

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



**Democracy Services
London Borough of Merton
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Date: 27 January 2022

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 – Holy Trinity C of E Primary school**

and will be implemented at **noon on Tuesday 1 February 2022** 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- Holy Trinity C of E 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

26 January, 2022

Date report made available to decision maker

21st January 2022

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– 8.45am and 2.45 – 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

Martin Whelton

Cllr Martin Whelton

Cabinet member for housing, regeneration, and the climate emergency

26 February, 2022

Committee: Cabinet Member Report

Date: 21st January 2022

Agenda item: N/A

Wards: Trinity

Subject: School Streets – EMTO results- Holy Trinity C of E 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

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
Holy Trinity primary	Effra Rd (between Evelyn Rd & Trinity Rd) Faraday Rd (between Evelyn Rd & Trinity Rd)	8.00 – 9.15am 2.30 - 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 – 8.45am and 2.45– 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. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seeks approval to undertake a statutory consultation to change the hours of operation to 8.00 – 8.45am and 2.45– 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

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. Cabinet Member decision was made to implement the school street programme 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 behaviour, any survey at the time would not have yielded a true reflection of normal traffic pattern.

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 entry of motorised traffic into restricted roads 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
Holy Trinity primary	Effra Rd (between Evelyn Rd & Trinity Rd) Faraday Rd (between Evelyn Rd & Trinity Rd)	8.00 – 9.15am 2.30 - 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 at least 15 minutes. However, since then, feedback and observations have revealed that across the board many parents are arriving just prior to the restricted times.

3.3 During these periods, the roads as set out within the above table is 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 in 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 29th September 2020 and concluded on 31st July 2021. Newsletters were delivered to all those properties directly affected (see plan in appendix 1). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan 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 \(merton.gov.uk\)](https://www.merton.gov.uk/news/2020/12/16/introducing-new-school-streets-2020). 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.
- 4.4 The statutory consultation resulted in 8 representations from within the newsletter postal area, of which 2 are in support and 6 objections. In percentage terms, only 4.6% have objected from within the newsletter postal. Additionally there are 15 representations from outside the newsletter postal area, of which 6 are in support and 9 object to the scheme.
- 4.4.1 All representations are detailed in Appendix 2. In response to some of the points raised by the objectors:-
- All the residents within the affected roads were sent a newsletter regarding the scheme and all available information was also available on the website. They were also sent a separate letter regarding the exemption process.
 - In addition to all the legally required signs at every entry points, there are advance signs on each approach.
 - All the signs were in place several months prior to the installation of the ANPR cameras and they are operational during the restrictions only.
 - The restrictions were based on the hours provided by the school, which at the time were operating staggered hours. Additional time was added to the school's core hours to capture those parents who arrive early for pick up attempting to avoid the restrictions .
 - With regards to exemptions, every attempt is made to accommodate the residents but it would not be possible to reduce volume of traffic by accommodating every scenario.
- 4.5 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. With less than 5% of directly affected residents objecting to the scheme, it can be concluded that the majority of the residents have chosen not object to the scheme.
- 4.6 One of the objectives 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 behaviour of parents and motorists in general. A school street can be an effective method of bringing about this change.

- 4.7 It is appreciated that some parents continue to resist the change and have found their way into neighbouring roads or else / and stop on the boundary of the restrictions causing a nuisance. Since this area is subject to a CPZ and parking without a permit is not permitted and illegal; this behavior can be addressed through parking 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 more difficult and congested areas. With continued enforcement, it is considered that there will be a change in behaviour albeit at a slower pace than expected.
- 4.7.1 Wimbledon has excellent public transport links and therefore parents and visitors should be discouraged to use private motorised vehicles. A combination of School Street enforcement and parking enforcement should encourage a change in behavior and attitude. This school is within a short walking distance to the town center and those parents and visitors who insist on driving do not need to enter the school street as they can park in the various car parks.
- 4.8 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 additional periods to capture the many parents who arrive early particularly during afternoon pick up periods.
- 4.9 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.
- 4.9.1 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.
- 4.10 All those 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 behaviour. 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 and household emergencies. In terms of neighbouring roads, Parking Services will pay additional attention in this area to address displacement.
- 4.11 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.

- 4.12 The school street restrictions do not prevent residents from accessing their homes, and the system makes provision for exemptions under certain circumstances. Anyone within the restricted road can leave at any time. The contravention is for entering the road. 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. If the scheme becomes permanent, a newsletter detailing these points will be sent to all the residents.
- 4.13 All statutory bodies have been consulted and no objections have been raised.
- 4.14 All 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.

