

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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

**Direct Line: 0208 545 3357  
Email: democratic.services@merton.gov.uk**

**Date: 6 November 2020**

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for  
Regeneration, Housing and Transport**

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

- ) **School Safety Zone –Experimental Traffic Management Scheme -  
update**

and will be implemented at **noon on Wednesday 11 November 2020** unless  
a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant  
sections of the constitution.

Yours sincerely

**Amy Dumitrescu  
Democracy Services**

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

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

Title of report: School Safety Zone –Experimental Traffic Management Scheme - **update**

**Reason for exemption (if any) – N/A**

**Decision maker**

Councillor Martin Whelton, **Cabinet Member for Regeneration, Housing and Transport**

**Date of Decision**

6 November, 2020

**Date report made available to decision maker**

26<sup>th</sup> October 2020

**Decision**

Having considered the officer’s recommendations and the representations, I agree to the recommendations as set out in the report.

**Reason for decision**

To maintain the achieved outcome of reduced congestion, risk, pollution outside school gates and continue to encourage active travel.

**Alternative options considered and why rejected**

To remove the restrictions. This would be against the Council’s objectives in improving the environment in terms of safety, access, air quality and increase in active travel.

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

N/A

**Declarations of Interest**

N/A

**Signature**

Martin Whelton

6 November, 2020

**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 has elapsed.

**Committee:** Cabinet Member Report

**Date:** 26<sup>th</sup> October 2020

**Agenda item:**

**Wards:** Various

**Subject:** School Safety Zone –Experimental Traffic Management Scheme - **update**

Harris Primary Academy; Links Primary School; St Thomas of Canterbury Catholic Primary School; Singlegate Primary

**Lead officer:** Chris Lee, Director of Environment & Regeneration.

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

**Forward Plan reference number:** N/A

Contact Officer: Mitra Dubet, Tel: 020 8545 3201 Email: [mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

**Recommendations:**

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

- A) Notes the updates in this report
- B) Agrees to proceed with making the existing Experimental Traffic Management Orders (ETMO) for the following restrictions set out in table 1 permanent.

Table 1

<b>School</b>	<b>Restricted Roads</b>	<b>Restricted periods</b> <b>Mon-Fri</b> <b>Term times only</b>
Links Primary School	Frinton Road & Gunton Road	8.00-9.30am & 2.45-4.00pm
St Thomas of Canterbury Catholic Primary School	Commonside East (access Rd)	8.00-9.30am & 2.30-3.30pm

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

- 1.1 This report details an update on the School Safety zones that were introduced in September 2019.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the 'pedestrian and cycle only' zones in the locations set out in table 1.
- 1.3 This will ensure that vehicular traffic / congestion remains to an absolute minimum; road safety / perceived safety and air quality is retained particularly for the children outside the school gate during school term time.

## **2.0 DETAILS**

- 2.1 As part of the Council's objective to reduce congestion, pollution, collisions, risk and provide a safe environment within the vicinity of schools, the Council has a rolling road safety and accessibility programme. Measures that are often implemented include 'school keep clear' zig-zag road markings to prevent drivers parking close to the school gates and to improve sightlines; 20mph speed limits with accompanying traffic calming measures and road safety education. These measures have been very successful in most areas, as there has been an improvement in perception of safety. Although these measures have been successful in ensuring access and safety, the level of congestion, risk and air quality outside the schools remain a concern. The contributing factor is the high localised volume of vehicular traffic within the vicinity of schools often generated by parents / carers of pupils attending the school.

### Air Quality

- 2.2 To assess the level of air quality around schools, in January 2017 the Mayor of London commissioned an assessment of air quality outside 50 London schools. A report was published in May 2018 (the Mayor of London on School Air Quality Programme) detailing its findings of unacceptable levels of air quality during the school opening and closing periods of the day. One of the contributing factors to this poor air quality within London is road transport, of which the Mayor of London has introduced a series of measures to improve the air quality especially around schools, however this still remains a concern. It is considered that without significant intervention, as the Capital grows rapidly with increasing congestion, adverse health and safety implications are set to continue.
- 2.3 The Mayor's Air Quality report also identified that school travel in some areas often does not contribute substantially to local emissions, as many walk, scoot, cycle or travel by public transport, with much of the road transport emissions emanating from the nearby busy main roads. However, seeking to manage and reduce school related car travel still has an important role to play. Cars picking up and dropping off children near the school gates result in a concentration of emissions amongst larger numbers of children, worsening exposure including the increase in risk of collisions. The recommendations also often focus on delivering broader improvements to the environment around the schools for walking and cycling, and the promotion of sustainable transport including footway widening, kerb build-outs, improved crossing facilities on desire lines and traffic calming.
- 2.4 The Mayor's Air Quality report highlights that without significant intervention, as the capital grows rapidly with increasing congestion, the air quality levels are forecast to rise considerably, which will impact on adverse health and safety implications.

Health implications include triggering or exacerbating chronic diseases such as asthma, heart attack, bronchitis and other respiratory problems.

