Committee: Street Management Advisory
Date: 13 January 2009

Agenda item:
Wards: St Helier
Subject: Farm Road 20mph speed limit – Formal consultation results

Lead officer: Lyn Carpenter, Director of Environment & Regeneration
Lead member: Councillor William Brierly, Planning & Traffic Management

Key decision reference number: N/A
Contact officer: Anna Gallard, Tel: 020 8545 3948, email: anna.gallard@merton.gov.uk

Recommendations:

That the Street Management Advisory Committee (SMAC) considers the issues detailed in this report and recommends that the Cabinet Member:

a) Notes the outcome of the formal consultation carried out during November and December 2008 for the proposed 20mph speed limit in the Farm Road area as shown on plan Z73-195-02, see Appendix 1 and 2.

b) Notes the summary of representations received and officers’ comments as detailed in Appendix 3.

c) Considers the objections against the proposed measures and the arguments for their implementation.

d) Agrees to proceed with the making of the Traffic Management Order (TMO) and the implementation of the proposed limits, as listed above.

e) Agrees to exercise their discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 The purpose of this report is to inform the Street Management Advisory Committee (SMAC) of the results of the 20mph speed limit consultation conducted between 14 November 2008 and 5 December 2008 for the proposed Farm Road area and to request approval to proceed with implementation, having also taken into consideration objections.

1.2 This report also sets out officers’ responses to objections received from interested parties during formal consultation for SMAC to consider before making a decision.

2 DETAILS

2.1 Under the Borough “20 is Plenty Plan” 2008/09 Programme, funding (£100K) was secured for 20mph zone/limit areas to be implemented borough wide.

2.2 The proposed scheme is located in the Farm Road area and is bounded by Central Road to the north-west, Green Lane to the south, and St Helier Avenue in the east.

2.3 The aims of the “20 is plenty Plan” is to reduce vehicle speeds, rat running, the number of accidents and severity, whilst promoting safe journeys to school and improving the local environment and safety for all road users.

2.4 The current speed limit along all roads within the Farm Road area is 30mph.
2.5 A traffic survey on Middleton Road was undertaken in 2003 and indicated that the 85th percentile speed was 35mph, whilst the mean speed of 30mph was recorded.

2.6 As the available traffic surveys are dated it is recommended, subject to approval, that comprehensive surveys be conducted in January 2009 in order to determine the effectiveness of the proposed measures.

2.7 The council proposed a 20mph speed limit to cover all roads within the area and five sets of speed cushions to be located along Middleton Road (see Appendix 1 for a plan of the proposals). Since thirty additional features would be required for a legal zone, ward councillors chose to adopt a 20mph speed limit area.

3 Background & Strategic Context

3.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan (LIP).

3.2 Chapter 6 of the LIP contains the Council's Road Safety Strategy, which details initiatives to make borough roads safer for all road users.

3.3 There is evidence that by simply dropping the speed limit to 20mph crashes are far less likely to be fatal. At 20mph, only 10% of crashes are fatal compared to 50% at 30mph. According to studies in the UK and Denmark lowering the speed limit to 20 mph has also been found to reduce total traffic casualties by 60%, and child casualties by 70%.

3.4 The environmental effects on the local community if the proposed measures are implemented are listed below:

Advantages
- Improve the local environment and road safety for all road users – particularly vulnerable groups such as children
- Promote safe journeys to schools
- Reduce the number and severity of injuries to road users
- Reduce accident levels, especially for vulnerable road users
- Reduce 'rat running' (use of side streets to avoid main roads)
- Ensure fewer drivers break the speed limit

Disadvantages
- Increase perception of noise pollution
- Traffic calming can result in delayed attendance times for emergency vehicles

4 FORMAL CONSULTATION

4.1 Local Ward Councilors were contacted by e-mail on the 29 October 2008 for any comments and suggestions in the process prior to the local area consultation exercise.

