

## 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.

**1. Title of report**

Proposed FG2 CPZ Rialto Road area (statutory consultation)

**2. Reason for exemption (if any)**

**3. Decision maker**

Councillor Stephen Alambritis, Cabinet Member for Transport

**5. Date of Decision**

20-6-23

**6. Date report made available to decision maker**

19/06/2023

**7. Decision**

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

- A) Notes the results of the statutory consultation carried out between 23 January and 12 February 2023 on the proposal to introduce a Controlled Parking Zone (CPZ) in Rialto Road, Priestley Road, Fowler Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52); (in Figge's Marsh Ward) to operate Monday to Sunday between 8.30am and 6.30pm
- B) Notes the representations received in respect of the proposal and officers' response as detailed in appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed FG2 CPZ to include Rialto Road, Priestley Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52); operational Monday to Sunday between 8.30pm and 6.30pm as shown in Drawing No. Z78-373-01 and attached in Appendix 1.
- D) In line with the petition, agrees to exclude Fowler Road from the proposed CPZ but to proceed with the proposed double yellow lines at the junctions as shown on the plan No. Z78-373-01.
- E) 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. Z78-373-01 and attached in Appendix 1.
- F) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

**8. Reason for decision**

To provide safer parking arrangements.

**9. Alternative options considered and why rejected**

9.1 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.

9.2 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.

9.3 To include Fowler Road within the CPZ which would be against the petition submitted by the majority of the residents.

**10. Documents relied on in addition to officer report**

Cabinet Member report dated

**11. Declarations of Interest**

None

**12. Signature**

*S. Lamberton* Date 20-6-23

**13. Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto: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 as elapsed.

**Committee: Cabinet Member report**

**Date:** 15<sup>th</sup> June 2023

**Wards:** Figge's Marsh

**Subject:** Proposed FG2 CPZ Rialto Road area – Statutory Consultation

**Lead officer:** Dan Jones, Executive Director of Environment, Civic Pride and Climate

**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 23 January and 12 February 2023 on the proposal to introduce a Controlled Parking Zone (CPZ) in Rialto Road, Priestley Road, Fowler Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52); (in Figge's Marsh Ward) to operate Monday to Sunday between 8.30am and 6.30pm.
  - B) Notes the representations received in respect of the proposal and officers' response as detailed in appendix 2.
  - C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed FG2 CPZ to include Rialto Road, Priestley Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52); operational Monday to Sunday between 8.30pm and 6.30pm as shown in Drawing No. Z78-373-01 and attached in Appendix 1.
  - D) In line with the petition, agrees to exclude Fowler Road from the proposed CPZ but to proceed with the proposed double yellow lines at the junctions as shown on the plan No. Z78-373-01.
  - E) 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. Z78-373-01 and attached in Appendix 1.
  - F) 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 Rialto Road area operational Monday to Sunday between 8.30am and 6.30pm; and the implementation of yellow line restrictions.
- 1.2 It seeks approval to make the relevant TMOs and implement the proposed FG2 CPZ and associated double yellow line restrictions.

**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 those 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 November 2020 some residents of Rialto Road petitioned the Council requesting the introduction of a Controlled Parking Zone (CPZ) in their road. This instigated the start of the consultation process.

## **CONSULTATIONS UNDERTAKEN**

### **3 INFORMAL CONSULTATION**

3.1 The informal consultation on the proposal to introduce a Controlled Parking Zone (CPZ) FG2 to include Rialto Road, Priestley Road, Fowler Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52) was carried out between 5<sup>th</sup> and 30<sup>th</sup> September 2022. 177 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. 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 25 online response with an overall response rate of 14%. Of the 25 who responded, 88% support a CPZ, compared to 12% who do not.
- 3.3 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 25 who responded, 92% would support a CPZ in their road if the neighbouring road(s) or part of the road were included in a CPZ compared to 8% who do not.
- 3.4 Further analysis of the results revealed that of the 25 who responded, 44% prefer Monday – Sunday, 40% prefer Mon – Friday and, 4% prefer Monday – Saturday.
- 3.5 Results also showed that of the 25 who responded 70.8% of respondents prefer 8.30am to 6.30pm, while 20.8% prefer 11am to 3pm and 8.4% prefer 10am to 4pm.
- 3.6 The results of the consultation along with officers’ recommendation were presented in a report to the Cabinet Member for Transport on the 7 November 2022. On 18 November 2022, the Cabinet Member agreed the recommendation for the scheme to proceed to statutory consultation.

