

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
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Date: 17 November 2021

Dear Councillor

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

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

- **School Streets – ETMO results- Bishop Gilpin & Ricards Lodge Schools**

and will be implemented at **noon on Monday 22 November 2021** 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

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 Streets – ETMO - Bishop Gilpin & Ricards Lodge Schools

Reason for exemption (if any) – N/A

Decision maker

Councillor Martin Whelton, Cabinet Member for Housing, Regeneration & the Climate Emergency

Date of Decision

15 November 2021

Date report made available to decision maker

15th November 2021

Decision

Having considered the officer's recommendations and all the representations, I agree to the recommendations as set out in the report in making the school street permanent and for a statutory consultation to be undertaken to change the hours of operation to 8.00– 9.15am and 2.30 – 3.45pm Mon-Fri term times only

Reason for decision

To maintain and further improve on reducing congestion, risk, pollution outside school gate and continue to encourage active travel and bring about a change in behaviour.

To make the environment outside schools safer for school children both before and after school.

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 and use of sustainable transport.

Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A

Signature

Martin Whelton
Cabinet member for housing, regeneration, and the climate emergency

Publication of this decision and call in provision

Send this form and the officer report* to 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: 15th November 2021

Agenda item: N/A

Wards: Village

Subject: School Streets – ETMO results- Bishop Gilpin & Ricards Lodge Schools

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

Lead member: Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet, email: mitra.dubet@merton.gov.uk

Recommendations:

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

- A) Notes the results of the Experimental Traffic Management Order used to implement the School Street and its associated restrictions as shown below and on plan in Appendix 1.

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Bishop Gilpin & Ricards Lodge	Lake Rd (between Leopold Rd & Church Hill) Ricards Rd; Leopold Ave; Helme Close	8.00 -9.30am 2.45 -4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.00– 9.15am and 2.30 – 3.45pm Mon-Fri term times only to reflect the schools' new hours.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the result of the Experimental Traffic Management Order used to introduce the School Street restrictions in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street for both Bishop Gilpin & Ricards Lodge schools that are based within the same road.
- 1.3 This will ensure that vehicular traffic / congestion / obstructive parking remain to an absolute minimum; improved road safety / perceived safety, reduced risk and air quality is retained particularly for children outside the school gate during school term time.
- 1.4 This report also seek approval to undertake a statutory consultation to change the hours of operation to 8.00– 9.15am and 2.30 – 3.45pm Mon-Fri term times only.

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 and obstructive parking 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 factor 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, hearth 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 In addition to the above, in response to a green recovery, DfT / TfL provided funding (subject to a bid process) to boroughs to consider, consult and implement School Streets so as to reduce congestion, remove the obstructive parking that is often associated with schools; promote active and sustainable modes of travel; improve safety and air quality particularly outside schools. Further information is available on the Council's website [Introducing new school streets 2020 \(merton.gov.uk\)](https://www.merton.gov.uk/transport/school-streets)
- 2.7 During tranche 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing funding to design and implement a number of school streets throughout the borough. However, due

to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. As per legislation, the Council does need to make a decision no later than 18th month of the ETMO coming in to effect.

2.8 As part of Merton’s commitment, a report dated 3rd August 2020 titled School Streets–Restricted Vehicular Access -Experimental Traffic Management was submitted to the Cabinet Member for approval to implement a number of school streets including Bishop Gilpin and Ricards Lodge schools which are located within the same road. Cabinet Member decision was made to implement the school street under an Experimental Order.

2.9 Although it is normal practice to undertake before and after surveys that can be used for an impact assessment, particularly on the neighbouring roads, due to the pandemic / lock down and a general change in traffic pattern and behavior, any survey at the time would not have yielded a true reflection.

3.0 SCHEME

3.1 To achieve a number of objectives such as improving safety and air quality and encourage active travel, the Council introduced the following school street that captures two schools. The school street restricts motorised traffic during specific times based on schools’ starting and finishing times. The restrictions only apply during school term periods.

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Bishop Gilpin C of E Primary School & Ricards Lodge High School	Lake Rd (between Leopold Rd & Church Hill) Ricards Rd; Leopold Ave; Helme Close	8.00 -9.30am 2.45 -4.00pm

3.2 Initially the Council intended to use default period of 08.15 - 09.15am and 15.00-16.00hrs. However, the hours were based on the schools’ then adopted opening / closing hours. Being mindful of the fact that parents often arrive earlier than the starting and finishing times, it was considered necessary to extend the initial proposed hours by 15 minutes.

3.3 During these periods, the roads as set out within the above table are predominately ‘pedestrian and cycle only’ zone. Residents who live in the affected roads are allowed vehicular access as are teachers and those with special needs children who need to be driven to school. This is via an on-line exemption process. Others who may also qualify for an exemption can also register with the Council; exemptions are subject to meeting the appropriate criteria. Location plan and exemption catchment area are attached as appendix 1.

4. CONSULTATION

Statutory Consultation

4.1 Due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. This type of Order enables the implementation of a scheme during the statutory consultation stage. An Experimental Order allows the restrictions and the Order to be in place for a maximum of 18 months before a final decision is made. Anyone can make a representation within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force. The EMTO allowed the Council to meet its extremely tight deadlines but more importantly, it enabled the schools, residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. Consultees had in excess

of 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making a representation.

- 4.2 The consultation began on 29th September 2020 and concluded on 31st July 2021. Newsletters were delivered to 150 properties within the catchment area (see plan in appendix 3). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan for each LTN is attached in Appendix 1.
- 4.3 Residents were encouraged to submit their feedback on the Council's website using specific on-line feedback link. All available information was also posted on the website. [Introducing new school streets 2020 \(merton.gov.uk\)](#). Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 4.3.1 In terms of publicising the school streets programme there was an article on School Streets in My Merton magazine [the Winter 2020 edition](#). This copy was distributed to all households in Merton from 19 November 2020. There was also a news article about it in [the Spring 2021 edition](#) which was published on 25 March 2021
- 4.3.2 Both schools were provided with banners to be attached to the school gate. The banners set out the details of the restrictions and affected roads. The schools were also requested to inform and remind parents of the restrictions.
- 4.4 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in a total of 75 representations. There are 13 representations from within the newsletter postal area, of which 7 are in support of the scheme and 6 objections. All responses are detailed in Appendix 2.
- 4.5 There are 62 representations from outside the newsletter postal area, of which 32 are in support, 27 objections and 3 are unsure. All responses are detailed in Appendix 2.
- 4.6 It is essential to note that when making a decision based on the outcome of a statutory consultation, consideration must be given to the validity of objections rather than the number of objections.
- 4.7 The most common theme from the comments are set out below:
- displacement of the problem on to less safe, narrower roads than Lake Road. It is felt that drivers maneuvering cars on these streets have reduced safety for children, albeit away from the school entrance. Objectors believe that the scheme has not changed driver behaviour or reduced parents driving their children to school.
 - General lack of flexibility that makes a number of everyday activities very difficult. Although just over a half of respondents support the proposal, they also raised similar difficulties / inconveniences as the objectors.
 - The impact on those who need to access properties within the restricted roads during the restricted times. A number of respondents cite online deliveries, tradesmen, taxis, unofficial carers and visiting friends and family. There were also a number of parents who cite they had no option but to drive, or would be severely inconvenienced if they did not.
 - There were also some who are peripherally affected, such as those visiting businesses and those just outside the area that do not qualify for an exemption. Many of the respondents have made a number of recommendations as to how the proposals could be made more flexible and fair and it is stated that support would increase if the Council was seen to be more communicative and amenable to such suggestions. Whilst these

