- 4.9 Due to the timing of when the new Ward Boundary change that came into effect in 2022 and the informal consultation, there was an oversight informing Lavender Ward Councillors of the proposed CPZ affecting the odd numbers of properties in Mortimer Road which is in their Ward. An apology was made to the Ward Councillors for the oversight but residents were informed of the consultations.
- 4.10 Within any parking management design, every effort is made to maximise the number of safe parking spaces, however, it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if a CPZ is not introduced and this was detailed in both informal and statutory consultation leaflets.
- 4.11 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 therefore, access for all road users take priority over parking. It is therefore essential that the yellow lines are introduced as proposed.
- 4.12 The Ward Councillors have been engaged during the consultation process. The Ward Members have been advised of the outcome of the consultation and officer's recommendations.

## **5.0 RECOMMENDATIONS**

- 5.1 It is recommended that the Traffic Management Orders (TMOs) be made to implement the proposed FG1 CPZ to include Eveline Road area operating Monday to Friday between 8.30am and 6.30pm as shown in Drawing No. Z78-372-01 and attached in Appendix 1.
- 5.1.1 To make the relevant Traffic Management Orders (TMOs) and implement the proposed 'At any time' waiting restrictions in Eveline Road even if the CPZ does not go ahead.
- 5.1.2 The CPZ design comprises of permit holder bays and pay by phone only bays to be used by residents, businesses and their visitors. 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.

### Permit issue criteria

- 5.2 The cost of the first permit in each household will be £80 per annum; the second permit is £130 and the third permit cost is £180 subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual Visitor permit cost is £340. Those residents with all-electric vehicles will only pay £20 for a permit.

### Visitors' permits

- 5.3 All-day Visitor permits are £3 and half-day permits at £2. Half-day permits can be used between 8.30am & 2pm or 12pm & 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.

### Trades permits

- 5.4 Trade Permits are priced at £900 per annum. Trades permits can also be purchased for 6 months at £600, 3 months at £375, 1 month at £150 and Weekly at £50.

### Pay by phone

- 5.5 It is recommended that the charge for parking within the pay by phone only bays reflect the standard charges applied to these types of bays in the borough, at the time of consultation. The cost will be £1.20 per hour.

## **6 Alternative options**

- 6.1 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 and statutory consultations. Also it would not address the Council's duty to provide a safe environment for all road users.
- 6.2 Not to introduce the proposed double and single 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. It could also be considered as Council failing in its statutory duty.

## **7.0 TIMETABLE**

- 7.1 If a decision is made to proceed with the implementation of the proposed FG1 CPZ, Traffic Management Orders will be made six weeks after the decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the local paper and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website. A newsletter will be distributed to all the premises within the consulted area informing them of the decision. The measures will be introduced soon after.

## **8 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1 The cost of implementing the proposed measures is estimated at £15k. This includes the publication of the made Traffic Management Orders and the appropriate road markings and signage. This will be met by the Environment and Regeneration budget for Parking Management schemes.

## **9 LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 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.
- 9.2 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.
- 9.3 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.
- 9.4 The Exemption Order for the footway parking are made under section 15 of the Greater London Council (General Powers) Act 1974.

## **10 RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 10.1 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.
- 10.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 10.3 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 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.
- 10.4 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.