#### 4.1. STATUTORY CONSULTATION

4.2 The statutory consultation on the Council’s intention to introduce FG2 CPZ to include Rialto Road area was carried out between 23 January and 12 February 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.

- 4.3 The newsletter detailed the following information:
- Rialto Road area to be included within the proposed FG CPZ operating Monday to Sunday 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 and the scheme design layout and zone boundary.

4.4 The statutory consultation resulted in 8 representations one in favour, 3 comments and 4 comment against. A petition to exclude Fowler Road from the proposed FG2 CPZ was also received. This is attached as appendix 3. It is, however, important to note that there is a requirement that during a statutory consultation, residents and any road user respond individually and directly to the Council as explained within the newsletter that was posted to all the residents. The representations are set out appendix 2.

#### **Fowler Road**

4.5 majority of the residents in Fowler Road petitioned the Council for the road to be excluded from the CPZ. It would be prudent to note that a petition received during a consultation against a proposed scheme is reported but does not override the consultation results. The Council carries out consultations to determine if there is a support for the proposed scheme or not. The Council encourages residents to make an informed decision regarding a proposed scheme in the security of their home without outside influence. Excluding Flower Road from the proposed CPZ is an option and although currently Flower Road may not suffer from obstructive parking, once they are surrounded by a CPZ (should the CPZ be introduced), as the only unprotected road, it



is likely to experience some displacement. Therefore, there are two options available to the Cabinet Member to consider:

1. Exclude Fowler Road from the CPZ until such time that the residents change their mind.
2. Include Fowler Road within the CPZ.

Please see extract of the petition in appendix 4

### **Roper Road**

- 4.6 There was an oversight on the layout of the parking bays in Roper Way. The parking bay was positioned over some crossovers which, if left in place, would have obstructed the use of those crossovers. The layout of the parking bay has been amended and a consultation was carried out between 27 March and 21 April 2023 to reflect this new layout. There was no objection to new layout during the consultation.

### **Ward Councillor comments**

- 3.4 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 and the following comments have been received:

Thank you for the email and the information, I would agree with leaving Fowler Road out of the plan as the residents there do not want to be a part of the CPZ and no driveways there. (Train station is there).

I feel that the only Road the actually need the CPZ is Rialto Road it's a small road because on the other roads the majority of the houses have driveways (over 95% of them).

## **6.0 RECOMMENDATIONS**

- 6.1 It is recommended that the Traffic Management Orders (TMOs) be made to implement the proposed FG2 CPZ to include Rialto Road, Priestley Road, Guyatt Gardens, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52) operating Monday to Sunday between 8.30am and 6.30pm as shown in Drawing No. Z78-373-01 and attached in Appendix 2.

- 6.1.1 To make the relevant Traffic Management Orders (TMOs) and implement the proposed 'At any time' waiting restrictions as shown on the plan including those at the junctions of Fowler Road.

- 6.1.2 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 therefore, access for all road users take priority over parking. It is therefore essential that the yellow lines are introduced as proposed even if the CPZ does not go ahead.

#### Permit issue criteria

- 6.2 The cost of the first permit in each household is £90 per annum; the second permit is £140 and the third permit cost is £190 subsequent car in a household plus an additional levy of £150 for a diesel vehicle. An annual Visitor permit cost is £340. Those residents with all-electric vehicles will only have to pay a reduced rate of £20.

#### Visitors' permits

- 6.3 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

- 6.4 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.

## **7 Alternative options**

- 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.
- 7.3 To include Fowler Road within the CPZ which would be against the petition submitted by the majority of the residents.

## **8.0 TIMETABLE**

- 8.1 If a decision is made to proceed with the implementation of the proposed FG2 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.

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

- 9.1 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 revenue budget for Parking Management schemes.

## **10 LEGAL AND STATUTORY IMPLICATIONS**

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 The Exemption Order for the footway parking will be made under section 15 of the Greater London Council (General Powers) Act 1974.

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

- 11.1 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.



- 11.2 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- 11.3 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.
- 11.4 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.