- 2.5 Recommendations in the Mayor’s report is for local authorities to try and minimise the level of pollution outside schools by introducing measures to minimise vehicular traffic outside school gates. Due to the pandemic, since May 2020, all local authorities have been encouraged to expedite such improvements.
- 2.6 As part of Merton’s commitment, a report dated 10<sup>th</sup> July 2019 titled School Safety Zone –Experimental Traffic Management Scheme was submitted to the Cabinet Member for approval to implement the proposed restrictions (as set out in table 2) under an experimental Order. A decision to proceed was made on 23<sup>rd</sup> July 2020. Except for Singlegate Primary, the restrictions were implemented on 2<sup>nd</sup> September 2019.

Table 2

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Harris Primary Academy	Ivy Gardens	8.00-9.30am & 2.30-3.30pm
Links Primary School	Frinton Road & Gunton Road	8.00-9.30am & 2.45-4.00pm
St Thomas of Canterbury Catholic Primary School	Commonside East (access Rd)	8.00-9.30am & 2.30-3.30pm
Singlegate Primary	South Gardens	8.00-9.30am & 2.30-3.30pm

- 2.7 During these periods, the restricted roads are predominately ‘pedestrian and cycle only’ zone. Residents who live in the affected roads have access as do teachers and those with special needs children who need to be driven to school (subject to registering with the Council).

### 3.0 **CONSULTATION**

- 3.1 All the properties within the affected roads were sent a newsletter. The information has been available on the Council’s website since September 2019. Notices were also published in the Wimbledon Times and the London Gazette. Street Notices were erected within the vicinity of the proposals to inform residents of the start of the statutory consultation. Apart from the legal signs advance information signs were also erected on approach to each affected junction. The schools were also provided with a banner to be erected near their school gates. Schools were also asked to advise their parents / pupils of the restrictions.

### 3.2 **Ward Councillor & Schools**

Local Ward Councillors and schools were engaged prior to and during the implementation of the experimental restrictions. They have also been advised of the Council's intentions to make the trial permanent and no objections have been received.

### 3.3 Enforcement

During the restricted periods, enforcement has been carried out using fixed cameras.

### 3.4 **UPDATE**

#### 3.4.1 Singlegate Primary - South Gardens

Majority of South Gardens falls under TfL's jurisdiction. This means that TfL is the Traffic Authority and the Council cannot undertake the necessary consultation and implementation without TfL's approval and a legal agreement. TfL have been supportive of our proposal and thus far approval has been granted for the required signage; the Council, however, is still waiting on the S101 agreement to make the ETMO. Although the delay by TfL is considered unreasonable, TfL have agreed to fund the scheme.

3.4.2 In September 2020, Harris Primary Academy based in Ivy Gardens advised the Council of a change in their afternoon hours. Following Cabinet Member agreement, the original ETMO was revoked and a new ETMO was published on 22<sup>nd</sup> October 2020. On 5<sup>th</sup> October a letter was sent to all the affected residents advising them of the change in the afternoon period and the start of a new statutory consultation. All the information is posted on the website; street notices were erected on lamp columns and published in Wimbledon Times and the London Gazette. All the signs have been amended accordingly and arrangements have been made for additional advance signs to be erected.

### 4.0 **RECOMMENDATION**

4.1 It is recommended that the permanent Order is made to retain the School Safety Zone restricted access (recently rebranded as school streets) for St Thomas of Canterbury Catholic Primary School and Links Primary School.

### 5.0 **ALTERNATIVE OPTIONS**

5.1 Revoke the ETMO and revoke the restrictions. This, however, would be contrary level of support received from the schools and Ward Councillors. It would be in contradiction of the Council's current roll out of School Street programme. It would do nothing in maintaining all the benefits that have been gained thus far in terms of air quality, better road environment and active transport. It would mean the return of school related congestion that some residents suffered due to a concentration of vehicles during the school peak periods.

## **6.0 TIMETABLE**

6.1 The permanent Order will be published soon after approval is obtained.

## **7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

The cost of implementing the permanent Orders is estimated at £3k. This cost will be met from the Borough's allocation for School Streets.

## **8.0 LEGAL AND STATUTORY IMPLICATIONS**

8.1 The Traffic Management Orders would be made under Sections 6 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 experimental order.

8.2 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.

## **9.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

9.1 The retention of the restrictions / improvements affects all sections of the community especially the young and assists in ensuring improved road environment and air quality for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

10.2 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, school children and businesses without prejudice toward charitable and religious facilities.

10.3 Bodies representing motorists, including commuters have been consulted during the ETMO statutory consultation and they will be informed of the Council's intention in making the Order permanent.

## **11.0 CRIME AND DISORDER IMPLICATIONS**

11.1 N/A

## **12.0 RISK MANAGEMENT IMPLICATIONS**

- 12.1 The risk of not retaining the improvements / restrictions would be a step backward in terms of Council's objectives and is likely to raise objections from the residents and the schools who have enjoyed the improvements since September 2019.

