

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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**Date: 18 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 – EMTO results- Merton Park Primary School**

and will be implemented at **noon on Tuesday 23 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 – EMTO results- Merton Park Primary School**

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

**Decision maker**

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

**Date of Decision**

17 November 2021

**Date report made available to decision maker**

17 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 8.15– 9.00am and 3.00 – 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.

**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. It will do nothing to address localised congestion.

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

N/A

**Declarations of Interest**

N/A



Cllr Martin Whelton

Cabinet member for housing, regeneration, and the climate emergency

17 November, 2021

**Committee:** Cabinet Member Report

**Date:** 16 November 2021

**Agenda item:** N/A

**Wards:** Merton Park

**Subject:** School Streets – EMTO results- Merton Park Primary School

**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](mailto:mitra.dubet@merton.gov.uk)

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## Recommendations:

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

- A) Notes the results of the 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
Merton Park Primary	Erridge Rd - (from its junction with Poplar Rd to its junction with Stratton Close) Stratton Close; Stratton Road; Keswick Ave Church Lane (cul de sac)	8.00 – 9.15am 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 8.15– 9.00am and 3.00 – 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 Merton Park Primary. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seek approval to undertake a statutory consultation to change the hours of operation to 8.15– 9.00am and 3.00 – 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 with a reduction in risk of injury. 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) for 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 [www.merton.gov.uk/schoolstreets](http://www.merton.gov.uk/schoolstreets)
- 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 18<sup>th</sup> month of the ETMO coming in to effect.

2.8 As part of Merton’s commitment, a report dated 3<sup>rd</sup> 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 Merton Park Primary. 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 a school street within the following roads. 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
Merton Park Primary	Erridge Rd - from its junction with Poplar Rd Stratton Close; Stratton Road; Keswick Ave Church Lane (cul de sac)	8.00 – 9.15am 2.45 - 4.00pm

3.2 Initially the Council intended to use a default period of 08.15 - 09.15am and 15.00-16.00hrs. However, the restricted 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 school, residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. It also allows the Council to make minor adjustments. 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 29<sup>th</sup> September 2020 and concluded on 31<sup>st</sup> July 2021. Newsletters were delivered to 126 properties (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 The school was provided with a banner to be attached to the school gate. The banner set out the details of the restrictions and affected roads. The school was also requested to inform and remind parents of the restrictions.
- 4.3.3 As confirmed by Ward Councillors, the scheme was also publicised by the Merton Park Ward Residents' Association (MPWRA) through their email alerts and at its monthly meetings.
- 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 45 representations. These include 19 representations from within the newsletter postal area, of which 4 are in support of the scheme, 14 objections and 1 unsure. All responses are detailed in Appendix 2.
- 4.5 Additionally there are 26 representations from outside the newsletter postal area, of which 13 are in support and 13 objections. 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 In general, objectors believe that the inconvenience outweighs the benefits of the school street. The most common themes from the comments include:-
- Much calmer around school site
  - Issues with registering for exemption
  - Parents exploiting times to bring children late or collect early
  - Difficult to have meetings with visitors
  - Lack of fixed cameras / enforcement
  - Little traffic before and after school times
  - Tackle the problem directly with the school and parents rather than penalising residents
  - Inflexibility in allowing people who live on the affected streets to go about their lives 'as usual' such as only registering one car, and dealing with visits from carers, family, deliveries and tradespeople
  - Poor quality and confusing nature of the signs and general unattractiveness and clutter.
- 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. In the past the Council has attempted to address school related traffic and parking issues through School's travel plan, Road safety Education and parking management. However, it has become very clear that a more stringent action is required to change the behavior of



parents and motorists in general. A school street can be an effective method of bringing about this change.

- It is appreciated that some parents continue to resist the change and have found their way into neighbouring roads. Since this area is subject to a CPZ and parking without a permit is not permitted, this behavior can be addressed through enforcement. However, due to the 10am start of the CPZ in Merton Park, parking associated with the morning drop off in neighbouring roads cannot be addressed unless it causes obstruction. 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.
- 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 operating on a rotation system, 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, the school 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 early 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.

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. If the scheme is made permanent, 'Term Time only' supplementary plates will be added to the main entry signs. All advance signs which already include this text are being redesigned as more of a pictorial sign, thereby making it easier for drivers to observe.