## **12. CRIME AND DISORDER IMPLICATIONS**

N/A

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

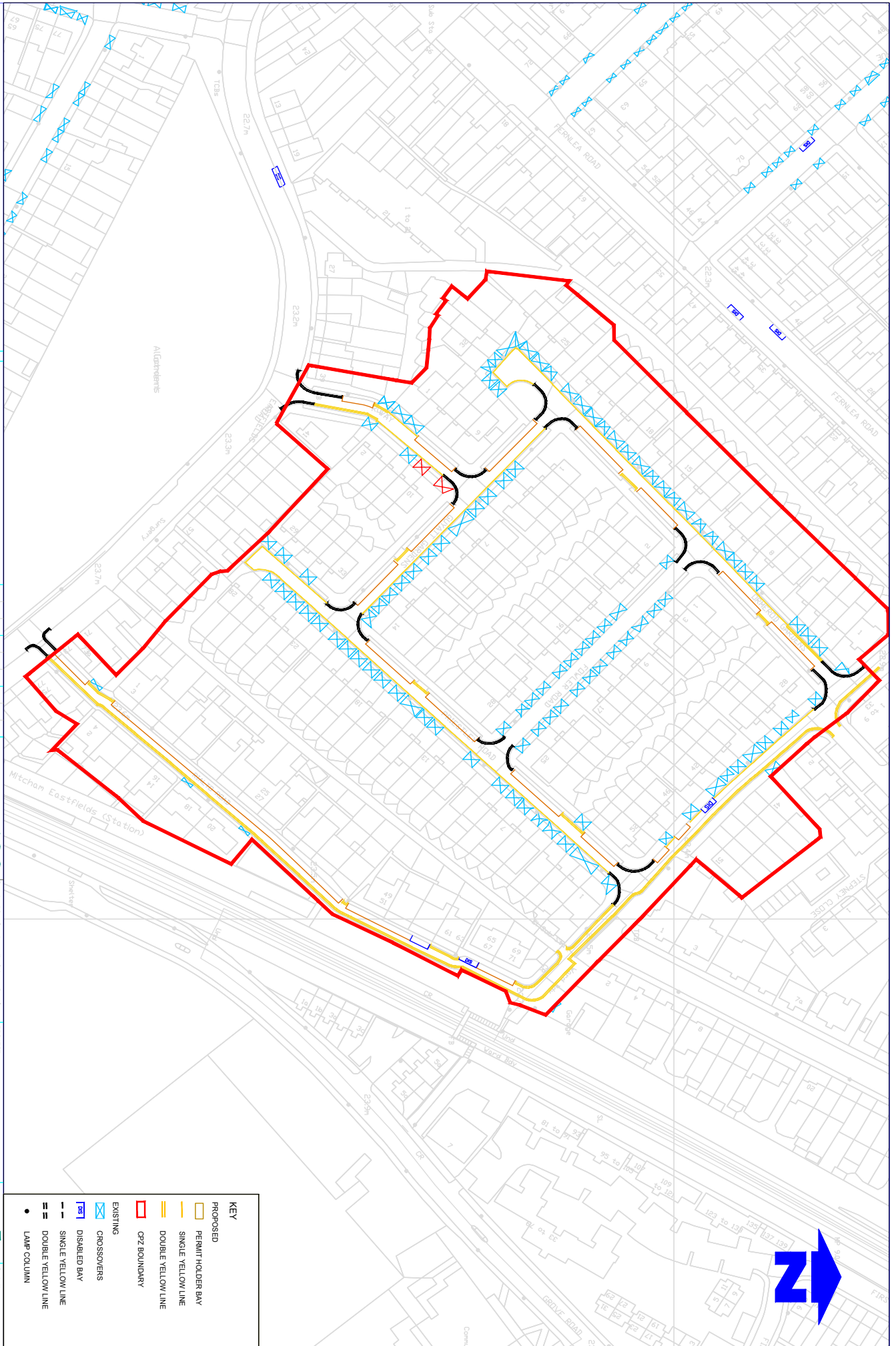
- 13.1 The risk of not introducing the proposed parking arrangements is that the existing parking difficulties would continue and it would do nothing to assist the residents.
- 13.2 The risk in not addressing the issues from the consultation exercise would be the loss of confidence in the Council. The 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.