suggestions are too numerous to list (but are detailed in Appendix 2), a number of suggestions include improving enforcement using permanent ANPR cameras; improvements to signage that would prevent motorists accidentally driving into the restricted area; these include reducing the height of signs and improving their visibility and general improvements to give advance warning to allow alternative routes to be safely taken; reducing the restricted time period as the school run do not last 90 minutes. It has also been suggested that flashing lights could be used during hours of operation.

- Other points raised include issuing fines for vehicles idling; with less parking and traffic in Lake Road, vehicle speeds has increased. Some believe that the action is disproportionate to the problem and the scheme does not actually improves safety and reduce pollution.
- Those in support agree that the school street improves safety for children and reduces pollution. I has been commented that many restrictions are being ignored.

4.8 In response to the points raised above:

- One of the objective is to deter car trips for 'the school run' which is a major source of congestion and poor air quality outside schools as well as on route to and from schools.
- School Street does disperse the localised volume of vehicular traffic and obstructive parking from the vicinity of schools and it is appreciated that some parents continue to resist the change and have found their way onto neighbouring roads. Since this area is subject to CPZ controls and parking without a permit is not permitted, this behavior can be addressed through enforcement. Although due to the number of schools and limited staff it is not possible to provide daily enforcement for every school, routine enforcement is carried out on a rota basis with targeted enforcement in some areas. With continued enforcement, it is considered that there will be a change in behavior albeit at a slower pace than expected.
- This scheme was not developed to generate income. In fact ANPR cameras were installed several months after implementation due to the fact that many motorists were found to be ignoring the restrictions. As with any moving contravention enforcement, level of contravention always falls as soon as motorists realise that they cannot continue to contravene the restrictions; any income therefore is short term. In response to those who have asked for better enforcement, due to limited available funding and the number of school streets, it has not been possible to have a fixed camera in place across all school streets. However, if the scheme is made permanent, consideration will be given to procuring additional ANPR cameras. Meanwhile apart from the ANPR cameras, the Council is also undertaking mobile enforcement.
- Due to the pandemic and various guidelines, at the time of the implementation of the scheme, many schools had to establish some form of staggered hours which had to be accommodated within the restrictions. However, one of the schools has advised the Council of its new hours and if the scheme is made permanent, a statutory consultation will be undertaken to reflect the new school hours. The hours will allow for 15 additional minutes to capture the many parents who arrive earlier particularly during afternoon pick up periods.
- The legal signs plus advance signs have been in place since Sept / Oct 2020 and are clearly visible. The signs at the entrance to the restricted roads fully comply with the Traffic Signs Regulations and General Directions (TRSGD) (2016) and are also included in the Highway Code. School streets signs and restrictions are no different to any other moving contravention signs that motorists are obligated to abide by. These signs are used across London and motorists should be familiar with them and abide by them accordingly.

There are many school street related signs in the borough plus many more other moving contravention signs. It is not normal practice to have flashing beacons for any specific moving

contravention. Flashers (beacons) are used on approach to schools to alert motorists of school children in the area. Many motorists would not associate such a feature with the restrictions; also there would be those who may complain about them being a distraction. Additionally, the required funding is not available and it is not something that we could consider.

A full assessment of all school street signage across the borough has been carried out and arrangements have been made to further improve the signage in terms of numbers, position and visibility across the borough. This would be over and above of is actually required and considered as necessary.

- All the residents who are directly affected by the restrictions were informed of the restrictions and they are exempt. In terms of *affected* residents, only those who have no alternative vehicular access to their homes are classed as directly affected; all others who have an alternative vehicular route are classed as indirectly affected. Those who have an alternative route cannot be exempt. To meet the objectives of the school street, it is necessary to minimise volume of traffic and it would not be possible to provide an exemption to anyone who have an alternative route. By facilitating non-essential traffic will do nothing to encourage a change in behavior. Notwithstanding, in light of issues that have been raised by some residents, the Council has been reviewing exemptions. For example, there is already provision within the system for residents to enter the vehicle registrations of taxis that are being used to transport them for medical reasons.
- The purpose of the school street is to improve safety, reduce risk and improve air quality in the restricted road as well as reduce traffic in general; after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads. Another objective is to improve road safety and perception of road safety not only for pupils attending the school, but also for the residents and their visitors. This can be achieved by minimising volume of traffic past the school and remove the associated parking whilst pupils are arriving or leaving. For a school street to remain effective and to meet its objectives, it is necessary to reduce volume of traffic by reducing number of exemptions. Many delivery services can be made aware of the restricted periods when placing an order and deliveries can be made outside these hours. Trade personnel and other visitors can also enter the road either before or after the restricted periods. Emergencies can be exempt after the event as long as evidence of emergency is provided. Every effort is made to minimise inconvenience but it simply is not possible to accommodate every scenario or eventuality.
- The school street restrictions do not prevent residents from accessing their homes, and the system makes provision for exemptions under certain circumstances. In terms of visitors, there is nothing preventing visitors arriving within the restricted periods as long as it is not in a motorised vehicle. The Council has a number of initiatives that encourages those travelling within the borough to use active and / or sustainable modes of transport and not be so reliant on the use of private motorised vehicles.

4.9 All statutory bodies have been consulted and no objections have been raised.

4.10 The local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report. The following comments were received from one of the ward Councillors;-

There have been a number of significant issues with the implementation of this school street. These are reflected by many of the comments to the consultation and even by some of those in favour of the scheme. If the Council insists on proceeding with this scheme then it should seek to improve its implementation and to work with residents to reflect their concerns. At the current time,

traffic is simply being displaced to other streets, with parents continuing to drive and drop off but often doing so in restricted/residents parking areas. The idling of vehicles in these locations is also a problem. A more frequent and robust enforcement of these restrictions could help with these issues, alongside communications from the schools. Similarly there are issues with signage around the school street which is not clear enough. As with all school streets in the borough, these restrictions also disproportionately impact those who live within the area itself. Some flexibility for these residents would be welcome.

Officer's comments

Issues have been addressed in above paragraphs.