## **11. CRIME AND DISORDER IMPLICATIONS**

N/A

## **12. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

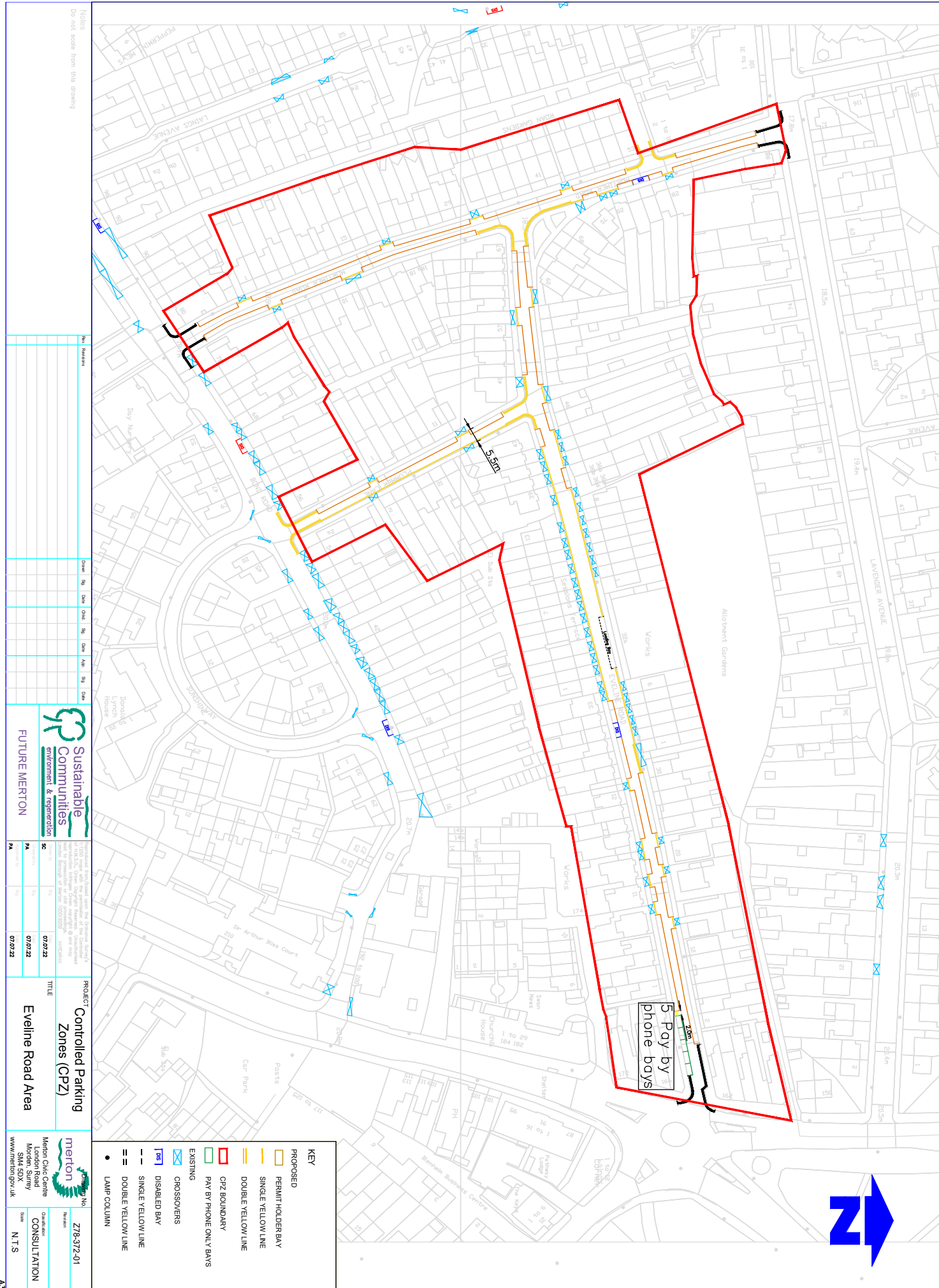
- 12.1 The risk of not introducing the proposed parking arrangements is that the existing parking and access difficulties would continue and it would do nothing to assist the residents.
- 12.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. The proposed measures may cause some dissatisfaction amongst those who have requested status quo or other changes that cannot be implemented but it is considered that the benefits of introducing the measures outweigh the risk of doing nothing.