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

- 14.1 The following documents are to be published with this report and form part of the report.
  - Appendix 1 – Drawing No. Z78-373-01
  - Appendix 2 – Representations to statutory consultation
  - Appendix 3 – Statutory Consultation Documents
  - Appendix 4 - Fowler Rd petition

## **15. BACKGROUND PAPERS**

- 15.1 Informal consultation report FG2 CPZ. Cabinet Member for Transport report dated 7 November 2022



NOTES  
Do not scale from this drawing

| Drawn | By | Drawn | By | Drawn | By | Drawn | By | Drawn | By |
|-------|----|-------|----|-------|----|-------|----|-------|----|
|       |    |       |    |       |    |       |    |       |    |

**Sustainable Communities Environment & regeneration**  
FUTURE MERTON

| Project Number | Issue | Date     |
|----------------|-------|----------|
| PA             |       | 07/01/22 |
| PA             |       | 07/01/22 |
| PA             |       | 07/01/22 |

**PROJECT**  
Controlled Parking Zones (CPZ)  
Rialto Road Area

**merton**  
Merton Civic Centre  
London Road  
Morden, Surrey  
Surrey SM8 5DX  
www.merton.gov.uk

**Consultation**  
Z27-372-01  
N.T.S

**KEY**

**PROPOSED**

- PERMIT HOLDER BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- CPZ BOUNDARY

**EXISTING**

- CROSSOVERS
- DISABLED BAY
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- LAMP COLUMN

**007 Roper Way**

My name is \*\*\*. I live on \* Roper Way. I agree with the new proposal for Roper Way and the surrounding area. Parking is a nightmare at the moment in the area. Everyone is parking on pavement or in front of dropped curb. With the new flats and all the houses being extended the number of cars is skyrocketing!

**001 Priestley Road**

I have just received a circular regarding a CPZ for the Rialto Road area in Mitcham. The statutory consultation includes all the surrounding roads bar one, Priestley Road. As it is not named can I take it, as a resident of Priestley Road that we are exempt from the fees described or is it a publishing error. Please clarify.

**002 Priestley Road**

I object to the proposals and implementation of the CPZ based on a very low percentage of only 25 online responses by comparison to the number of addresses this will affect. To my understanding a lot of the houses in the concerned area are rented out. Were the actual home owners consulted about these possible changes? Moreover, I live on Priestley Road and this is not listed in the statutory consultation to introduce the proposed FG2 CPZ.

I further object to then being charged to park where I live and no doubt this will be yet another cash cow to Merton and procured subcontractors consistently increasing the charges beyond affordability. I would like transparency on exactly how/what this £90/year/household revenue on the first vehicle will be used on?

It's amazing how this system can be implemented so quickly yet to get gates installed at 2 points of the alleyway between Sandy Lane/Rialto Road and Eastfields Road to stop fly tipping is taking an eternity. What is happening about this?

Merton have been trying to get controlled parking in this vicinity ever since Mitcham Eastfield station was being erected/opened and now it seems they have succeeded. Why can't the first year to residents be free of charge? We seem to be paying more and more for basic parking - perhaps it's time to scrap road tax seeing as it's difficult to park anywhere nowadays without being charged, and the potholes still remain in abundance.

I'm not a happy resident and would appreciate a response to this email.

**003 Guyatt Gardens**

Just to say from the drawing you have proposed and sent to us about the CPZ. You managed to get my road wrong for a start. It is not Guyatt Road but Guyatt Gardens.

**004 Fowler Road**

In relation to the above proposed control parking zones in in Fowler Road, Mitcham amongst other adjacent Roads, I would to make a representation to oppose the CPZ imposition.

The state of play now

Grounds: Historically, the CPZ proposal primarily for Rialto Road came about because the residents complained that many a rail commuter often parked in Rialto Road and possibly in adjacent roads crowding the residents out. I cannot say much about Rialto Road as I do not know but I do well know about Fowler Road, Ormerod Gardens and Priestley Road, and I hardly ever see a rail commuter park here. All residents in entire Fowler Road have driveways except for 3 residents and therefore there are 3 free parking bays in the entire road and one of the 3 is mine. There are some residents with driveways that have 2 cars and I know there is one household that handles up to 5 cars (not sure if car business is involved here) majority of the time and they strategically try their best to keep their driveways clear so that they can use up most of the 3 available free bays.