5. OFFICER'S RECOMMENDATION

- 5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. A statutory consultation invites objections to the scheme and since only 4% of those directly affected have chosen to object, it could be considered that 96% of those directly affected do not object to the scheme.
- 5.2 It is clear that there are no strong objections from the residents who are directly affected. It is considered that the benefits outweigh some of the inconveniences some residents / motorists may experience. School streets are in line with other policies and initiatives across the Borough and London, and believed to be the right step toward changing behavior as well as achieving the various benefits. Benefits include improved safety / perception of safety; the removal of the school-associated obstructive parking; reduced risk to all road users; reduced pollution, including noise pollution; improved air quality in the restricted road as well as reduced traffic in general; after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads.
- 5.3 It is recommended that the permanent Order is made to retain the school street.
- 5.4 To reflect the change in the school's hours, it is recommended that a statutory consultation is undertaken to change (reduce) the existing restricted hours to 8.00– 9.15am and 2.30 – 3.45pm

6. ALTERNATIVE OPTIONS

- 6.1 To remove the restrictions. This would compromise if not totally undo all the benefits that have been gained thus far and it would do nothing to encourage a change in behaviour. It would be contrary to the various objectives the Council is trying to achieve.

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.
- 7.2 The statutory consultation to reduce the restricted hours will be undertaken soon after Cabinet Member decision is made and residents will be informed accordingly.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 All the associated costs are covered by the LSP funding provided by DfT / TfL.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 The Traffic Management Orders would be made under Section 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.

- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published ETMO. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 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 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.
- 10.2 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.
- 10.3 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.

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 None

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 There may be some dissatisfaction amongst the objectors but the benefits of the scheme outweigh majority of the comments made against the scheme.
- 12.2 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 schools who have enjoyed the improvements since September 2020.

13. 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.
- 13.2 The restrictions removes traffic from this section of the road that makes it safer and more environmental friendly for residents and visitors.

14. Public Health Implications

- 14.1 School Streets and Low Traffic Neighbourhoods (LTNs) have important implications for public health in terms of physical activity, air quality and safety by creating healthy and secure neighbourhoods.
- 14.2 The implementation of School Streets and LTNs encourage the use of active travel options such as walking and cycling and build physical activity into daily routines. The removal or reduction of traffic from certain roads may encourage residents (particularly children) who would not usually consider active travel options to take these up in a quieter and safer environment ([Aldred, R. and Verlinghieri, E. 2020](#)).
- 14.3 Traffic is a key contributor to poor air quality in the borough which can have important health implications. The reduction of traffic in primarily residential areas or streets with schools can improve air quality in local areas and reduce the risk of developing cardiovascular disease and other health conditions. Studies from Waltham Forest found that in particular, there was a reduction in the amount of pollution caused during the school run where these schemes were in place ([Dajnak, 2018](#))
- 14.4 Implementation of these schemes have an important role to play in improving our local areas in terms of road safety. Reducing the flow of traffic in residential areas or in areas close to schools can reduce the risk of residents being involved in a serious collision with a vehicle.

15. APPENDICES

- 15.1 The following documents are to be published with this report and form part of the report.

Appendix 1 - Newsletter & Plan
Appendix 2 - Representations to statutory consultation

SCHOOL STREETS
Restricted Vehicular access
Bishop Gilpin School & Ricards Lodge School



ISSUE DATE : 18 SEPTEMBER 2020

INTRODUCTION

As part of the Council's objective to reduce congestion, pollution, risk of collisions 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; localised 20mph speed zones 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.

PROPOSAL

To improve safety, active travel and air quality, and in response to Covid-19 pandemic, the Council intends to restrict motorised access in and out of the identified roads that accommodate school pedestrian gates during the morning school opening and afternoon school closing periods under an Experimental Traffic Management Order (ETMO). During these periods, the road will predominately be a 'pedestrian and cycle only' zone. Residents who live in the affected roads will be allowed access as will staff who are based at the school; those with special needs children who need to be driven to school would also be exempt. Those who are exempt must register with the Council; exemptions would be subject to meeting the appropriate criteria.

The appropriate signs will be in place to inform all motorists of the hours of closure.

The restrictions will be enforced by a camera.

The surrounding roads will be enforced against obstructive / illegal parking.

This measure is introduced to protect children and we would appreciate your assistance and support.

It is appreciated that this may cause some inconvenience and where possible the Council will endeavour to accommodate residents; however, for the scheme to be a success, the Council would require the cooperation of the school, parents and residents. We ask that the school and residents support our proposals and rearrange certain activities such as deliveries and receiving visitors outside the identified hours during each school term.

Consultation process

The proposed measure will be introduced shortly and will operate term times only during the published hours under an Experimental Traffic Management Order.

The Experimental Traffic Management Order will allow the Council to implement the restrictions during the consultation period.

- It allows the Council to assess and monitor the restriction and its impact.
- It will enable the residents and other road users to experience the restrictions thereby allowing them to make informed comments.

www.merton.gov.uk

The restrictions and the Order will be in place for a maximum of 18 months. Anyone can object and make representations within the first six months (the statutory/formal consultation period) of the experimental Order coming into force and the implementation of the works. Consultees are encouraged to make their comments at least 3 months **after** implementation. Consultees will have 6 months to respond to the consultation. All representations will be considered prior to making a final decision which could include its removal, making some modifications or making it permanent.

Additional notices will also be erected within the vicinity of the proposals to inform residents and road users of the start of the restrictions and the statutory consultation

All available information including updates will be posted on the website. <https://www.merton.gov.uk/covid-19-transport-projects>

All representations must be made online using the above link. Please note that you may not be able to submit any comments until mid-October 2020. A response will **not be** made until the consultation is concluded and a final decision is made. The Council will monitor the situation and will make the appropriate adjustments if and when necessary.

To apply for exemptions

Exemptions will be given to residents, teachers and special needs children. Residents and teachers **MUST** register with the Council to qualify for the exemption. Carers visiting residents who live in the road will also be exempt if their registration details are logged with the Council. However, we respectfully request that, if possible, visitors arrange their visits outside the restricted hours.

All residents affected by the new school streets will receive a separate letter advising you on how to apply. You will be given detailed instructions on

how to make your application for the exemption and once you have completed your application, your vehicle will be covered immediately. You can check the website for updates.

ENFORCEMENT

During the restrictions, enforcement will be carried out using cameras. However, please note that full enforcement will not be carried out until residents are given the opportunity to apply for exemptions. We do apologise for the short notification and the fact that the exemption process will not be available immediately but we believe that starting the process will have some benefits.