4.2 Local area formal consultation commenced on 14 November 2008 for three weeks and closed on 5 December 2008.

4.3 1260 newsletters (Appendix 4), which included the proposals and a plan of the proposed 20mph limit were delivered to all those premises within the proposed zone. The consultation resulted in 8 representations. All representations and officers' comments are detailed in Appendix 3. The table below shows the breakdown of the comments received.
Support | Against | Comment | Total
---|---|---|---
3 | 5 | 0 | 8

4.4 It has also been necessary to change the boundary of the proposed zone so as to exclude Canterbury Road, Dorchester Road and Pilgrim Close. A small part of Canterbury Road and Dorchester Road lie within the London Borough of Sutton, and as no agreement was gained during the consultation period it has been decided that these roads will be removed and considered separately at a later date. See plan Z73-195-02 in Appendix 1 for the revised boundary.

4.5 The ward councilors of St Helier are generally in support of the proposed scheme and any other proposals that make roads in this area safer for all.

5 OBJECTIONS WITH COUNCIL RESPONSES

5.1 As previously detailed five objections were received during the formal consultation, which are presented in their entirety in Appendix 4, along with officer comments.

5.2 Of the five responses received against the scheme two objected due to the speed cushions being located outside their properties. Another objection was made against the scheme fearing humps were being proposed along Canterbury Road, however this is not the case. In view of the responses received from the Statutory Consultation, the objections have been considered and are considered immaterial by the designer.

5.3 An objection was also received from the Metropolitan Police; see below for their objection and the resulting officer response.

Comments from Metropolitan Police

Police would object to the proposals.

Police consider that the size of the area means that to comply with the guidance in DfT Circular 1/2006 this needs to be a zone rather than a limit.

There are roads in this proposed limit where there are no signs showing the actual speed limit, which we find completely unacceptable. There is a mixture of streets with signs and calming, streets with no signs and no calming, and streets with signs and no calming. This level of variance in a single zone fails in our opinion to meet the guidance in paragraph 34 of DfT 1/2006.

There is no evidence of the current speeds within the area, and therefore no evidence that the proposed limit is suitable in accordance with the guidance in DfT 1/2006. In view of all of the above police feel that they have no option but to object to the proposal.

Officer comments

The DfT Circular 1/2006 does not stipulate the maximum number of neighbouring roads that can apply a 20mph speed limit. In fact the Local Transport Note 1/07 produced by the DfT in March 2007 actually states that “It is generally recommended that 20mph speed limits (including 20mph zones) should be imposed over an area consisting of several roads and not just an individual road”.

Similarly, DfT neither recommend nor require that 20mph speed limit areas have no traffic calming features. In fact where speed surveys indicate an 85th percentile speed above 24mph it is recommended by the DfT that further traffic calming features be implemented. See section 3.2.9 of the DfT Local Transport Note 1/07 March 2007.
The repeater signage proposed for the area provides sufficient warning of the speed limit and is in accordance with the TSRG 2002 and Chapter 3 of the Traffic Sign Manual 2008.

6 TIMETABLE

6.1 If approved, the Traffic Management Orders for the proposed area would be made and the measures implemented by 31 March 2009.

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

7.1 This proposal can be funded from Merton capital allocations. The approximate scheme value is £28,000. If approved, to successfully deliver within this fiscal year will require good forward planning and project management and firm targets for phasing and achieving spend will be necessary.

8 LEGAL AND STATUTORY IMPLICATIONS

8.1 The Traffic Management Orders for a limit would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended); and for a zone Section 84 of the Road Traffic Regulation Act 1984 (as amended) and the Highways Act (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

8.3 Members must consider the factors set out in the results of the formal consultation set out in Appendix 3. While the views expressed by local residents must be considered, Members are not bound to decide in accordance with the majority view and must take the other legal relevant factors into account.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents are given consideration but it is considered that improving safety on the borough roads take priority over environmental issues like noise and pollution.