Now, each one of the 3 residents behind the 3 free bays could each pay and obtain a parking permit. If

those households with driveways owning multiple cars also obtain 1 to 3 parking permits, those 3 households without a driveway will be heavily unfairly disadvantaged even if they pay and obtain a parking permit because they would be constantly crowded out by the residents with driveways and multiple car ownership. One could argue that the three residents could find free spaces in the adjacent roads but the same story extends to Priestley Road and Ormerod gardens because they also have residents with multiple car ownership and driveways. The only way out for the 3 residents is having a driveway of their own at some point. Once you introduce a CPZ, the process of obtaining a driving way is made much more onerous.

As far as I can see, we are not battling outside rail commuters but multiple car ownership.

Conclusion: a CPZ will not remedy the current situation; it will leave it in an adverse state. Kindly withdraw the plans to impose a CPZ in Fowler Road the least.

#### 005 Priestley Road

I am writing this email in response to the proposed introduction of a Controlled Parking Zone (CPZ) FG2 in the Rialto Road area. I have lived in Priestley Road for the last 22 years and the introduction of a CPZ will significantly affect Priestley Road as it is surrounded by Rialto Rd, Ormerod Gardens and Roper Road but was not included in the CPZ proposal.

As I am sure you are aware a train station and a primary school are within close proximity to all these roads including Priestley Rd and as a result there are issues with parking due to commuters and people dropping off their children at school. Whilst many of those homes on Priestley Road have off street parking, I have chosen not to have this, the introduction of the CPZ will therefore quite likely mean that I am unable to park anywhere close to my own home, which is grossly unfair.

I am therefore writing this email to oppose the CPZ in the proposed roads, as the introduction of the CPZ in these roads and not in Priestley Road will mean that anyone without a parking permit will now be forced to park on Priestley Road. I would like to know the reasons that Priestley Road was not included in the proposal when the CPZ will have a significant impact on those who live on this road? Surely it is common sense to make the whole area a CPZ rather than to pick and choose the roads and leave one road out?

I would also like to know what the plan will be for the allocation of parking permits should this proposal be granted. Will residents who live on Priestley Road be allowed to purchase the £90 annual permit or will these only be given to those who live on the named roads?

I would appreciate a response to this email.

#### 006 Roper Way

My name is Mr \*\*\* and I am the owner and resident at number \*\* Roper Way.

I am writing to relay my objection for the proposed CPZ FG2.

My reasons for objecting to the CPZ are:

- My personal preference is to not to live in an area with a CPZ.
- As a retired elderly person who is reliant on pension as only form of income, if I'm required to purchase a resident permit for street parking, this would add to the financial burden that I already face due to cost of living price rises.
- I believe the CPZ will not improve the lack of street parking issues in the area due to the number of local cars and new housing developments over the recent years.
- The CPZ bay in front of house number 5, 7 and 9 would restrict the ability for these neighbours/residents to convert front garden into driveways in the future if so desired.

#### 008 Roper Way

My Mum lives in Roper way and we have just received a letter dated the 23 Jan 2023. I am a little confused with the map.

It show two permit holders bays on Roper way. One as you enter Roper way on the left, the other runs from property number 1 to 9. Properties 1 and 3 have dropped kerbs. So the permit bay is in fact smaller than the

map is showing. Then on my Mums side of the road it shows 2 and 4 as having dropped kerbs, mum lives at number \* and she does not have a dropped kerb. Hopefully I am right, no doubt you will let me know if my map reading skills need some retraining.

#### Officers Comments

The key objective of managing parking is to reduce and control non-essential parking and assist residents, short-term visitors and the local businesses. Within any CPZ, only those within the zone are entitled to permits. Businesses are unable to purchase Visitor Parking Permits for use by customers.

The purpose of the CPZ is to prioritise parking provisions for residents to park in their own roads. It is likely that following the introduction of a CPZ an increase in vacant parking places and regular turnover will be available and reduce pressure to park in places that may cause an obstruction. Further the higher price structure of additional parking permits discourages multi-car car ownership, especially where communities experience resident parking pressure.

Although there was an omission in the list of roads, Priestley Road is included in the CPZ as shown on the plan provided. Residents of Priestley Road also received the two leaflets that were posted to all those properties within the consultation catchment area.

## Proposed Controlled Parking Zone (CPZ) FG2 CPZ – Rialto Road



Issued date: 23 January 2023

The purpose of this leaflet is to let you know of the outcome of the informal consultation carried out between 3<sup>rd</sup> and 30<sup>th</sup> September 2022 on the proposals to introduce a Controlled Parking Zone (CPZ) FG2 in Rialto Road area.