VILLAGE WARD COUNCILLORS

Cllr Thomas Barlow
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Email: thomas.barlow@merton.gov.uk

Cllr Andrew Howard
Phone - 0208 545 3396
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Cllr Najeeb Latif
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Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk

Road name	Views	REPRESENTATIONS FROM WITHIN THE NEWSLETTER POSTAL AREA
Lake Road 6312654	AGREE	As a resident of one of the roads with restricted access and a parent of children attending the schools the change is immensely positive. The reduction of pollution and noise has been remarkable. It has also improved the safety of children's journeys into school significantly, with no vehicles parked unlawfully obstructing the visibility on the spots designed to cross the road All I would suggest is clearer signposting and enforcement of the rules with permanent cameras. Over time the number of vehicles on the road started to go back up when people realised the mobile CCTV enforcement vehicles were not always there - above the volume of exemptions I would have expected
Lake Road 6314784	AGREE	---
Lake Road 6338334	AGREE	I live right next to the start of the zone and I'm not allowed to use the road! All drop off traffic is now moved in de morning and afternoon right in front of our house and up on church street because of the closure. I don't mind this extra chaos but as a resident i should be allowed to use the street at any time. I drop of 3 kids in Wandsworth and the 2 other ways to drive are a nightmare!! Not being able to use this road (lake road in its full) as a resident will cost me one hour a day extra of being in traffic! Please let me use this road in a safe (10mph) way. I will except the extra chaos in drop off traffic in front of my house during the week but consider residents that live in de street as people to allow using their own street road without any forced blockings. The people that live near or in the street of the schools know how things work and will act safe with driving responsible. Please consider residents to have a permit to be able to enjoy their (partially closed) street again at all times.
Lake Road 6312665	AGREE	As a resident of one of the roads with restricted access and a parent of children attending the schools the change is immensely positive. The reduction of pollution and noise has been remarkable. It has also improved the safety of children's journeys into school significantly, with no vehicles parked unlawfully obstructing the visibility on the spots designed to cross the road All I would suggest is clearer signposting and enforcement of the rules with permanent cameras. Over time the number of vehicles on the road started to go back up when people realised the mobile CCTV enforcement vehicles were not always there - above the volume I would expect as exemptions.
Lake Road 6256758	AGREE	This arrangement will affect my ability to leave/arrive home. I am a non-driver currently crippled with arthritis so rely on taxis for most journeys I make. Some travel will need to be during the restricted hours.
Lake Road 6323136	AGREE	I think that putting this in place will improve safety around schools which I support. I do however think the signage/road markings should be very clear and of a size/nature which makes it easy for ANY driver (from the area or not) to understand that the road has restrictions at certain times. The current signage does not meet this criteria at all. Feedback in relation to us as a school getting set up on the system for our staff: - There was no distribution of a 'how to' document. Many (including us) set up a corporate account when a personal one is required - Talking to someone from Parking in relation to issues experienced in the set up was extremely difficult. I was told I would be sent a how to document but this never materialised - Ringo personal accounts have a limit of 100 people per personal account. This was identified via trial and error. As a large secondary school we have more than 100 staff. - An idea of how long it takes for a application to move from pending to a live permit would be appreciated - A bulk upload of names and registration numbers initially should have been offered - the administrative burden was too significant - We would like clarification that we don't have to re-confirm exemptions each year
Ricards Road 6322555	AGREE	---
Lake Road 6348024	DISAGREE	I agree with certain aspects of the scheme and I do like the idea of no external traffic during school drop off and pick up times. However, as a resident. there are a number of practical difficulties we unfairly face. For example, we are restricted by what time friends and family can attend; we have to tell tradesmen to arrive after 9.30pm or after 4pm - this is not ideal if you have a leaky pipe or no heating or some other emergency; also when we book an Uber, we have to walk to the end of the street to meet the driver - this is a major issue for elderly residents or when we are going to the airport with lots of luggage. Whilst the idea is good, there needs to be some amendments to enable residents to go about their day to day lives without compromising on what time their family can visit them or what time the plumber can fix their blocked toilet or not having to carry lots of luggage to the Uber/taxi at the end of the street

Lake Road 6300330	DISAGREE	Residents need to have exemptions for all visitors and deliveries (eg tradesmen, friends, family)
Lake Road 6338310	DISAGREE	I disagree/agree to a certain extent, as a resident of Lake Road and literally 2 houses away from where the zone start traffic has turned into a complete nightmare during drop off and pick up!! But as a resident/home owner of a school zone street and not able to receive an exemption is totally ridiculous, throughout the UK this scheme allows residents on the street of the school zone to apply for exemption and so it should be everyone on the str For some reason London has minimized this and not only caused for chaos, pollution of running cars while they wait for their children in front of our house blocking our driveway! Again I do not complain but now to find out that our home is not eligible for an exemption and we as Lake Road home owners are now punished by dealing with all the school chaos and need to find an alternative route is absurd! This should be reconsidered as all over the country where this scheme is in place The FULL street is allowed for an exemption, which seems lawfully correct not to punish homeowners on a school zone street for all this inconvenience while we are dealing already with all the other mess that is totally not controlled by anyone! We live on Lake road 2 homes away from where the merton decided school zone on lake road starts, now we have to drive around to find our way to our school First - drop off has created a manic and chaotic drop off scene cars will literally park and stop half legal illegal all over, the amount of cars in front of our hours blocking our drive way on a daily base this is happening! I understand why we want to enforce but as a street residence we should also have a legal right to drive thru the street!! Now we are dealing with all rerouted traffic that is causing to leave lake road as well! Why can cars just park anywhere, I do not complain we now drive all the way around to go and pick up my own children as a home owner on a a school zone street you should have the right to drive the school zone str
Helme Close 6266947	DISAGREE	The scheme seems totally impractical, particularly being introduced at a time when using public transport is controversial. There is little traffic in Lake Road generally, parents dropping off their kids has never bothered us, but having restrictions imposed onus as to when we can go out and who can visit us and when is very limiting. To save the environment we all shop on line now. I wonder how our deliveries will be affected: do we need to stay clear of the times when school restrictions are in place? What if it is not convenient? We have private and professional lives that are not governed by school times and eg we may well need to have our groceries delivered during the hours of restricted vehicular access. What about other deliveries, where it is impossible to even choose the time of deliveries? Additionally, as I mentioned above, many parents are apprehensive allowing their children to use public transport: some schools actively encourage parents to drive their children to school. I appreciate that Bishop Gilpin is a local school and all pupils there should be encouraged to walk or cycle, but the catchment area for Ricards Lodge is much larger: students there come from the whole of the Borough and inevitably many students will be driven to or from school by anxious parents keen to avoid unnecessary exposure to Cover-19. I am sure neighbouring streets will get very congested pushing the problem to immediately adjacent area. I really do not believe that the scheme is going to make any safer for the kids to travel to and from school. Children need to learn to evaluate risks in life and take responsibility for their actions. Introducing a scheme like that once again distances our younger generation from any responsibility to avoid traffic, to be vigilant and obey the rules of the road like the rest of us. The money spent on the scheme should instead be spent on keeping Lake Road clean. This is a total waste of public funds.
Helme Close 6342119	DISAGREE	Initiatives to reduce traffic near schools may have some benefit but should not be introduced at the expense of residents rights to go about their normal lives. The existing school streets initiative curtails residents rights in too many ways to list here but I would ask the council to consider the following: - School and childcare arrangements The restrictions interfere with arrangements for car sharing, school holiday childcare sharing and playdates (school holiday dates can vary considerably between schools); - Deliveries and trades people Trades people, employees and deliveries should be able to access residents' properties as necessary. The timing of many deliveries cannot be booked in advance and the existing rules would force residents to forgo as many as seven online supermarket delivery slots; - Visitors Residents' right to invite friends and family (some of whom may be defacto carers) to visit at a time convenient to them should not be impacted. Some visitors might only be able to stop by to check in on an elderly relative at certain times and the restrictions will inhibit this. I can't imagine telling my parents they must drag their suitcases from down the road after a long flight if they arrive during the restricted time rather than driving to the door. - Displaced parking behaviour Many children are still driven to school and we have seen increased dangerous driving and parking in nearby roads. This increases the risk to children as they are dropped off further from school and have to navigate their way to the school through the many other cars doing the same. We would ask the council to urgently consider solutions to preserve the rights of residents.