- All the residents who are directly affected by the restrictions were informed of the restrictions and they are exempt by undergoing the registration process. All vehicles registered to the address can be registered for exemption. 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 and 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 has an alternative route. By facilitating non-essential traffic, it 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 are already provisions within the system for residents to enter the vehicle registrations of taxis that are being used to transport them for medical reasons. There are also provisions for carers.

- 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.
- There appears to be a misunderstanding amongst some residents regarding the exemption process and the contravention itself in that during the restrictions, drivers who are not exempt cannot enter but can leave at any time. If the scheme becomes permanent, a newsletter detailing these points will be sent to all the residents.

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. Below sets out the comments received from the Ward Councillors:-

*As a governor of Merton Park Primary, I am aware that the Head and governing body are supportive of the school streets scheme and would like to see it made permanent. The 19 responses from within the newsletter area are drawn from a universe of 122 properties, a response rate of 16%. The majority of these (14/19) disagree with the scheme for one reason or another. Responses from outside the newsletter area are divided evenly between those who agree (13) and those who disagree (13) with the scheme.*

*In addition to the newsletter, the scheme has been well publicised by the Merton Park Ward Residents' Association (MPWRA) through several email alerts and at its monthly meetings. Prior to its implementation, we had lengthy discussions via residents' WhatsApp groups and at meetings about how the scheme would work. Therefore, we are satisfied that the great majority knew about the scheme and accepted it, and elected not to object in the consultation.*

*Nevertheless the objections do reveal misunderstandings about the scheme that impede its acceptance:*

- *vehicles are prohibited from entering **and leaving** the area during restricted hours*
- *carers cannot obtain exemption permits*
- *mini cabs cannot enter the area to take residents to hospital appointments*

*Making it clear that tradesmen can leave the area without penalty before 4pm would improve householders' relations with builders who may believe they are "trapped" into working longer hours than they want.*



*We note the proposal to reduce the restricted hours to 45 minutes morning and afternoon, taking 30 minutes off the exclusion times. We believe this will greatly help residents in arranging visits and deliveries, and make the restrictions seem less onerous to them in going about their normal lives. We support this recommendation, and do not anticipate significant objections to making it permanent during the additional statutory consultation period.*

*Signage will have to be changed to show the reduced restricted hours. Could this be taken as the opportunity to add "Term time only" to the signs? We received several queries about this during the school summer holidays.*

#### Officer's comments

Please see above paragraphs in section 4.8 of this report.

## **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 11% of those directly affected have chosen to object (some of which are based on a misunderstanding of the exemption process), it could be considered that 89% 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 8.15– 9.00am and 3.00 – 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 will not be in line with the Council's various strategies and projects.

## **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

### Merton Park Primary 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](http://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.