### LS CPZ CONSULTATION RESULTS

The consultation resulted in 25 online responses. After removing duplicate/multiple returns, the overall response rate is 14%. Of the 25 who responded, 88% support a CPZ, compared to 12% who do not.

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 25 who responded, 92% would support a CPZ in their road if the neighbouring road(s) or part of the road were included in a CPZ compared to 8% who do not.

Residents were also asked which days of operation they would prefer should the CPZ be introduced; of the 25 who responded, 44% prefer Monday – Sunday, 40% prefer Mon – Friday and, 4% prefer Monday – Saturday.

Residents were also asked which hours of operation they would prefer should the CPZ be introduced. Of the 25 who responded 70.8% of respondents prefer 8.30am to 6.30pm, while 20.8% prefer 11am to 3pm and 8.4% prefer 10am to 4pm.

The results of the consultation along with officers’ recommendations were presented in a report to the 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/cpzfg2](http://www.merton.gov.uk/cpzfg2)

After careful consideration, it has been agreed to:

- proceed with a statutory consultation to introduce the proposed FG2 CPZ to include Rialto Road, Fowler Road, Guyatt Road, Ormerod Road, Roper Road, and Sandy Lane (between properties No. 28 and 52); operational periods will be Monday to Sunday 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.

### 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 within 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 24<sup>th</sup> February 2023 quoting reference **ES/fg2**. 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/cpzfg2](http://www.merton.gov.uk/cpzfg2)

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 £90 per annum; the second permit is £140 and the third permit and subsequent car in a household cost is £190. There is 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/cpzfg2](http://www.merton.gov.uk/cpzfg2)



MERTON COUNCIL

## Proposed Controlled Parking Zone (CPZ) FG2 CPZ – Roper Way



Statutory consultation  
Issued 27 March 2023

Cllr Stephen Alambritis MBE  
Cabinet Member for Transport



Dear Occupant,

I am writing to inform you that during the recent statutory consultation, we were made aware of an oversight on the layout of the parking bays in Roper Way. The parking bay was positioned over some crossovers which, if left in place, would have obstructed the use of those crossovers. The layout of the parking bay has now been amended and a consultation is required to reflect this new layout.

Please see the attached plan overleaf which illustrates the new layout of the parking bays.

### WHAT HAPPENS NEXT

A Notice of the Council's intention to introduce the new layout of the parking bays in Roper Way will be published in a local newspaper (Wimbledon Times), and the London Gazette and posted on lamp columns in the vicinity. Representations against the proposals described in this Notice must be made no later than 21 April 2023 quoting reference **ES/Roperway**

Objections must relate only to the elements of the scheme that are subject to this statutory consultation. All representations must be made in writing and sent directly to the Council either by emailing [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) or by letter to **Environment & Regeneration Department, future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX**. Please make sure you quote reference **ES/roperway**.

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.

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 reached by the Cabinet Member.

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

Cllr Agatha Mary Akyigyina OBE: [agatha.akyigyina@merton.gov.uk](mailto:agatha.akyigyina@merton.gov.uk)

Cllr Dan Johnston: [dan.johnston@merton.gov.uk](mailto:dan.johnston@merton.gov.uk)