Helme Close 6344560	DISAGREE	Whilst I fully accept the overall objective of increasing child safety and reducing pollution, I believe the proposed scheme fails to achieve these objectives, arguably reduces child safety and also imposes unacceptable restrictions on local residents. 1. I believe you are making child safety WORSE. Parents are now being forced to park and drop in neighbouring streets. UNLIKE LAKE ROAD, THESE ROADS HAVE NO WARNING SIGNS TO OTHER MOTORISTS THAT IT IS A SCHOOL AREA. Further, parking by parents (who are now often late and distracted as they have to drop further from the school) in these streets is haphazard. I fear it is classic recipe for a serious accident one morning - all caused by this scheme. 2. The proposed scheme causes HUGE inconvenience for affected residents; in particular, restricting times when tradesmen, repair firms and deliveries can occur. As an example, we have been unable to have a washing machine repaired for the last 3 months - simply because almost all repair firms will only work to an AM or PM slots (you cannot specify a time) and if the repairer arrives during the restricted hours, he has to abandon the visit. This has now happened THREE times in the case of 1 repair !!! YOU HAVE NOT THOUGHT THROUGH THIS SCHEME BY COMING UP WITH A PRACTICAL SOLUTION TO THE ISSUE OF REASONABLE ACCESS BY TRADESMEN, REPAIRERS AND DELIVERY FIRMS and, until you do, this scheme should be suspended. As an alternative, i would suggest that IF YOU INSTEAD IMPOSED A STRICT (CAMERA ENFORCED) 5MPH LIMIT IN LAKE ROAD, THE COMBINATION OF SLOW SPEED AND THE SCHOOL WARNING SIGNS IS MORE LIKELY TO ENSURE CHILD SAFETY THAN THE CURRENT SCHEME, AND WITHOUT INCONVENIENCING LOCAL RESIDENTS. The current proposal is a classic "sledgehammer to crack a nut" and one that I fear does not achieve its objectives. Thanks for the chance to put my views.

REPRESENTATIONS FROM CLOSE PROMITY TO THE NEWSLETTER POSTAL AREA

Lake Close 6323994	AGREE	Scheme now operation there seems to be a big issue with parent's behaviour on ignoring the restrictions. At the bottom of Lake Rd (likely to happen on other entry points too) parents drive into restricted area but not far enough to be picked up by camera. They then reverse or turn around mounting on pavements causing dangerous situations for families cycling and walking to school. This has to be stopped. Can you either consider having camera on the entry or come and spot fine people who ignore restrictions.
Leopold Road 6260664	AGREE	I live in the corner of Leopold Road and Leopold Avenue. Although my address is X, my front door and car drive way are in Leopold Avenue. How do I get exemption for my car?
Church Road 6302915	AGREE	It has to be enforced and should not simply push traffic onto surrounding roads. Those using the "park and stride" scheme should not just park one street over. There needs to be better signage when driving down from St Mary's Church and driving down Leopold Road. Driving up Leopold has the best signage.
St Mary's Road 6347928	AGREE	It is important to have pollution free streets at drop off and pick up times, however this has simply pushed the traffic onto the surrounding roads where children also need to walk, scoot or cycle to get to and from school. Some of the parents are parking dangerously (on double yellow lines, blocking other roads, blocking driveways and safe exits from neighbouring houses, reversing at speed onto driveways without warning) and leave their engines idling for the entire time they are stationary - sometimes up to 30 minutes. This means that the local residents are breathing in so much pollution as well as the children using these streets to get to and from school. When asked to switch off their engine or to park legally some drivers (parents/carers/etc) are extremely rude and aggressive. The situation on Church Hill and on Vineyard Hill Road in particular needs to radically improve. Other comments about the school streets are:- the signage is too high and the first time that people realise they were on a school street is when a PCN arrives in the post.
St Mary's Road 6303036	AGREE	I have spent several mornings and afternoons observing how this school street is operating as it's just down the road from our home. Many parents are parking on Church Hill which is a 2 minute walk from Bishop Gilpin - this is not the idea of a school street - to simply park around the corner and pollute the surrounding streets. The streets at the other end beyond Lake road i.e. Leopold Road, Vineyard Hill Road etc have also noticed an increase in parking and congestion. Several cars have left their engines idling compounding the pollution issue. (I politely asked them to turn off their engines - one lady in a huge people mover said she was cold so wouldn't turn off her engine. She was parked on a corner on a double yellow line too!) The Park and Stride scheme needs to be properly explained ie parents need to park at least a 10 minute walk away and then walk, cycle or scoot to the school with their children. The same applies for pick-up times. Once parents and children are aware of how this should operate I'm sure it will be of great advantage to health and safety. I understand that the ANPR cameras will be installed and will be working when children return to school after half term (if