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

9.3 The implementation of this proposal 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 Merton's commitment in reducing speed, casualty and severity of road traffic accidents.

10 CRIME AND DISORDER IMPLICATIONS

10.1 N/A

11 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS
11.1 The risk in not introducing the proposed 20mph speed limit will not address the concerns raised by some residents regarding excessive speed. The introduction of these facilities is likely to result in reduction in traffic flows, speed and casualty.

11.2 The introduction of the proposed speed cushions within some of the areas may result in an increased or no change in noise levels. This depends on driver behaviour and type of vehicle. Speed cushions will be constructed in such a manner so as to allow larger vehicles to straddle thereby minimizing noise and vibration.

11.3 The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

11.4 As this is a Merton Capital funded scheme, TfL are not obliged to undertake a road Safety Audit. No Safety Audit has been undertaken by external consultants, however one will be required in accordance with the Highways Agency design note on Road Safety Audits.

11.5 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd.

11.6 Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them, these are detailed in the table below.

Management of Health and Safety Risks

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
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</table>
| Volume of traffic during peak periods | The appropriate traffic management would be put in place to ensure access and maintain through traffic. Every effort will be made to undertake construction outside morning and after school peaks. | • Highways Project Officers undertaking detailed design  
• Planning Supervisor  
• Bus operators and emergency services |
| Areas outside school        |                                                                                         |                                                                               |

12 CONCLUSION

12.1 In view of the response received from consultations it is proposed that the Farm Road area 20mph speed limit scheme be implemented as shown on plan Z73-195-02 in Appendix 1.

13. RECOMMENDATIONS

13.1 That the Street Management Advisory Committee, after duly considering all the factors and objections set out in this report, decide whether or not to recommend the Cabinet Member agrees to proceed with the implementation of the proposal to introduce a 20mph speed limit in the area of Farm Road.

14. APPENDICES

The following documents are to be published with this report and form part of the report:
Appendix 1 – Plans of Proposals Drawing No. Z73-195-01, Z73-195-02
Appendix 2 – Borough wide plan of proposed/identified areas.
Appendix 3 – Representations and officers’ comments.
Appendix 4 – Consultation documents.

15. **BACKGROUND PAPERS**

The following documents have been relied on in drawing up this report but do not form part of the report:
Department for Transport’s Traffic Calming - Local Transport Note 1/07 March 2007