## **13 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**

- 13.1 The following documents are to be published with this report and form part of the report.
  - a) Appendix 1 – Drawing No. Z78-372-01
  - b) Appendix 2 – representations and officers' comments
  - c) Appendix 3 - Statutory Consultation Documents

## **14. BACKGROUND PAPERS**

- 14.1 Informal consultation report FG1 CPZ. Cabinet Member for Transport report dated 29 November 2022.



## Representations

## Against

**001 Eveline Road**

I would like to reiterate my stance against the proposed implementation of parking permit zones on my road - Eveline Road. I would like to vote against the proposed FG1 CPZ, because the changes would result in a severe lack of spaces on Eveline Road and the surrounding roads. Also, the proposed changes rule the option to park in between the terraced housing, which would further restrict in overall parking spaces on the road. Overall, I believe it is better to keep the parking zones as it currently is, so that we can park as we do with no issues.

**002 & 003 Streatham Road, CR4**

My name is \*\*\*\*. I reside at \*\*\* Streatham Road, CR4 2AE.

I contest the implementation and operation of permit holder bays and pay by phone only bays on Mortimer Road.

**004 No address provided**

I would like to contest the implementation of permit holder bays and pay by phone only bays on Mortimer Road and surrounding areas.

**006 Larch Road NW2**

I'm writing to inform you that I oppose the implementation and operation of permit holder bays and pay by phone only bays in the respective area within Merton.

**005, 007 – 12 Mortimer Road**

Regarding the above reference for the implementation of permit holder bays/pay by phone bays, I object. We've lived here for 10+ years and now all of a sudden we need to pay, especially given the cost of living/rise in taxes so don't understand why this is something we now need to add on. This doesn't seem very fair. I sincerely hope you do not implement this.

**013 Eveline Road**

I'm opposing the time restrictions 8.30am - 6.30pm this is not necessary. It's about 20 houses on Eveline Road without a garage or off-street parking. Can you guarantee everyone in Eveline Road or the other surrounding streets having a place to park? Parking fees are expensive, and also penalising the household that have more than one Vehicle, this is not because the household is flush, this is because many younger adults cannot afford to leave home, they have their own vehicle, often to get them to work plus their elderly parent also have their own vehicle. The permit for an electric Vehicle is practically nothing. But again people without an electric vehicle is penalized. How many people have the funds to purchase an electric Vehicle? Public transport cost is extortionate and continues to rise. Some of the elder residents, rely on their cars to get them around and already live on a small amount of money. Now they are forced to pay for parking in a street they have lived for over 20 years. Many people also, work from home, how is this giving residents control. This is just another way of the council making money.

**014 Eveline Road**

I oppose the scheme. Merton Council should stop penny pinching from the residents. And is time the MP for Merton & Wimbledon put a stop to this Penny Pinching Scheme. Also, I would not be voting for the Labour Mayor. There is no need for Council to implement this scheme, other than making money from residents that are already struggling. Merton Council are already overcharged on our Council Tax. Therefore, I oppose the Scheme for Eveline Road.

**015 Eveline Road**

I wish to make the following Observations.

1. The informal consultation which took place last September the results of which led to this formal notification was restricted to residents affected in the Figges Marsh ward. The residents of Mortimer Road were not consulted.

2. The results of that survey showed that only a 19% response rate of which 58% approved. To me this would indicate only around 10% of residents in Eveline Road and Plummer Lane were sufficiently interested in a CPZ. Hardly a ringing endorsement on which to introduce the scheme.

3. As a pensioner I am frequently out and about during the daytime. Certainly, in Mortimer Road there are always a few vacant spaces available after people have left for work or have dropped their children off for the



school at the end of the road. The real congestion is after 6pm when people return until the following morning when they leave again. Did the Council do any research on this aspect?

and

4. Without doubt the recent additional housing with individual parking in Eveline Road has reduced the available parking spaces for other residents. Although no figures are given in your leaflet it would appear that the double yellow lines at junctions and in Plummer Lane will further reduce overall parking space by some 10-15%. No doubt in the future this will be further reduced by the need for electric charging bays.