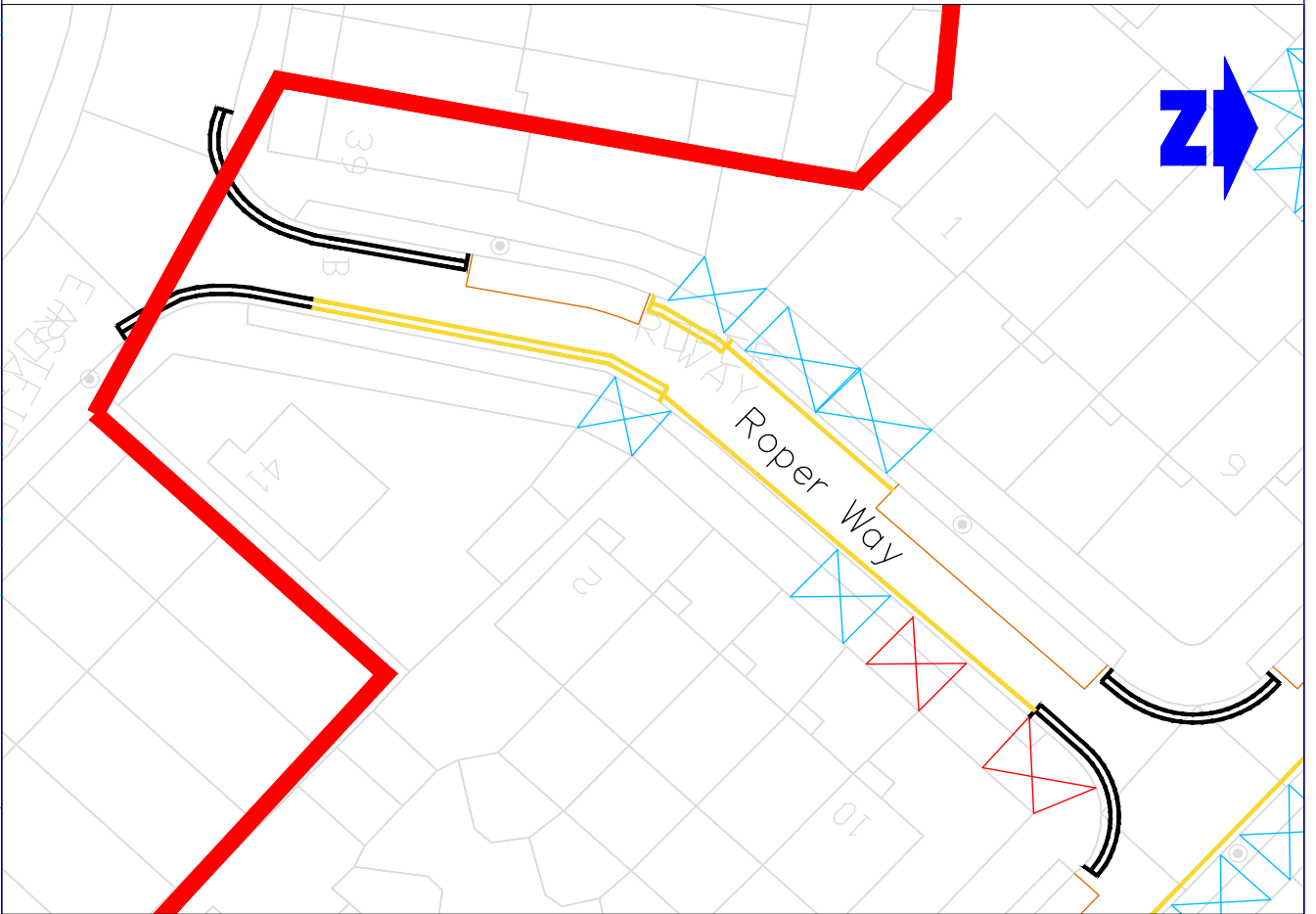
Cllr Natasha Irons: [natasha.irons@merton.gov.uk](mailto:natasha.irons@merton.gov.uk)

Cabinet Member for Transport

Cllr Stephen Alambritis: [stephen.alambritis@merton.gov.uk](mailto:stephen.alambritis@merton.gov.uk)



NOTES  
Do not scale from this drawing



| KEY |                            |
|-----|----------------------------|
|     | PROPOSED PERMIT HOLDER BAY |
|     | SINGLE YELLOW LINE         |
|     | DOUBLE YELLOW LINE         |
|     | CPZ BOUNDARY               |
|     | EXISTING CROSSOVERS        |
|     | ILLEGAL CROSSOVERS         |
|     | DISABLED BAY               |
|     | SINGLE YELLOW LINE         |
|     | DOUBLE YELLOW LINE         |
|     | LAMP COLUMN                |

Sustainable Communities  
environment & regeneration  
FUTURE MERTON

| PA       | SA       | SA       | SA       |
|----------|----------|----------|----------|
| 18.02.23 | 18.02.23 | 18.02.23 | 18.02.23 |

PROJECT  
**Controlled Parking Zones (CPZ)**  
Roper Way

Merton Council  
Merton Civic Centre  
London Road  
Morden Surrey  
SM4 6XQ  
www.merton.gov.uk

Consultants  
Z78-373-01  
CONSULTATION  
Date: N.T.S



## 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](mailto:democratic.services@merton.gov.uk)
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1<sup>st</sup> 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