**Useful links**
Merton Council’s Web site: http://www.merton.gov.uk

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

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

This disclaimer also applies to any links provided here.
<table>
<thead>
<tr>
<th>Representations</th>
<th>Appendix 3</th>
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<tr>
<td><strong>FARM ROAD</strong></td>
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<tr>
<td><strong>SUPPORT</strong></td>
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<tr>
<td><strong>22013502</strong></td>
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<tr>
<td>As a resident of Middleton Road for the past 15 years+ and having 1st hand experience of the volume and speed of traffic I would very much support this scheme. Ever since the speed cushions were installed in Furness Road the traffic using Middleton Road has increased significantly in volume and speed, I personally have had 3 cars involved in hit and runs one of which actually occurred while my car was parked on my own driveway. We also have the added problem of cars parking on both sides of the road by people attending the park for either football or bowls, why these vehicles cannot use the available car park is beyond me. This makes getting my own car put of my drive extremely difficult, as there is only room for one car in the road. The parking situation will also get worse once the new school is built, perhaps this also needs investigation. Would it also not be a good idea while work is in progress for width restrictions also to be included in the scheme, we have buses, lorries and all sorts of heavy vehicles using Middleton Road as a shortcut. I look forward to your comments.</td>
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<td><strong>Officer comments:</strong></td>
<td>The introduction of width restrictions is a very harsh form of traffic calming and would be a last resort. The intention is to review the traffic speeds and volumes 12 months after implementation of the scheme to see the impact new 20 mph speed limit and additional speed cushions. It will be at this point that further measures would be considered if deemed necessary.</td>
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<tr>
<td><strong>22013441</strong></td>
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<tr>
<td>It seems ok the 20 mph, but would you please consider something to restrict the traffic speed in Central Road too. There should be CCTV and a speed trap camera there. I have asked the Wimbledon Police in writing twice over an 8 months period, but have had no response.</td>
<td></td>
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<tr>
<td><strong>Officer comments:</strong></td>
<td>As Central Road does not form part of the natural boundary it has not been included within the Wandle Road Area. Central Road shall be considered separately during the next compilation stage providing funds are available.</td>
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<tr>
<td><strong>22013458</strong></td>
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<tr>
<td>The undersigned are in agreement to a 20 mph limit within the area stated in newsletter and notice.</td>
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<td><strong>Officer comments:</strong></td>
<td>Comments noted.</td>
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<td><strong>AGAINST</strong></td>
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<td><strong>22013503</strong></td>
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<td>I have just received through the post your letter regarding the 20 mph speed limits within my neighbourhood. I would oppose this proposal on the grounds stated below. I would highly object to the introduction of any one-way systems. I live in this area and feel that there is not an issue with speeding cars here. At the times of the day when children could be most at risk of traffic accidents the roads are clogged up and very slow from all the school and work traffic anyway. I cannot understand why the council would waste more money on speed bumps when they are unable to deal with issues such as the fly</td>
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tipping which regularly takes place at the corner of Pilgrim Close and Canterbury Road. I would suggest that more money be allocated to schools and youth opportunities or even street cleaning and refuse rather than wasting it on speed bumps which just ruin our cars and make it a chore to drive on our roads. More attention should be paid to improving the flow of traffic in busy areas such as the approach to Wimbledon, Mitcham and Morden town centres rather than slowing it down with even more unnecessary road works.

I would be interested to know the justification for selecting these areas i.e. how many road traffic incidents have occurred in the past year and how this compares with London averages for these types of streets. Please could you also inform me of the projected cost of this proposal and how it is justified public spending?

**Officer comments:**

There are no one way systems proposed for the Farm Road area scheme. This scheme is aimed at reducing vehicular speeds; hence there has not been focus on addressing safety concerns based on accident locations. The 85th percentile speed (the speed that 85% of vehicles are not exceeding) along Middleton Road was recorded at 35mph, which considering the impact of low peak hour speeds caused by congestion, highlights the excessive speeds occurring in non peak periods. Hence, the need for speed cushions along Middleton Road.

22013461

With regards to the proposed introduction of the 20mph speed limit, I would like to express my views on the subject.

Firstly, lets take Farm Road. We already have humps there, also as a result of cars being parked on both sides of the road you can rarely get above 20mph. This is because drivers can only use the centre of the road and as a result have to pull in and out so that oncoming vehicles can pass.

A 20mph limit will be nothing to boy races, motor bikes or white van drives, but sleeping policemen humps would. Also as a result of traffic volumes at certain times it’s not possible to go more than 20mph anyway. Unless you intend to be observers enforcing the limit 24hours a day it will be a complete waste of time and money, and we all know how well councils manage to do that.

However, instead of councils attitude of take, take, take, what about giving something back! All these large areas of green grass through out the estate should be paved over for off street parking, especially down Canterbury Road and the roads that butt onto St Helier Avenue. This in turn would leave Goyton, Crowland, Chester and such free of cars so that large delivery vans, dustcarts and such would not destroy pavements so there would be no cost of repair and no cost for grass cutting.

With ever increasing amounts of traffic a few years from now it will be impossible to go more than 20mph anyway. My view is that it’s a waste of time and money.

**Officer comments:**

Even though vehicles struggle to travel faster than 20mph during peak hours, consideration of non-peak travel speeds must be considered. Similarly parked vehicles cannot be considered as a constant form of traffic calming, given that parked vehicles aren’t a permanent fixture on the carriageway and therefore cannot be relied on to reduce vehicle speeds.