#### MERTON PARK WARD COUNCILLORS

**Councillor** Edward Foley  
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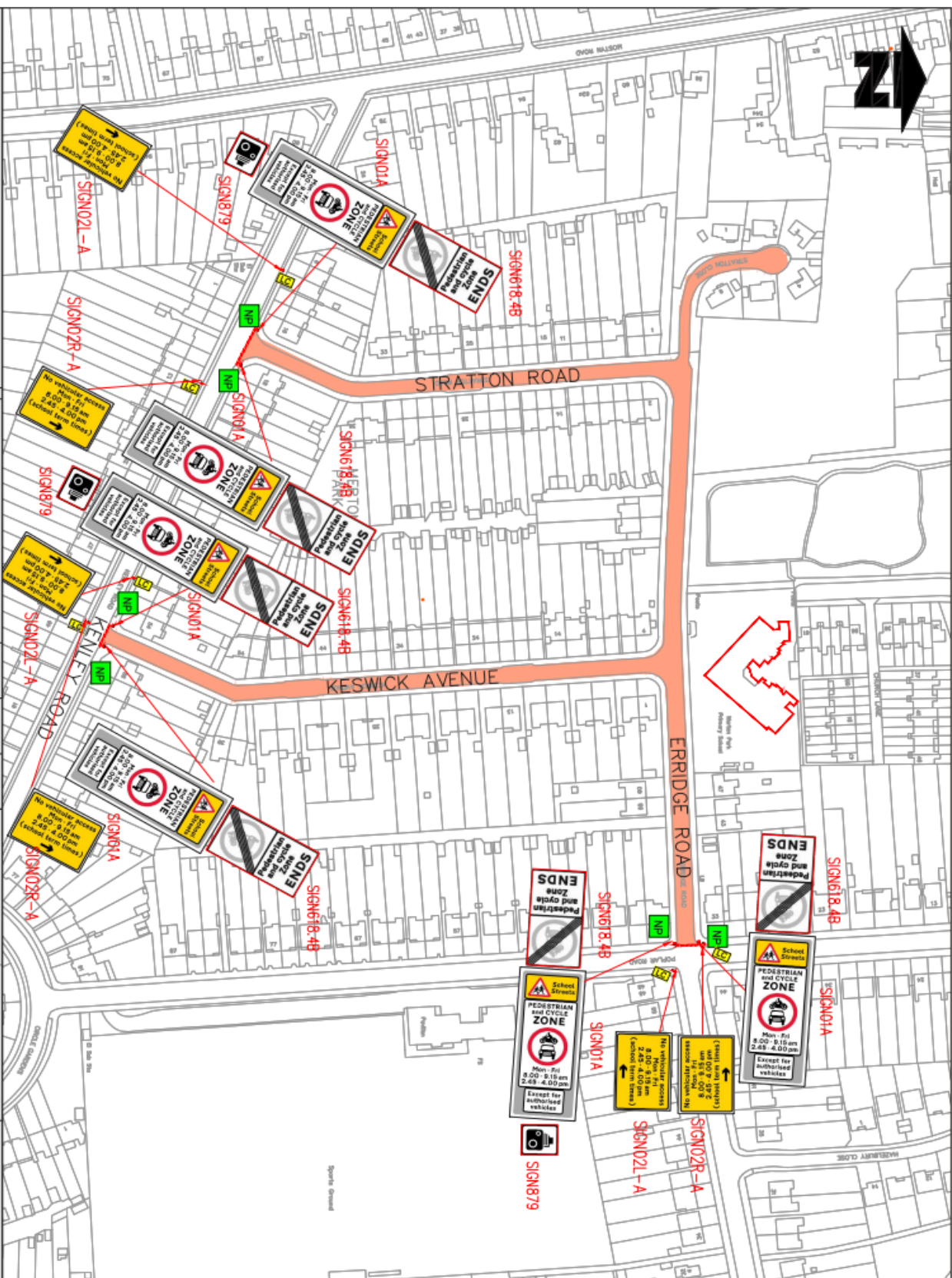
**Councillor** Peter Southgate  
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#### **Cabinet Member for Regeneration, Housing and Transport.**

Cllr Martin Whelton  
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**School Streets**

**PEDESTRIAN and CYCLE ZONE**

**Mon - Fri**  
8.00 - 9.15am  
2.45 - 4.00pm

**Except for authorised vehicles**

- KEY**
- EX LAMP COLUMN
  - EX SIGN POST
  - NEW SIGN POST
  - NEW SIGN
  - EX TREE

- NOTES**
1. ALL POSTS FOR SIGN REFS SIGN01\* TO BE 80MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
  2. ALL POSTS FOR SIGN REFS SIGN02\* TO BE 70MM DIA, GALVANISED, 3.2MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
  3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