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 the majority of those directly affected have chosen not to object, it is recommended that the permanent Order is made to retain the school street.
- 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 it is believed to be the right step toward changing behaviour 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 roads as well as reduced traffic in general; after all if parents or other visitors are discouraged from driving particularly during the peak periods, there will be reduced traffic on route to and from the restricted roads.
- 5.3 To reflect the change in the school's hours, it is recommended that a statutory consultation is undertaken to change the existing restricted hours to 8.00 – 8.45am and 2.45– 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 change 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 programmes.

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 pupils, 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

Holy Trinity 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.

TRINITY WARD COUNCILLORS

Councillor James Holmes
Phone - 0208 545 3396
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Councillor Paul Kohler
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Councillor Hayley Ormrod
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Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton
Phone: 020 8545 3425
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NOTES

1. ALL POSTS FOR SIGN BETS SIGN01* TO BE 89MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
2. ALL POSTS FOR SIGN BETS SIGN02* TO BE 79MM DIA, GALVANISED, 3.2MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

KEY







School Streets and Cycle ZONE

Mon - Fri
8.00 - 9.15 am
2.30 - 4.00 pm

Except for authorised vehicles

Do not remove from this drawing											
 <p>Sustainable Communities CONSTRUCTION & OPERATIONS</p> <p>FUTURE MERTON</p>											
<p>PROJECT: SCHOOL STREET</p> <p>TITLE: RESTRICTED ACCESS HOLY TRINITY</p>		<p>Revision No. 1</p> <p>Author: MERTON</p> <p>Checked: MERTON</p> <p>Approved: MERTON</p>									
 <p>Merton Council Merton City Centre Merton Survey SMA 52XV</p>		<p>Project No. Z01-100-105</p> <p>Phase: A</p> <p>Contract: CONSTRUCTION</p>									

Representations from within newsletter catchment area

Effra Road 6325036	Agree	It protects children going to school. I am very pleased that the council has taken this action.
Effra Road 6313119	Agree	We live opposite Holy Trinity, and our son goes to nursery there. It's made a big difference to us feeling confident that there's much less traffic about while the children mill about on the street outside waiting for the gate to open. Parking near our house is now easier - previously this was sometimes difficult if arriving back near school collection time. I had worried the scheme would be a problem for deliveries, but that fear hasn't materialised, so I'd be supportive of it being made permanent.
Effra Road 6286280	Disagree	Firstly , the hours of restriction seem inappropriate. Most of the morning traffic on Effra Road (we live opposite the school gate) is parents dropping children off between 7.30 and 7.45 for breakfast clubs. Surely you know this already ? By 9 am all children are in school. But you restrict car access from 8.00am to 9.15am. The scheme starts too late , and finishes too late. The parents that were driving children to school before the scheme was introduced are still driving their children to school now. The hours set seem designed to enable that peak of car travel to continue unchanged. The 8.45 to 9.15 closure is an inconvenience to those of us that need to have anyone visit them (for house repairs, quotes, deliveries) before they leave for work in the morning. Nobody in our house has ever owned a car , but we do go to work . When we need to meet workman and others at home we need to meet them before we leave for work . That is now impossible , because the only exemptions are for residents' own vehicles . We do not to understand the logic of 8am to 9.15 for a school that admits pupils from 7.45 to 8.45 in the morning. In short it seems designed to assist the main category of car users (parents) and inconvenience residents that go to work. Second comment , I am not pro car (far from it) , I accept cars cause huge amounts of pollution and congestion in London. But closing 100metres of Effra Road for a couple of hours a day seems pointless. A sticking plaster on a gaping wound. The bureaucracy and inconvenience involved is surely out of all proportion to any benefit. The entire project seems superficial. Third point ; CCTV . Along with many other people we find council CCTV an unwanted intrusion. Where are the cameras required for this Holy Trinity School Streets Scheme ? are they only switched on during the term time hours of 8am to 9.15am and 2.45 to 4pm ? Are they fixed on the road at number plate level ?
Faraday Road 6342314	Disagree	There is apparently no provision made in 'school streets' for access for builders and associated tradesmen. We are planning some work on our home, but builders have told us that they don't want to take on a job at an address where access to the road is limited/constrained. They cannot commit, for multiple reasons including traffic flow (as you can imagine), to being already on site by 8am, not to have deliveries before 8.45am and not to leave the site during the afternoon restricted access period. The Council needs an exemption system for vehicles of this nature, based on the knowledge that work is going on at a particular address, and not on vehicle number plates which would be unmanageable. I should be grateful for a response, please, as to how this profound problem will be resolved. As a general comment, children's lungs are not going to be much helped by the final 100 yards of their journey to school being free of traffic. But planting more trees and shrubs around schools does have a positive effect, not least as in Faraday Road the playground borders the road. Local residents, however, are seriously impacted, in terms of tradesmen (as in this case) and deliveries. Please think again.