22013492

I have received your letter as regards to the 20mph zone and 20mph Limit. I am opposing it on the following grounds:

When Mayor Ken Livingston was in power he proposed the 20mph limit London Wide. Upon the change of Mayor with the arrival of Mayor Boris Johnson he rescinded the proposal scheme. That was approximately two weeks ago. It is possible that you may be acting unlawfully. If that was the case then that you could be causing unnecessary expense for the Council.

I live opposite the Chaucer Centre in Canterbury Road and parking for residents at times in difficult. If various speed constructions were installed it could make matters worse, because of the
space that they would take. Sometimes when you go out and come back there is no parking space. Part of the problem is the overspill of parking from the Chaucer Centre. There are several council departments based there such as Social Services, Ethnic Diversity, School Exclusion and others. Therefore with constructions you could be making life difficult for them. Your fellow council colleagues.
At this time of dire financial state of the country this expense could be avoided, even though it might be allocated. It could be spent on other things that may be of a priority.

**Officer comments:**
The proposed 20mph limit meets the requirements stipulated by the Department of Transport and is legally enforceable. There are no additional traffic calming measures proposed along Canterbury Road

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<td>Further to your letter as mentioned above, we hereby wish you to lodge our formal objection to the proposed traffic calming cushions that you wish to place directly outside our property as mentioned above. We will be converting our front garden to an off road parking area and therefore will need a driveway to be put in place in order to make use of this facility. Our understanding is that if a traffic cushion/s is placed directly outside our property we will not be granted permission from the council to have a driveway and therefore not giving us a much needed safe place to park our vehicle. It is with this in mind we strongly object to the above mentioned proposal.</td>
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**Officer comments:**
Given our phone call on the 14 November 2008, it is apparent that you do not wish to have the traffic calming feature outside your property, hence, your recent application for the installation of a crossover, lodged on 17 November 2008. Following recent inspections of the location in light of your application, it has been realised that it is possible to maintain the location of the proposed cushions, whilst enabling the installation of a crossover for no. 51 Middleton Road. Hence, Merton will not prevent your property from gaining a driveway.

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<td>Proposed speed cushion in the vicinity of 5 Middleton Road. I would like to object to your proposal to construct a speed cushion outside our neighbour's property. The speed cushion will cause additional noise and pollution as vehicles accelerate away after slowing down to go over the cushion. In addition Merton Council propose to construct a special educational needs school on the playing fields behind our properties next year, the additional site traffic going over the cushion will add to the noise of the construction site making life intolerable. Once the school is constructed, I expect a more thorough scheme for traffic calming will be required outside the entrance to the new school, which will be approximately opposite 14 Middleton Road.</td>
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**Officer Comments:**
The cause of noise pollution and vibrations from speed cushions is attributed to poor design, where the ramp is not gradual, the cushion is too short or too high. The speed cushions will be designed to ensure that vehicles can easily travel over the cushion without the thumping noise often associated with poorly designed cushions and humps. This scheme does not only aim to reduce vehicle speeds, but by installing the speed cushions it is hoped that the traffic using Middleton Road as a cut through will be deterred and use alternate routes. This in turn will help reduce the noise pollution by reducing the amount of non-local traffic using the network of residential roads.
Police would object to the proposals. Police consider that the size of the area means that to comply with the guidance in DfT Circular 1/2006 this needs to be a zone rather than a limit. There are roads in this proposed limit where there are no signs showing the actual speed limit, which we find completely unacceptable. There is a mixture of streets with signs and calming, streets with no signs and no calming, and streets with signs and no calming. This level of variance in a single zone fails in our opinion to meet the guidance in paragraph 34 of DfT 1/2006. There is no evidence of the current speeds within the area, and therefore no evidence that the proposed limit is suitable in accordance with the guidance in DfT 1/2006. In view of all of the above police feel that they have no option but to object to the proposal.