**Sustainable Communities**  
environment & regeneration

FUTURE MERTON

DATE	NO	BY	REVISION

PROJECT: **SCHOOL STREET**

TITLE: **RESTRICTED ACCESS MERTON PARK**

**merton**  
Merton Civic Centre  
Merton Street  
SMM SOX  
www.merton.gov.uk

Contract No: Z80-100-127

Contract: A

CONSTRUCTION

NTS



Road name	Views	REPRESENTATIONS FROM WITHIN THE NEWSLETTER POSTAL AREA
Church Lane 6325287	AGREE	I have followed this link to find out which roads you are proposing but am surprised to find no maps or lists at all. In general I agree with the concept of reducing emissions close to schools but wish to see the detail.
Church Lane 6345552	AGREE	The scheme seems to be working as far as parents are concerned, but we see a lot of delivery vans, builders trucks and even bin lorry collections to the school (Suez, Veolia, etc) during the restricted times. I just wonder how this is, can't imagine they have exemption permits (?). If they do not have the permits, are they fined?
Church Lane 6325035	AGREE	Great idea for safety of children and less car emissions, BUT it needs to be enforced! Not happening in Church Lane. I see parents dropping off children everyday!
Keswick Avenue 6345861	AGREE	Temporary access for tradesmen, builders etc. is required
Church Lane 6323004	UNSURE	I'm agnostic about the scheme but what I really don't like is the huge signs you put up. So to improve a conservation area you damage a conservation area. For example right by the war memorial in church Lane, ruining the view which has hardly changed in 100 years.
Church Lane 6323432	DISAGREE	Thanks for trying to make the area nicer. But I don't think this scheme has succeeded. It just pushes traffic one street further out and inconveniences a different grouping. And the large signs are very unsightly and spoil the conservation area.
Church Lane 6318267	DISAGREE	---
Erridge Road 6345060	DISAGREE	Many parents may have to use their cars to drop children off at school and then go on to work. Also, some parents may have children at more than one school. This is an unreasonable restriction on their ability to live their lives in an efficient and convenient way
Keswick Avenue 6345898	DISAGREE	Unnecessary and excessive restrictions in streets that are not adversely affected by school traffic as not in a congested area.
Keswick Avenue 6345904	DISAGREE	The scheme encourages schoolchildren and parents to walk in the road which is dangerous and is the opposite to its intention. Children are supposed to be taught the Highway Code not to ignore it. Evidence is there for all to see. Parents park further away causing issues elsewhere. It prevents service providers to the affected roads from providing their services without without being fined. Environmental impact neutral. Learner drivers turn up in greater numbers at other times. Increases admin for the council and the residents. Increasing costs for all concerned. The reasons for implementing it were not based on any factual data. Of the five local schools two have no scheme, one has half a scheme (Rutlish) and Merton Park, one of the ones that does, had no previous issues anyway. Whereas the other three do but for reasons not divulged are either not included or partially included. Try driving around Rutlish School in Mostyn Rd. Why are older children being driven to that school anyway? In my view the scheme for MertonPark is pointless and actually dangerous.
Keswick Avenue 6346457	DISAGREE	This particular scheme has been introduced in the absence of any baseline monitoring which means it will be impossible to assess any positive impacts. Merton Park School is comparatively small and most of the children are drawn from a small catchment area (536m in 2021). This means the number of children travelling to school by car is minimal. The impact on residents meanwhile is significant and has not been quantified. As a resident we are unable to go about normal business for about 25% of the working day. Whilst we can apply for exemptions this is not the case for visitors; especially if they are less able to walk. In addition, we have found the impact on trades people and the ability to receive deliveries restrictive. Safety was a stated aim; however do comparatively young children recognise the boundaries between a school street and a non-school street and change their behaviour accordingly? The pavements around Merton Park continue to be in a very poor state of repair. This has been the case for many years. If you wish to encourage active travel this would be a much higher priority. Another aim of the scheme was to reduce pollution; however without measurements how do we know there has been any significant impact? We understand air pollution is a priority for the council however the most recent report published by DEFRA in September 2020 shows the levels of most atmospheric pollutants have continued to decline. One exception is particulates where reductions from many sources including motor vehicles and industry have been offset by a recent rise in emissions from residential wood burning stoves. It would seem the council would be better placed to direct their scarce resources to target this source of pollution. Overall, we believe the scheme creates significant administration for the council and inconvenience for residents which is not justified when considered against the minimal positive impact.