Faraday Road 6340453	Disagree	I agree with having restrictions in place that allow children and parents to safely go to school and create incentives for walking. However, the scheme as it is now is very constraining for residents. In our household, we do not have a car and rely on deliveries. More often than not we cannot choose the delivery time. If a delivery happens to arrive during the restricted hours (which is quite frequently the case, as the restriction cover 3 out for the ordinary 9 business hours), they turn around and come back at some other time, often charging us for re delivery. This is neither eco-friendly nor convenient for us residents and ultimately it will push many people to buy / use their own cars. I believe that an exception should be made for deliveries, or at least for those deliveries where it is not possible to choose precise time slots.
Faraday Road 6288284	Disagree	I own and let a flat on Faraday Road and I am encountering numerous problems due to the school street restrictions that have recently been put in place. I cannot get trades people to come and do maintenance work on my property due to the restrictions. Generally builders will turn up at between 8-9am and leave anytime between 3-4pm. These restrictions mean the builders cannot drive down the road at these times and it's really debilitating with me getting trades men to agree to the work as they would rather do a job elsewhere where they don't have the restrictions. Builders need to come and go freely as they may need to 'pop out' for materials during a job they are completing. I desperately need to get someone to attend to some damp work and no-one will come due too these restrictions. If I can't get the work done my tenant will move out. I also need to get a gas safety certificate done on the property and again have been given a time slot of between 8-1pm, the engineers won't give a definitive time and so again they are refusing to come. My tenant has also complained as delivery drivers always give a slot of 8-6pm and they are being charged extra for deliveries to specify a time. Why should they be out of pocket for something the council is wanting to enforce when there are clearly alternative solutions to reducing the traffic flow? I have concerns also around the saleability and rentability of the property as these restrictions will hamper this as no one will want to buy or rent a house on a road with such penal restrictions. This is a massive concern to me. I vehemently disagree with these restrictions as they are clearly in place to 'line the councils pockets', when a barrier at one end of the street, as you have done at a Hardy Road and others in Wimbledon, would reduce the thoroughfare of traffic and in turn the pollution. I suggest this is considered as a more viable solution for all residents and that the existing restrictions are removed.
Faraday Road 6342911	Disagree	1. There should have been greater warnings. The communication from the council has been shocking. The signage has been very poor and rather than sending fines, this should have started with warnings. This would have enabled residents to acclimatise to changes in road usage, for which residents have become accustomed to for many years. Any fine paid to date should be subsequently retracted with penalties only starting at some point in the future. 2. There seems little reason for the vehicle ban to last for such a prolonged period of time in the day. This should be shortened significantly to more accurately reflect the starting and ending of the school day. 3. What evidence do you have to suggest that this scheme has improved safety? Have there been accidents involving children during the allotted period? 4. What evidence do you have that this scheme reduces carbon exposure? For instance, cars are free to drive along the roads during play and lunch time, which presumably impacts a child's lungs significantly more than a short period at the start and end of the school day?
Effra Road 6262911	Disagree	I've already had problems getting a roofer to fix my roof. My understanding is they either come before 8 or after 9.30/ This caused problems for all of us. I had to take time off work - my employer wasn't happy. The roofer had to arrive later than necessary - problematic during the winter. I think it will affect tradespeople at a time when we should be encouraging the economy. The main issues with traffic come from parents dropping children off in cars.