**Officer comments:**
The DfT Circular 1/2006 does not stipulate the maximum number of neighbouring roads that can apply a 20mph speed limit. In fact the Local Transport Note 1/07 produced by the DfT in March 2007 actually states that “It is generally recommended that 20mph speed limits (including 20mph zones) should be imposed over an area consisting of several roads and not just an individual road”. Similar DfT neither recommend nor require that 20mph speed limit areas have no traffic calming features. In fact where speed surveys indicate an 85th percentile speed above 24mph it is recommended by the DfT that further traffic calming features be implemented. See section 3.2.9 of the DfT Local Transport Note 1/07 March 2007. The repeater signage proposed for the area provides sufficient warning of the speed limit and is in accordance with the TSRG 2002.
Dear Resident/Business

In line with Merton’s commitment to reduce vehicular speeds through a 20mph zone or a 20mph speed limit, funding has been allocated for 2008/09 financial year to convert existing traffic calmed roads within the borough into 20mph zones/limits. Among these proposed areas is the Farm Road Area, bounded by Central Road to the north-west, Green Lane to the south, and St Helier Avenue in the east. Please see the enclosed plan for the proposed area.

A 20mph speed limit or 20mph zone is a dedicated area where improving safety and maintaining the quality of life for local residents takes precedence over the general objective to ease traffic movement. It is a tool of changing the speed limit from 30mph to 20mph.

For a 20mph zone, traffic calming features in the form of road humps; speed cushions; road closures; one way systems and pedestrian refuge islands and road narrowings would have to be introduced to achieve a legal and self-enforceable zone. A 20mph limit, however, does not require any traffic calming features as part of the legal requirements except for the introduction of appropriate signs and road markings throughout the area.

20mph Zone
As Farm Road, Faversham Road, and Furness Road are the only roads within the proposed area with sufficient traffic calming features, additional traffic calming measures would have to be installed on the other roads at a maximum distance of approximately 100 metres apart to satisfy the legal requirements for the 20mph zone. The roads without any or sufficient traffic calming features are Bristol Road, Bruton Road, Buckland Walk, Calder Road, Canterbury Road, Cartmel Gardens, Cerne Road, Chester Gardens, Combermere Road, Crowland Walk, Croxden Walk, Darley Gardens, Dorchester Road, Dore Gardens, Easby Road, Egleston Road, Evesham Green, Evesham Road, Jarrow Close, Middleton Road, Pilgrim Close, St Helier Avenue (from its junction with Bristol Road up to the south easter border of number 140) and Willows Avenue.

PROPOSALS
20mph Limit
In order to convert this area into a 20mph zone, many additional features would be required to satisfy legal requirements; therefore it has been agreed to consider the introduction of a 20mph limit rather than a 20mph zone. It is also proposed that 5 sets of speed cushions be located along Middleton Road to enforce the speed limit on this stretch of the road. These will be located within the vicinity of Nos 6, 5, 28, 36 & 58 Middleton Road.

WHAT HAPPENS NEXT?
A Notice of the Council’s intentions to make the Traffic Management Order (TMO) for the above measures will be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than 5 December 2009, quoting reference ES/SGE/FARMRD20MPH.

Anyone who opposes the scheme must state the grounds upon which their objection is made. Those who support the scheme are also encouraged to make representations.
Please note that responses to any representation 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.

A larger scale plan identifying the area affected by the proposal can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council’s working hours, Monday to Friday, between 9am and 5pm.

The outcome of the consultation, along with officer’s recommendations will be reported to the Cabinet Member for a decision. Once a decision is made, you would be informed accordingly via a newsletter.

CONTACT DETAILS
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Email: anna.gallard@merton.gov.uk
Website: www.merton.gov.uk/farm20mph

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Email: patricia.lewis@merton.gov.uk

Councillor Maxi Martin
Tel - 020 8545 3424
Email: maxi.martin@merton.gov.uk

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Tel - 07947 855852
Email: dennis.pearce@merton.gov.uk