Stratton Road 6309291	DISAGREE	I do not see the need at Merton park primary. There is no traffic issue. It is a local school . Also I do not think this consultation period is valid because covid has meant we are not going out so we have not had visitors. I did use an Electrician in an emergency and had to change the time due to the restrictions - this was very inconvenient. I think once lock down is lifted this restriction is going to be very distributive
Stratton Road 6309412	DISAGREE	The scheme unfairly targets the lives of residents who are not the cause of the problem. This is an unfair restriction on the lives of residents and family, friends and contractors. It is an unfair restriction on freedom of movement. The solution should target the culprits directly - parents who drive - such as cameras on Erridge road which can capture perpetrators regularly dropping off children at drop off and pick up times. After COVID and beyond how can family and visitors guarantee they arrive at the 'right' time if they are caught in traffic elsewhere? What do they do if they arrive at the wrong time - drive around for an hour ? This will have a disproportionate impact on contractors at a crucial time for the economy ? Local residents should at the very least be able to easily register contractors and visitors for exemption at no cost and up to 48 hours afterwards.
Stratton Road 6309275	DISAGREE	These restrictions will cause massive problems for myself, my family, friends, local and national businesses. Before lockdown, when I thought the driving restrictions were in place, I needed a man and van to drop some furniture off and a handyman to do some repairs. It was unfortunate that I couldn't employ one of them as he looks after his daughter at 4pm. My gardener arrives at 3.45pm due to other commitments, I'll have to pay him for 15 mins extra (which he won't accept) and lose an excellent worker. My carpet fitter was rude to me as he had to work out an entire new route for the day, due to the cameras. He arrived early and rushed his work to leave before the camera deadline. Not good. Another of my contractors is no longer interested in working here because he normally finishes work before 4pm and could easily work somewhere else without the hassle of a potential fine or being "locked in" the street. As a female often on my own, I don't want strange men hanging around. Workmen already have issues parking on our street, this is an additional burden. I envisage trouble with builders if they are delayed and get a fine, they will demand that I pay their fines. It will be really awkward to tell my family and friends that they will need to arrive and leave/wait for a particular time, especially those not used to them. It will be very bad for the sole traders struggling to make a living and the supermarkets, Amazon etc will pass their fines onto us, their customers, which will impact everyone. I feel very enclosed and will have to plan my day around visitors and those cameras, very stressful. They are counterproductive as people will have to drive further, use more fuel to avoid them (as there are loads around) and keep their car engines running in the traffic on main roads for longer. These cameras are extremely inconvenient and damaging to the environment. New signs are very unsightly, a waste of natural resources, not eco -friendly, using up a finite supply of meta
Stratton Road 6346485	DISAGREE	Not a busy street this seems a scheme to profit from tradesmen and couriers
Stratton Road 6309308	DISAGREE	The ability to have people who don't reside in our area move freely in and out of these roads is paramount at a time like this. Venerable people rely on delivery's and help from others, to impede this further is just wrong. Delivery drivers won't care. If they see "no access between x and x, then say good bye to your parcel/delivery, they won't even bother coming back. Our post arrives within the afternoon slot to which the cameras are active. This poses a massive hindrance. Merton park primary is a tiny school with very little traffic. I would understand the proposals reasoning if it were a large school, but this whole thing is a huge waste of tax payers money. It doesn't help us at all, it causes stress, and will just pose more issues for us down the line. It is simply a money maker designed to help "congestion" which there was none of to start with.... I am strongly against this proposal and hope that it is scrapped.
Stratton Road 6309543	DISAGREE	Living in the restricted street, it has been very inconvenient that we are not able to register another vehicle for exemption, for someone who does not live at our address. My mother comes to our house to help with childcare, as part of our childcare bubble, for our 3 children and she is not able to collect my 8 year old son from school and take him to any after school activity in her car, due to the restrictions on our road. This means that I have to rearrange my work schedule to work around the restrictions, which is not always possible.
Stratton Road 6309494	DISAGREE	It seems to target residents who aren't part of the perceived issue
Stratton Road 6309661	DISAGREE	I cannot see the need to reduce traffic around Merton Park school because it is not a problem needing addressing, but it does negatively impact residents as far as having visitors come and go.