5. On Sunday I walked around the three roads. There were 19 commercial vehicles (including large removal Vans) parked some of which were parked in front of houses with crossovers and painted white lines. This would seem to indicate the owners/users were bringing them home from work.

6. My house in Mortimer Road is almost opposite the junction with Eveline Road and it is obvious that the reduction of parking spaces in Eveline Road has caused an increasing number of residents to park in Mortimer Road and walk back into Eveline Road. The further reductions proposed in the CPZ will doubtless put further pressure on parking in Mortimer Road.

7. On a personal note I have a garage at the rear of my property accessed through an alleyway/crossover between 19 & 21 Mortimer Road. I therefore should not need to purchase a permit at the cost of £80. What guarantees will the Council give me that you will ensure the access crossover will always be unblocked and free of illegal parking. I am fearful the reductions in parking spaces and the financial cost of permits will lead to illegal blocking of crossovers and even parking in the alleyways themselves. Should this happen and I was forced to park temporarily on the road without a permit would I be liable for a fine or worse.

8. I regret the lack of detailed information in your leaflet and the short timescale given to Mortimer Road residents preclude me from agreeing to the provision of the CPZ. I agree the need for double yellow lines at the junction of Eveline Road & Mortimer Road to prevent vehicle parking which obstructs the junction but without further statistical information and details of patrolling etc. I think the only improvements I would agree are much stronger markings on crossovers to prevent illegal parking and allow the flow of traffic and some restrictions on overnight parking of commercial vehicles in this residential area.

Thank you.

#### **017 Lavender Road**

My name is Mr D. I am the landlord for No \*\* Lavender Avenue Mitcham Surrey CR4 3HH. I have seen that my property has been mentioned in the public notice. Following the notice on the local newspaper, I oppose the idea for the Introduction of FG1 Controlled Parking Zone in the Eveline Road Area.

I have valid reasons to not agree to the London Borough of Merton's proposal. Opposite my property there is a GP surgery, namely the Mitcham Family Practice, 55 Mortimer Road CR 3HS. I notice that there are many people with babies, children and even old people come to see their GP during the day and they need to park their cars safely. I have never encountered any difficulties with these people. If this area is becoming a controlled parking zone, this will affect the community and we will see traffic wardens coming and go and issue fine to patients unnecessarily because they do not have a parking permit. Arguments would start between genuine patients and the traffic wardens and this will disturb the surroundings giving rise to antisocial behaviour. Also, I have seen that many people who receive income support come to see the GP. Implementing a Controlled Parking Zone would not be beneficial for these people as they would need to fork out more money to pay for a parking permit to see their GP for care. The Council's purpose is to help the community and not aiming to be a profit making organisation.

I am also copying this email to our local MP for Mitcham and Morden -Ms Siobhain McDonagh to make her aware what would be the situation for the community in general if the CPZ is introduced. I am also attaching an extract of the advert for your reference.

Please do not hesitate to contact me if you require any further information.

#### **Officers Comments**

The key objective of managing parking is to reduce and control non-essential parking and assist residents and short-term visitors by giving residents priority over available and safe parking. Within any CPZ, only those within the zone are entitled to parking permits. Residents can purchase 'Visitor Parking Permits' for their visitors which entitles them to park within any permit holder bays throughout the zone.

Within any parking management design, every effort is made to maximise the number of safe parking spaces, however it is important to note that safety and access for all road users always take priority over parking. It is normal practice to introduce double yellow lines even if a CPZ is not introduced and this was detailed in both informal and statutory consultation leaflets during the initial consultation of the FG1 zone.