		lockdown has ended by then). I will be observing which alternative route the traffic takes during the hours of School Street operation, especially the HGV's and skip lorries coming from and going to Weir Road.
Glendale Drive 6253337	UNSURE	Worth a try but will be difficult for delivery drivers.
Leeward Gardens 6281150	DISAGREE	This will divert traffic in ways that will actually make children walking to school more at risk
Aubyns Avenue 6348247	DISAGREE	The Bishop Gilpin arrangement has pushed traffic, stopped car and parking to neighbouring roads which are smaller and narrower than Lake Road. This has caused an issue on church hill and the junction with St Aubyns Ave. Cars stop/wait on the junction of church hill and St Aubyns (despite it being a double yellow line) which causes cars to drive on the wrong side road to turn onto church hill. This is already a blind corner with a high brick wall so it's impossible to see pedestrians and vehicles if you are forced onto the wrong side of the road. This is dangerous given then volume of cars and people at these times of the days. These proposals need to consider the impact on neighbouring roads as they don't solve the traffic problem - school parents needs to be encouraged to walk or use public transport or there could be a staggered year group stop and drop arrangement on lake road which would avoid some of the parking/dangerous stopping and running out of cars/across Please can you reconsider these arrangements
Leeward Gardens 6253452	DISAGREE	MY husband and daughter are disabled and are wheelchair bound. Therefore they do not have the luxury of being able to walk or cycle. Travelling on public transport is impossible especially during Covid. Closing more roads makes it even more difficult to get around. Already there are so many road restrictions, that we have to drive far further than we used to contributing to pollution and poor air quality. While children should be encouraged to walk or cycle to school, local residents should not be penalised for children who do not follow that guidance. It is hard enough to get around when you are disabled, and it takes far more time than for able-bodied people. Please don't make it more difficult for us. Children need to be encouraged to do the right thing, and parents punished if they do not. Residents should not be punished if they don't do the right thing.
Leeward Gardens 6329778	DISAGREE	Lake Road is an important throughfare and it would be ridiculous to shut it to traffic in this way. It greatly inconveniences parents and grandparents. There are no current problems.
Pine Grove 6346299	DISAGREE	All this is doing is pushing the traffic onto the roads just on the outside of the restricted area. I haven't noticed more people walking or cycling to school, as intended. It is not solving the problem and additionally causes congestion problems for those of his who live just a few metres from the start of the restricted area. For example instead of cars parking on Lake Road, which is quite a wide road, as they did in the past they are now all parking on Church Hill coming into our cul-de-sac Pine Grove. On Church Hill I observed a near accident due to the congestion and numbers of people just a few days ago. Please consider reversing this decision for the safety of all.
Vineyard Hill Road 6290153	DISAGREE	By closing some of the streets, the surrounding streets have become extremely busy during drop off and pick up times. Sadly, I don't think the number of cars have reduced and those of us living in surrounding streets are severely disadvantaged. It would be much better to discourage the use of cars at the schools and spread out the use of cars evenly and fairly between roads.
Vineyard Hill Road 6344637	DISAGREE	The idea of restricting access down Lake Road etc. is an ill conceived idea: - It has created huge congestion around the top of Vineyard Hill Road at drop-off/pick-up times - Congestion in VHR (and other impacted roads) also creates congestion of people, which is not a desirable outcome with COVID-19. - The order merely pushes the problem (road and human congestion) into someone else's street - Simply put, there is considerably more space to congregate and park on Lake Road. Safer from a driving perspective, and safer from a COVID-19 perspective The order is dressed up as some COVID-19 measure. This is an ill-conceived order that has not been thought through. There is NO need for these traffic measures at all. No scientific proof to back up the claim that closing the road to traffic somehow reduces COVID-19 cases. Quite the contrary, it creates dangerous traffic and human congestion in the surrounding streets.
Arthur Road 6342409	DISAGREE	This scheme creates additional hazards for children and their families as it pushes congestion away from the school but doesn't serve to reduce it. It merely transfers the activity and in our case to intersections which are in fact more dangerous. Furthermore I have seen children not look when crossing the quiet street in front of the school only to have an allowed car driving by and nearly injuring them. This plan introduces more risk for little benefit.
Belvedere Drive 6345633	DISAGREE	All this is doing is pushing cars on to side streets which are straddling yellow lines, parked on kerbs and on corners. As a local resident, I am used to using this road but keep getting caught as the signage is just not clear enough. If you are going to pursue this you should

		have flashing school street signs at the times the streets are "live". When you come up Leopold road and turn left into Lake road, these signs are just not clear enough and are pitched too high. There is also too much complex time information. Flashing signs is the only option. Stating they are regulation highway signs is not the answer!!
Church Road 6346102	DISAGREE	I understand the desire to restrict access to the street, but all this is doing is pushing the traffic into a wider area with poorly parked cars and idling engines at pick up and drop off times. This is particularly true (that I have witnessed) on Church Hill. If you are going to restrict Lake Road then you also should have an army of parking attendants in surrounding roads at drop off and pick up. Otherwise, parents' behaviour is not going to change. Children are not walking or cycling to school. They are just being dropped off at the edges of the area and causing a traffic jam elsewhere.
OTHER REPRESENTATIONS FROM OUTSIDE THE NEWSLETTER POSTAL AREA		
Alexandra Road 6323936	AGREE	-----
Alexandra Road 6254005	AGREE	My children attend this school, and incidents involving cars outside the main gates at drop off and pick up times are common. I'm in favour of attempts like this to make the street safer at those times.
Alwyne Road 6259308	AGREE	People driving their children to school pollute the local air with toxic emissions and bad smells. It is good for everyone's health to walk and cycle. Air quality in central Wimbledon is poor, has noticeably worsened since the tightest lockdown relaxed a bit and is a good reason to avoid the town centre and neighbouring streets as much as possible.
Burghley Road 6319121	AGREE	We fully support the scheme in order to reduce traffic around the school. This improves both safety and air quality. More measures should be taken to dissuade parents from driving to school. Fines should be introduced for idling.
Gonston Close 6265628	AGREE	I have noticed a significant increase in the speed of through traffic while dropping my child to Bishop Gilpin school. Previously the cars that were parking acted as a natural obstacle to the cars driving down Lake Road. The area around junction at the bottom of Church Hill has now become very congested with cars which was previously not the case. It appears, therefore that the experiment has REDUCED child/parent safety in the area and NOT IMPACTED the number of people driving their children to school.
Rostrevor Road 6323195	AGREE	Cars whizz up and down here and use it as a cut through. I thought the scheme was in place already but still there are several cars at drop off and pick up. It is giving people a false sense of security and increasing the likelihood of an accident
Springfield Road 6344215	AGREE	It is a brilliant idea and I hope it is strictly enforced
Woodside 6318766	AGREE	---
Woodside 6348243	AGREE	I strongly support the school street in Lake Road. Hopefully it will be the start of a broader traffic reduction effort in East Hillside which in recent years has been blighted by rat-running, speeding cars; and also lorries wilfully ignoring the 7.5t limit that is in place throughout the area. School streets are a start by reducing this traffic in a street with the most vulnerable citizens who do not get a 'vote'. If in a small way it can help with pollution and enable children to take more active travel methods it has to be good for health - short and long term. I would encourage Merton to take a further measure to enhance the visibility of the school street by lowering the height of the signs which do seem to me (admittedly as a pedestrian) very high. I am not clear that enforcement has been in place for long enough to judge the success - it was only in the last few weeks that I saw some complaints on Nextdoor - which suggests that people have been ignoring (or ignorant of) the signs for the first four months of the scheme. There does seem to be so poor driving practices which at times are actually dangerous - e.g dropping children on Leopold Road; turning on Leopold Road which could be policed and stamped out with a few interventions by police/parking officers. I look forward to the continued safety and health benefits arising and hopefully some tweaks around the edge to make the scheme run better.
The Grange 6323206	AGREE	I like the idea of keeping the street in front of the school free from cars, that's wonderful. However, it does present some parking issues for the parents who are dropping off or coming up their kids. The parking restrictions on Lake Road were previously for permit holders only between 11am and 3pm, allowing school parents to do drop off and pick up by car. By implementing the school street scheme, parents who come by car now need to park elsewhere. At the moment, all surrounding streets are for permit holders only, so there is nowhere for parents to park. I suggest amending the parking restrictions on some of the surrounding streets. For example, Church Hill is for permit holders only from 8:30am to 6:30pm, this could be updated to 11am-3pm similar to what Lake Road used to be. Or it could