**REPRESENTATIONS FROM OUTSIDE THE NEWSLETTER POSTAL AREA**

Charminster Avenue 6325021	AGREE	Not only is the area used extensively by people dropping off and collecting children, but driving schools come from across London and Surrey to practice, reversing around corners, parking and three/five point turns, next to the school and some men just park and watch the children play.
Charnwood Avenue 6258401	AGREE	It seems that the restrictions are currently not being complied with as I have seen cars entering the road during restricted hours.
Circle Gardens 6343103	AGREE	I am a local resident and live on a street that is near (but not inside) the restricted zone. I walk my child to school each morning along the school street - since the trial began the street is so much safer and quieter. It feels like the air is much cleaner and there are noticeably fewer van drivers speeding around. It is worth noting that there is an increase in congestion at the end of each school street, where parents park for drop off.
Crown Lane 6310505	AGREE	I broadly agree but have been dismayed by the lack of warning. I do not live on this street, but on the corner with crown lane. We do not have parking on our street or property, so our designated parking zone is MP4, including poplar road south. We were not informed about the scheme, and I was shocked to arrive one day to see the signs. I still am uncertain what access I am permitted, and this causes uneasiness and stress. I do believe that these schemes do need to give equal weighing to residents rights, otherwise I will not support the measures. I also note the rules are frequently broken. And that the street is much more peaceful as a result; the latter has been a positive outcome.
Daybrook Road 6348174	AGREE	I strongly support the school street at Merton Park Primary. School streets are so important in reducing road danger to children, improving air quality and enabling walking, cycling and scooting. Most importantly, they reduce motor vehicle usage, an important part of addressing the climate emergency, as well as lowering pollution near the school, and reducing congestion.
Kingston Road 6302251	AGREE	---
Mostyn Road 6314619	AGREE	Very supportive but more needs to be done to limit driving lessons during these hours too
Mostyn Road 6337935	AGREE	---
Poplar Road 6309323	AGREE	Please note access still required for properties on Poplar Road to access parking via back lane on Erridge Road during these times. Agree only if Poplar Road residents can still have access.
Poplar Road 6320982	AGREE	As a parent of children at the school, I can say that our experience with the vehicular restrictions so far have been very positive. I feel so much safer walking my children to and from school without worrying about cars speeding along Erridge Road as we try to cross it. I hope that this restriction is made permanent, as it really is working and the children are undoubtedly safer.
Poplar Road 6304401	AGREE	I am disappointed that as a resident less than 10 metres from the zone, I was not notified of this consultation. I live just outside the restricted zone. Following its introduction, I have seen several incidents of drivers parking dangerously on the corner of Poplar Road and Erridge Road. This is dangerous for the many children who have to cross the road. Previously, drivers were able to park safely along a quiet stretch of Erridge Road (by the church yard) which has few parked cars. Whilst school streets are a sensible idea, I do not consider that the introduction of one was necessary for Merton Park Primary School as few children are driven to or from the school. The large yellow signs identifying the school zone are a blight on an attractive street just outside of a conservation zone. The poles to which they are attached provide yet another incumbrance to pedestrians at a fairly busy crossing point when the school is opening and closing.
Raleigh Road 6330899	AGREE	There could and should be more indications (road surface, etc) that this area is a school zone
Tolverne Road 6347063	AGREE	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Merton Park Primary. 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 - 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.