Although it is acknowledged that loss of parking would be unacceptable to some residents, it is not for the Council to facilitate the parking needs of residents, businesses and their visitors but it is the Council's

statutory duty to ensure that access and safety are maintained at all times. Once the Council is aware of obstructive parking (at junctions, bends and narrow roads) lack of mitigating action could put the Council at risk. The Council could be accused of not acting responsibly in discharging its statutory duties.

The average percentage of people who respond to this type of informal consultation in this area is between 10 and 25% and in this case 19%, is considered a good response rate. Although the lack of response is not assumed as support, it also means that those who chose not to respond do not object.

Details of all the proposed restrictions were shown on the plan which was attached to the newsletter and available on the website and at the Civic Centre.

Only those who wish to park on the public highway would need to purchase a permit; those who park off public highway do not require a permit.

## Proposed Controlled Parking Zone (CPZ) FG1 CPZ – Eveline Road

Issued date: 27 January 2023



The purpose of this leaflet is to let you know of the outcome of the informal consultation carried between 3<sup>rd</sup> and 30<sup>th</sup> September 2022 on the proposals to introduce a Controlled Parking Zone (CPZ) FG1 to include Eveline Road area.

### FG1 CPZ CONSULTATION RESULTS

The consultation resulted in 31 online responses. After removing duplicate/multiple returns, overall response rate is 19%. Of the 31 who responded, 58% support a CPZ, compared to 39% who do not and 3% unsure or no response.

Residents were asked “would you be in favour of a CPZ in your Road if the neighbouring road(s) or part of your road were included in a CPZ”? Of the 31 who responded, 58% would support a CPZ in the road if the neighbouring road(s) or part of your road were included in a CPZ compared to 39% who do not and 3% unsure or no response.

Residents were also asked which days of operation they would prefer should the CPZ be introduced. Of the 31 who responded, 64.5% prefer Monday – Friday, 25.8% prefer Mon - Sunday, 9.7% prefer Monday – Saturday.

Residents were also asked which hours of operation they would prefer should the CPZ be introduced. Of the 31 who responded 55% of respondents prefer 8.30am to 6.30pm, while 35% prefer 11am to 3pm and 10% prefer 10am to 4pm.

The results of the consultation along with officers’ recommendation were presented in a report to Cabinet Member for Transport on the 18<sup>th</sup> November 2022. The report and the decision sheet can be viewed on our website. [www.merton.gov.uk/cpzfg1](http://www.merton.gov.uk/cpzfg1)

The following recommendations which were made to the Cabinet Member have now been agreed:

- proceed with a statutory consultation to introduce the proposed FG1 CPZ to include Eveline Road, Mortimer Road, and Plummer Lane operational Monday to Friday between 8.30am and 6.30pm.
- 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.
- include those properties in London Road between 154 and 172 (even numbers only) in the proposed zone.
- change some of the permit holder bays to pay by phone only bays.

### WHAT HAPPENS NEXT

A Notice of the Council’s intention to introduce the above measures will be published in a local newspaper (Wimbledon and Wandsworth Times) and the London Gazette and 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](mailto:trafficandhighways@merton.gov.uk) by no later than 3 March 2023 quoting reference **ES/FG1**. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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/cpzfq1](http://www.merton.gov.uk/cpzfq1)

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 representations and not necessarily the quantity. Your reasons are, therefore, important to us.

The cost of the first permit in each household will be £80 per annum; the second permit is £130 and the third permit cost is £180 subsequent car in a household plus an additional charge of £150 for a diesel vehicle. An annual Visitor permit cost is £340.

Those residents with all-electric vehicles will only pay £20 for a permit.

All-day Visitor permits are £3 and half-day permits at £2. Half-day permits can be used between 8.30am & 2pm or 12pm & 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.

Further information on how CPZs work, can be found in our Frequently Asked Questions (FAQ's) at [www.merton.gov.uk/cpzfq1](http://www.merton.gov.uk/cpzfq1)

**FIGGE'S MARSH WARD COUNCILLORS** (contact details of Ward Councillors are provided for information purposes only)

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