Representations from outside newsletter catchment area

Clarence Road 6325214	Agree	This is a great scheme. School drop off / pick up is a lot more pleasant and I feel a lot safer letting my youngest walk to school on her own.
Cromwell Road 6338514	Agree	No comments provided
Florence Road 6347883	Agree	The current scheme does not increase traffic in any way on the neighbouring roads and I think these schemes are very important to encourage parents and children to walk and cycle to school
Evelyn Road 6324375	Agree	I would prefer it to be part of a broader low traffic neighbourhood. People do still drive but park on Dudley and trinity roads. So while it's good that the children have safer and cleaner school streets, they aren't doing much active travel and their car is still on the roads. But it's a start which is good. Another critical issue tho is that parents still don't feel the streets are safe enough to let their kids cycle or even to cycle themselves. The new wands on some streets are great but not nearly enough. I now cycle in Merton but most people I know are still too scared.
Ridley Road 6262415	Agree	Please ensure you have enough officers (or someone in uniform to educate encourage and enforce, especially at the outset
Tolverne Road 6347062	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Holy Trinity. 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. 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.
Florence Road 6261908	Disagree	This is a bad idea. It will force traffic onto neighbouring roads which are already busy enough.
South Park Road 6263172	Disagree	This closure will result in more traffic cutting down the adjoining Haydon's Road to Trinity Road rat-run roads. South Park Road has become a highway from 6.45am onwards every Mon to Friday morning due to the increased knock-on traffic travelling north on Haydon's Road (as a result of the bike lane on the A24), with constant road anger when these cars get held up, because it is a residential road with few passing places. This is not a comprehensive plan for the South Park area.
Leeward Gardens 6329775	Disagree	Totally unnecessary around Holy Trinity school as there's so little traffic anyway and it would be a great inconvenience to parents and grandparents like ourselves. Also, this type of scheme simply moves problems elsewhere and makes life more difficult for a greater number of people. It causes more problems than it solves.
Evelyn Road 6262730	Disagree	I do not see any point in this scheme. If you want parents and carers to walk/scoot to school, it is the school's responsibility to encourage that. The scheme penalises the residents in surrounding areas due to diverted traffic and parking. Children who don't live within walking distance should not have been offered school places from the first place. If they move to another area, they should move school too, rather than reserving guaranteed sibling places over local children who actually need those places. I have no personal interests on this matter as my child attends a private school. I just think it's absurd.

Evelyn Road 6262076	Disagree	Disagree I feel that for the scheme to work it can't simply look at the school street, it should look at the impact on roads around. Personally I'm affected by the impact on Evelyn road, situated between two schools and now a cut through to avoid the "school street" closure. Traffic needs to be monitored here to base this decision on the data
Evelyn Road 6324982	Disagree	The closing of streets around schools lead to parents dropping off in surrounding streets, leading to blocked streets there, to the nuisance of local residents
Birbeck Road 6282021	Disagree	I really cannot see the point other than to catch people out and raise money. These roads have never had a problem and my son went to holy trinity. We already pay enough for people to visit without trying to catch them out to fine them. Merton should be ashamed of themselves. People are isolated enough with lack of work this action is unbelievable
Clarence Road 6296932	Disagree	I have objections to the re direction of vehicles in the adjacent road network caused by timed partial NO ENTRY signage erected on Effra and Faraday roads. Firstly, was there any prior "traffic survey" compiled to evaluate traffic movements in the "school roads of Effra and Faraday? Together with those of Clarence and Evelyn, to evaluate the consequences of timed partial road closures Secondly the noticeable INCREASED TRAFFIC flow down Clarence around 8/9am and 3/4pm, results in increased noise, pollution and safety issues. Thirdly, the volume of vehicles contesting Trinity road around the junctions of Effra, Clarence, Faraday and Dudley at drop off and pick up times has significantly increased, Trinity road which has traffic calming measures together with pedestrian crossing is a busy carriageway at peak times, this is an frequently used high speed police vehicle route together with a main Fire tender route from the station on nearby Kingston road. The random parking of vehicles on such a busy route dropping off / picking up children in these circumstances is a safety issue. Fourthly, as a resident of Clarence road close to its junction with Trinity there is an increase in traffic flow in both directions on Clarence, due to the "No Entry" signs on Effra and Faraday roads. I fail to understand how the council consider the introduction of an experiment of this nature, increased traffic flow results in increased Exhaust emissions, safety and noise. If the council are serious about children being encouraged to walk or cycle to school then measures to limit the use of vehicles should be administered.
Trinity Road 6285938	Disagree	Fully understand the principle, but this has simply pushed the problem onto adjacent roads. The school time traffic on Trinity Road is considerable; it becomes a very busy main road so close to a park and a school. Local parking has also become problematic. Lots of cars parked for up to 30 mins in resident parking bays and even in a disabled space. Parents haven't changed their car use, they've simply parked further away. Perhaps they should have to pay for a parking permit that entitles them to 15 mins twice a day to park in appropriate parking bays. When some of us are looking at eye watering parking permit increases it's a slap in the face to see so many parents exploiting the system. If they can't walk to the school then they should pay for the privilege of driving to the school. The solution is to walk not drive

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