		- 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 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
Aylward Road 6325280	DISAGREE	Merton Park is one of very few schools that actually has parking spaces available for parents to park along Erridge Road and is a one-form entry with fewer pupils. The restricted motorised vehicular access is extremely difficult for tradesmen to work at properties within the identified roads. They either have to get to the property very early, arrive after 9.00 and leave before 2.30 or stay until 4pm - try arranging that with the gas man :) This is confounded by permit parking and the only parking places with meters are in Erridge Road which are inaccessible during the restricted access times.
Kenley Road 6325187	DISAGREE	I live directly opposite stratton road and we have noticed that parents are parking at the end of Poplar Road by Old Ruts and beyond and just walking round the corner. The children are pottering about in the road and the parents seem oblivious to what the children are doing as they stand and chat. My husband cycles past every morning and has to weave between the groups. Children are still being driven to school, not adhering to basic road sense and traffic is backed up in Poplar Road and Erridge Road. As carer for my father in Dorset Road it is also inconvenient as the restrictions are precisely when I need to travel through Stratton Road and Erridge and, after twenty-six years, its a worry that I might mis-time the usage of this more direct route to pick him up for his bi-weekly doctors appointments and incur a fine. Also, as egress is apparently allowed from the zone during the restricted times and the amount of vans thundering down past the school I await an accident with the unprepared children milling in the street.
Poplar Road 6344221	DISAGREE	Our home is very close to the corner of Poplar Road and Erridge Road. Traffic flow there previous to the School Streets experiment was quiet to moderate at certain times of the day ie mornings and early evenings. Since the trial implementation of the scheme began, traffic at the beginning and end of the school day has been very heavy with - 1. vehicles parking along both sides of the road often across driveways, making it very difficult or even dangerous to leave ones own home by car at these times 2. cars parked right on the junction - making it very dangerous for pedestrians, parents and children, trying to cross there.
Poplar Road 6343543	DISAGREE	This scheme appears to be solving a problem that doesn't exist, and creating other parking issues in surrounding roads.
Poplar Road 6318153	DISAGREE	I do not agree with the current/proposed restrictions on vehicular access. Roads are at all times for both vehicles and competent cyclists, not for young children who should always be taught to be careful of all roads. Most families have always walked their children to Merton Park primary school. The current restrictions are not affecting those families that will insist on driving their children to school as they now drop off/collect their children at the edge of the restricted zone at road junctions in Poplar and Kenley roads, making these junctions more congested at the beginning/end of the school day, and this will only worsen once the pandemic wanes and schools fully re-open. Erridge Road and Church Lane are pretty safe exits/entrances for the primary school as it is - my children were schooled there and I have passed the school almost every day for over 30 years, so as a resident of Merton Park, I have a good idea of what the situation is.
Poplar Road 6330808	DISAGREE	This restriction is completely unacceptable for the impact it has on the residents, we pay our council tax but now can't have family/friends stay over as they would now not be able to leave or return to the house in their own cars in the restricted times, also we can't have friends or deliveries/taxi's arrive in these times. This has not been thought out properly and put in place without any real need. I feel this has impacted on my human rights to freely leave and return to my own house. I look forward to this scheme being scrapped as soon as it can be. Please let me know when this will happen.
Stratton Close 6345033	DISAGREE	The scheme is a good idea but unfortunately in practice it is very restrictive for residents: - you can only register one car per household - guests and deliveries can easily be caught and faced with a hefty fine. This deters drivers from making deliveries - The signs are easy to miss and applicable times are confusing eg it is not clear the restrictions apply only if the school is in operation - Unclear whether the cameras are working - none visible On balance with the 20mph limit in place and parking restrictions around the perimeter of the school to mitigate traffic accidents I don't think the scheme works and it makes residents resentful.
Stratton Close 6345421	DISAGREE	Seems complete overkill to restrict traffic for this area as there is no significant road traffic increase at school drop off or pick up times as the school has such a small catchment area such a vast number of parents walk to school. But the restrictions to the visitors and delivery to residents of the area is significant. What studies have been done on the volume of road traffic prior to the road restriction being put in place?

Stratton Close 6303349	DISAGREE	I strongly object to these proposals. There was never a severe traffic problem in the first place and - based on experience of the implementation so far - any traffic has simply moved to Poplar Rd and Kenley Rd as the new drop off point. On the other hand Residents within the zone have experienced problems with essential deliveries and visits. I know first hand that this has affected the elderly and vulnerable.
Stratton Close 6348209	DISAGREE	The implementation of these restrictions has caused unsurmountable problems for our household. In particular organising essential deliveries, carers visits, travel for hospital appointments and tradespersons needing access for essential property repairs. On many occasions it has not been possible to schedule specific time slots to avoid these time periods which has caused us extreme distress.
Stratton Close 6345659	DISAGREE	What about deliveries from supermarkets, courier services, mini-cabs, taxis, workmen, visitors from far afield etc. Will they all be fined if they arrive at the wrong time ? It is too restrictive, people who live in the surrounding streets have a different needs. Nobody can plan deliveries and visitors around the restricted times. Access should always be permitted. Through traffic, however, could be restricted, if at all possible.
Stratton Close 6336946	DISAGREE	All this does is push back the traffic to the points just before entering the restricted zone. This is an issue that should be tackled at source - schools need to speak to parents and provide a framework for car-sharing or similar scheme, encourage walking and discourage driving a huge 4x4 to drop off one child. Also if people have carers they can not visit in the restricted times - let alone regular deliveries, taxi's etc; this disadvantages local residents greatly and is unfair.
Stratton Close 6345042	DISAGREE	---

## 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, 1<sup>st</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy and Electoral Services on

020 8545 3409