## **13.0 ENVIRONMENTAL IMPLICATIONS**

- 13.1 When determining the type of schemes to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining improved movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the need to reduce road collisions.

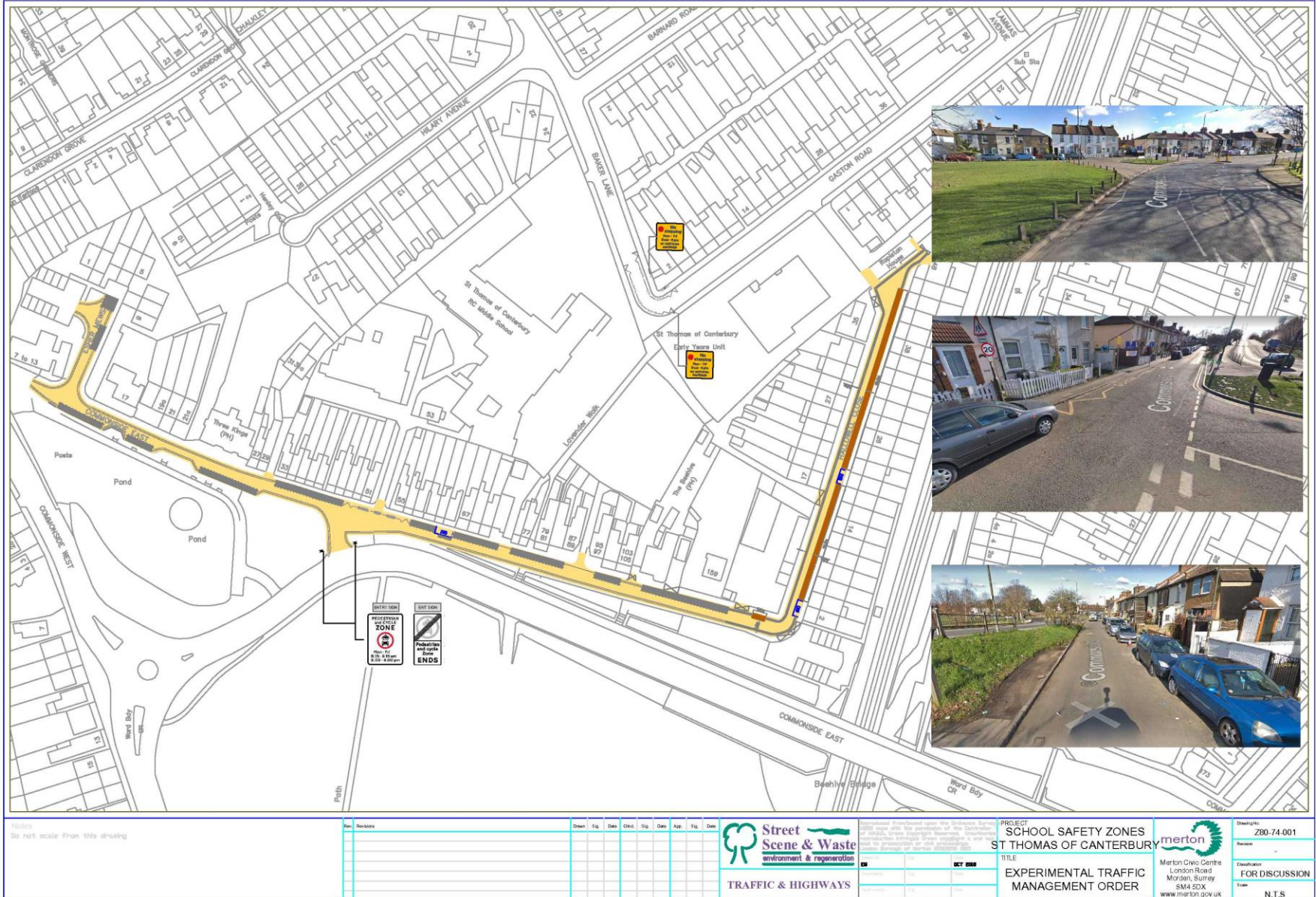
## **APPENDICES**

The following documents are to be published with this report and form part of the report;

- Cabinet Member report dated 10<sup>th</sup> July 2019 titled School Safety Zone –Experimental Traffic Management Scheme
- Appendix 1 – plans detailing each site



# Appendix 1



Appendix 1



Notes  
Do not scale from this drawing

Rev	Description	Drawn	Sp	Check	Sp	Date	App	Sp	Date

**Street Scene & Waste**  
environment & regeneration

TRAFFIC & HIGHWAYS

PROJECT: SCHOOL SAFETY ZONES  
LINKS PRIMARY SCHOOL

TITLE: EXPERIMENTAL TRAFFIC MANAGEMENT ORDER

**merton**

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Drawing No: 280-75-001  
Revision: A  
Classification: FOR DISCUSSION  
Scale: N.T.S.

## Merton Council - call-in request form

### 1. Decision to be called in: (required)

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### 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, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and

Electoral Services on 020 8545 3409