		be made into Pay & Display bays. The residents of Church Hill all have driveways big enough for multiple cars so they never park on the street anyway, it's always empty. With Bishop Gilpin being a faith school, there are a lot of students who live several kilometres away who need to drop their kids off by car as they have to either commute to work or drop off other siblings in other locations. So a lot of parents drop off by car out of necessity rather than choice. They should be given the option to park somewhere in the vicinity. Alternatively, you could create drop off zones where parents can park for up to 30mins without being charged. Something needs to be done. It's great to remove the cars from Lake Road at the front of school, but a lot of cars still need to get close to the school to drop off and pick up and hence there needs to be an adjustment to the surrounding streets' parking restrictions. I personally walk to school but there are occasions where I like the option to take the car., if I'm running late, if it's pouring with rain, if we have an extra curricular activity after school, if I need to get to work etc etc. Many thanks.
Ethelbert Road 6342315	AGREE	I agree, but wondered how vulnerable residents, without cars are supported. I have recently received a penalty for taking a clinically vulnerable, shielding resident to a medical appointment
Midmoor Road 6345036	AGREE	I think the scheme is a great idea, but deterrents are not being as effective as they should, and this is demonstrated by drivers still driving past the school, some of which are parents of the pupils at the school.
William Road 6322548	AGREE	---
William Road 6322545	AGREE	It's such a great idea to help with safety, distancing and providing a generally more relaxed feel to the area.
Cromwell Road 6345099	AGREE	I feel it would be better if ANPR was in operation and from that you could ascertain if a person was a local resident and could therefore be exempt rather than every resident having to apply for exemption. Also will there be a reduction in the fees charged as there are now restrictions being applied to permits I currently own and have paid for in 3E zone? As such I have been sold a permit where the terms and conditions have changed mid contract?
Cromwell Road 6319126	AGREE	My daughter is a student at Ricards School and walks there from home every school day. Knowing that there will be less traffic on streets outside and around the school will help create a safer environment for all students. A major separate concern is the air pollution she has to contend with while walking up Gap Road. High numbers of HGVs on this route make this part of her journey hazardous, for her lung and physical health generally. Trucks servicing the waste recycling plants in Weir Road add to the dangers of this road for pedestrians and cyclists. Relocating the recycling plants to a site closer to major trunk roads such as the A3 is long overdue.
Gap Road 6274383	AGREE	We do not live in the zone but try to reduce congestion by having a school collection rota. One of the girls we collect lives in the School zone and we can no longer drop her safely and as such now both parents need to collect. Can you consider how school rotas can be accommodated.
Havelock Road 6265811	AGREE	---
Haydon Park Road 6338547	AGREE	---
Haydon Park Road 6344731	AGREE	This is a excellent scheme to improve safety for children and also the environment by discouraging people from driving. I think it needs to be policed better as some cars still drive down there at peak times so apparently are not being deterred . I would promote further traffic calming measures (such as in my own street).
Kingsley Road 6319152	AGREE	I can see no benefit. The traffic build up in the surrounding roads is extremely bad.
Woodhayes Road 6265395	AGREE	There are still cars racing up and down Lake Road in the morning when I drop off my son at 8.45. They seem to think it's a racing course now. It's very dangerous when they speed like this. We cycle to school daily and it's a relief to be rid of most of the cars. We just need to get these culprits to stop driving up and down a road that is busy with children in the morning and afternoon. Thank you for this safe street scheme.
Tolverne Road 6347867	AGREE	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Bishop Gilpin and Ricards Lodge. School streets such as this one play a critical role in reducing road danger to children, improving air quality and enabling walking, cycling and scooting for a wider range of people of different ages doing the school run. They additionally reduce the number of motor vehicle journeys, lower pollution near the school, and reduce congestion. Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide

		funds to further enhance the school street - Install planters at the entrance to the school street to narrow the road width and create a gateway into the school street, enhancing its presence - Provide signage at a lower height, and more clearly delineate the zone - Create new areas of trees and soft landscaping into the carriageway space - these could be parklets, pocket parks or planters to improve the air quality, sustainable drainage to reduce risk of flooding. - Extend the school street to include Church Hill and St. Aubyn's Ave, to mitigate its present use as a drop-off zone for the schools We look forward to the continued safety and health benefits arising from the school street, and encourage Merton to further expand the scheme to schools not currently covered. Sincerely, MRTG
Ashen Grove 6268531	AGREE	There are two schools on Lake Road. Banning vehicles on the road at drop-off and pick-up is a great way to improve road safety. This is of particular importance now, when social distancing is required, and the narrow pavements cannot accommodate everyone. However, the restrictions have pushed school traffic onto neighbouring roads, making them unsafe and congested. Cars park/loiter on the junction of Lake Road/Leopold Road/Vineyard Hill Road paying no regard to the road markings. To ensure safety for pedestrians and other road users, I would be grateful for Merton Council's comments about: - the possibility of traffic wardens regularly visiting at the times in question (particularly the junction mentioned above); - reversing its decision to remove the park and stride scheme on Church Hill which was granted to Bishop Gilpin in 2017. If anything, this scheme should be extended to include all of Church Hill. The Council has to recognise that some parents have to drive to school and, if it removes the option of parking on Lake Road, the Council has to provide alternative places on that side of the school. The majority of parking spaces on the other side (Leopold Road end) are occupied by Ricards Lodge parents; - whether or not cameras are already in place to record those who contravene the new rules. There are still large numbers of vehicles using Lake Road at drop-off and pick-up times.
Kingston Road 6302261	AGREE	----
Melrose Avenue 6324063	AGREE	-----
Railton Road 6319139	AGREE	-----
Faraday Road 6347252	UNSURE	I do not object to this in principal, but what I do object to is that the signs are not visible. The signs on leopold road are too high to see while driving with leaves in the way and you can only see them if facing the road straight on, which doesn't happen at them at junction as you are driving from the left or right. The driver has no chance to see the sign, read it, digest it and then make a decision to turn. If the driver does manage to see it last minute then they are at risk of suddenly swerving/stopping so that they don't turn into the road and that could be very dangerous. If the signs are to be there, they should have forewarning signs in the surrounding roads and on satnavs. This is the same problem for all of these roads with similar signage but this one in particular was very difficult to see.
Cannon Hill Lane 6255404	UNSURE	It is not clear from the supplied map whether through traffic on Leopold Road remains allowed past the end of Lake Road during the restricted hours. The map supplied cannot be zoomed in on and other information provided by the school and local Police have been inconsistent with neither being clearly correct (or not) with reference to the Schools Street web pages.
Parkwood Road 6253344	DISAGREE	Bishop Gilpin and Ricards Lodge schools sit within a local area also serving Willington School, Wimbledon High School and school buses for Shrewsbury House School and Rokeby. Lake Road benefits from wide pavements allowing free pedestrian flow, while also sitting on a key access road for Wimbledon Village (bearing in mind the no right turn for Wimbledon Hill Road from Woodside). Parents to all four schools use this area to drop children safely in the vicinity. With closures, these cars will end up parking less safely on busier access roads such as Woodside. Parkwood Road, too, is an example of a key connecting road in this area). As parent with two children at two different schools, not BG or Ricard's Lodge, I see this area on a daily basis and feel strongly that no further action is required to allow safe pedestrian passage to school. Restricting road use will cause a detrimental effect by shunting the problem to more vulnerable areas.
The Broadway 6255000	DISAGREE	Yes I'm completely disappointed about this because in this way specially when raining my little arrive to school completely wet and we talk about the kind not about the adult. I understood we try the best but not in this way playing with the life of us child
Woodside 6253876	DISAGREE	A restricted access to the roads leading to Bishop Gilpin and Ricard's Lodge schools would just create a worse pile-up of traffic. This is especially true with regard to Woodside that suffers already from massive traffic jams due to vehicles collecting/dropping off girls at Wimbledon High.

Deepdale 6324358	DISAGREE	Withdraw this new scheme please. For some family the distance to school is not that short to walk, especially on rainy days.
Queensmere Road 6324097	DISAGREE	Hi, There is still lots of traffic outside the school, it seems like it's just parents to children at the school who are punished. I have three young children of which one has Autism to take to school and it would not be safe to take them by foot or bike, there are no safe crossings on our walk to school and it would take us too long. Not to mention the stress it would mean. A suggestion of changing the parking restrictions of Church Hill would help us all having to travel by car. (Eg Residents parking 11-15) The road is wide and it should not bother residents because all the houses on that road have there own drive and room for 2-4 cars anyway. This hill would probably be enough space to solve this problem. Also for your knowledge the resident in X has been taking pictures and filming us and our cars parking on the Hill. This whole situation is a huge problem and is causing both me and my children so much stress.
Somerset Road 6263862	DISAGREE	There has been no provision made for family that need to drive as they don't live within walking distance of the school. The length of the time it is in place is 3hrs per day. I have a child with a brain injury who is not entitled to a blue badge. I now have to cross roads with a lot of traffic as they cant go up or down lake road. This is pushing the problem on to smaller road.
Sunnyside 6318163	DISAGREE	This action is disproportionate to the problem of air pollution. If parents are concerned they should look for alternative means of taking their children to school since they are predominantly the ones who are clogging the streets with their large cars during the times in question and polluting the air. It is not right that public rights of way should be banned to business drivers and other local people. Parents are illegally parking on nearby private ground to get around the rules.
Abbott Avenue 6324067	DISAGREE	I think these restrictions impose even greater risk, since parents will be in a rush for variety of after school clubs, meaning more stressed and less caring on the roads. As well it is currently causing a chaos on the parking - since there are two big schools incl Ricards Lodge and Bishop Gilpin. I think if necessarily direct school road to Bishop Gilpin (in lake rd) is restricted, but there is no need to restrict surrounding streets. It does impose a greater risk to road safety. Strongly disagree with restrictions.
Salisbury Road 6346582	DISAGREE	I have already made representation about Hollymount School and Cambridge Road and these comments should be referenced and also be applied here. Merton council should have informed all residents in October at the start of the consultation through the published newsletter and online information. I see no point in subscribing online if we are not provided with this sort of important information and intend to unsubscribe. Get your act together and start communicating properly- we pay enough in council tax! Additional it is quite unworkable to close Lake Road entirely during these hours. There will be total chaos when children go back to school and parents stop working at home and go back to their place of work.
East Road 6313777	DISAGREE	---
Cambridge Close 6324065	DISAGREE	Bishop Gilpin is a CofE school and therefore takes children from a much wider catchment, many families live outside walking distance. The implementation of this scheme has made no provision for 'drop and go' zones in neighbouring road to accommodate families who need to drive. We do not have any option, other than to drive, and request provision is made to accommodate parents who fall into this category. As it stands the policy is discriminatory against families of faith, who are disproportionately impacted by the policy. I fail to understand why such a wide 90 minute widow has been applied to the scheme, when pick up and drop off are within a 10minute window at Bishop Gilpin. A disproportionately large area of the roads have also been impacted. This is inconsistent with the much smaller area impacted outside other schools such as St Matthew's and Hollymount. To summarise my objections are three fold: 1. No provision for drop and go in neighbouring roads to accommodate families (primary children with Faith place) who do not live in the catchment 2. Excessive window 90 minutes either end of school day when school pick up and drop off is a 10 minute window 3. Disproportionately large areas of road impacted, nearly all of Lake Road and Richards Road which is significantly larger than all other schools in the scheme
Copse Hill 6338664	DISAGREE	The road closure cuts off the 'free until 11am' parking which means I am now forced to pay £3 an hour for a more inconvenient space further along Lake Road when making a regular visit to the area before 11am. My visit has gone from free to at least £6 a time, which is unreasonable. The scheme has also forced all the school traffic into stopping on Church Hill where parents are doing dangerous U-turns in the road to drop and leave.
Kenwyn Road 6318673	DISAGREE	I drive to Bishop Gilpin to drop / collect my child. Currently I park at the designated parking areas across from the school, and its relatively easy to drop/collect my child, along with my new born baby at my side. What would you now suggest I do if I'm not allowed to park there? It is extremely inconvenient to trek with a new born all the way from the non restricted street? I'm also confused as to why covid was used to justify the change in policy. Please could you

		advise how covid is relevant in making thus decision?
Hardy Road 6265521	DISAGREE	There is no provision for anyone now! My husband is 'shielding' from Covid, he does the drop off at Bishop Gilpin in the mornings, he is at risk to take the bus, my 3 year old cannot walk as far as school and then home again - there is nowhere extra to park near school, there is no exception to this new rule, it is a total mess! I do not believe this has been thought through at all. Fine for people who walked to school already, but for us, as a family, it is making life miserable and difficult, and frankly, making me want to leave Merton completely.
Bardney Road 6319293	DISAGREE	It's ridiculous that girls have to walk back in the pitch dark after school clubs in winter and when the whole street is very quiet! It's not safe ! If a teacher or. Pc would just police the areas a little the parents would behave !
Coppice Close 6264072	DISAGREE	Our son has hidden disabilities and Merton will not grant a disabled badge. We live in Raynes Park and have to take our son and daughter to school by ELECTRIC car. We now have no way of parking and support to ferry our children to school. Parents with disabled children and EV's should be given some kind of concessions. This is ridiculous !!
Hillcross Avenue 6344941	DISAGREE	Consider parents with children who are not attending but yet have to take them along to do the drop off. It is goes against equalities.

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
- **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