

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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**Date: 10 February 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- Hillcross C of E Primary School**

and will be implemented at **noon on Tuesday 15 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 – School Streets – EMTO results- Hillcross 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**

**9 February, 2022**

**Date report made available to decision maker**

09/02/ 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– 9.15am and 2.30 – 3.30 pm 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  
9 February, 2022

**Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.  
**IMPORTANT – this decision should not be implemented until the call-in period has elapsed.**

**Committee:** Cabinet Member Report

**Date:** 9<sup>th</sup> February 2022

**Agenda item:** N/A

**Wards:** Cannon Hill

**Subject:** School Streets – EMTO results- Hillcross 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](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.

<b>School</b>	<b>Restricted Roads</b>	<b>Restricted periods Mon-Fri Term times only</b>
Hillcross primary	Ashridge Way (between Leamington Ave & Hillcross Ave); Monkleigh Rd (between Hillcross ave & Northernhay Walk) Shaldon Drive (between Monkleigh Rd & Northernhay Walk) Woodland Way	8.00 – 9.15 am 2.30 - 4.00 pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.00 – 9.15 am and 2.30 – 3.30pm 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 – 9.15 am and 2.30 – 3.30pm 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. 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
Hillcross primary	Ashridge Way (between Leamington Ave & Hillcross Ave); Monkleigh Rd (between Hillcross ave & Northernhay Walk) Shaldon Drive (between Monkleigh Rd & Northernhay Walk) Woodland Way	8.00 – 9.15 am 2.30 - 4.00 pm

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 29<sup>th</sup> September 2020 and concluded on 31<sup>st</sup> 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/2020/09/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 20 representations from within the newsletter postal area, of which 8 are in support and 12 objections. In percentage terms, only 7.6% of those directly affected object to the scheme. Additionally there are 111 representations from outside the newsletter postal area, of which 18 are in support, 2 unsure and 91 object to the scheme. A number of objections are dealt with through the exemptions. There are some who object but have requested to be included. Some objections refer to yellow line restrictions and other somewhat unrelated comments.
- 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 were also available on the website. Residents were also sent a separate letter regarding the exemption process. If the school street is made permanent, further information on exemptions will be posted to all the affected residents so as to address some of the misunderstanding. The information is already available on the website.
  - In addition to all the legally required signs at every entry points, there are advance signs on each approach and if the school street is made permanent additional pictorial signs will be considered.
  - The restrictions were based on the hours provided by the school, with additional time added to the school's core hours to capture those parents who arrive early for drop off / 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 8% of directly affected residents objecting to the scheme, it can be concluded that the majority of the residents have chosen not to 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 only part of this area is subject to a CPZ, parking without a permit is not permitted and illegal, therefore this behavior can be addressed through parking enforcement. Those areas outside CPZ, only obstructive parking can be enforced. However, 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.
- 4.8 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 what 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 within the restricted roads.
- 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. One of the Ward Councilors made the following comments:

*There should have been earlier consultation with residents to identify issues in advance. For those who are disabled and rely on a taxis service to and from their properties a list of approved taxi services beforehand would have helped.*

*Lack of enforcement with ANPR cameras has encouraged continued parking on the designated school streets with those looking on seeing a school street failing.*

*As can be seen from the variety of comments following consultation, insufficient communication has been received by residents. There needs to be greater clarity communicated to residents for the reasons for school streets and co-benefits. Also, a clearer understanding of the restrictions and exemptions for those living on the school street. For example, school term times.*

*In association with school streets, I was/am disappointed that there was not greater encouragement from the school and Council to promote active travel at the same time with an eye on improved cycle infrastructure in the mix.*

*I am pleased to see the time restrictions are likely to be reduced which will enable those around the school roads improved access when traveling to work in the morning.*

#### Officer's comments

The level of engagement has been in line with adopted practice in that those directly affected were informed of the school street and were encouraged to respond to the statutory consultation. Although the Council would have preferred a longer leading time in delivering the school street programme and consider other possible improvements, regrettably the criteria and timetable was dictated by DfT / TfL and limited / restricted funding was only made available for school street within a very tight time frame.

Parking contraventions can only be enforced by enforcement officers being on site and cannot be enforced by ANPR cameras. Limited availability of personnel means that all schools are enforced



on a rota basis. Equally, due to limited funding, the number of ANPR cameras are limited and consequently they operate on a rotation system across some of the schools. However, should the school street become permanent, the Council will be considering additional ANPR cameras.

The Council cannot offer a list of approved taxis. The exemption process does facilitate the need for taxis.

The new proposed hours are in line with the school's am and pm hours and would be subject to a statutory consultation.

## **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 although it is acknowledged that a greater level of parking enforcement on the outskirts of the restrictions are required; 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 – 9.15 am and 2.30 – 3.30pm Mon-Fri term time only.

## **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 the permanent Traffic Management Order 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  
 Hillcross Primary school, Ashridge way



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.

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.

**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.

**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.

#### **CANNON HILL WARD COUNCILLORS**

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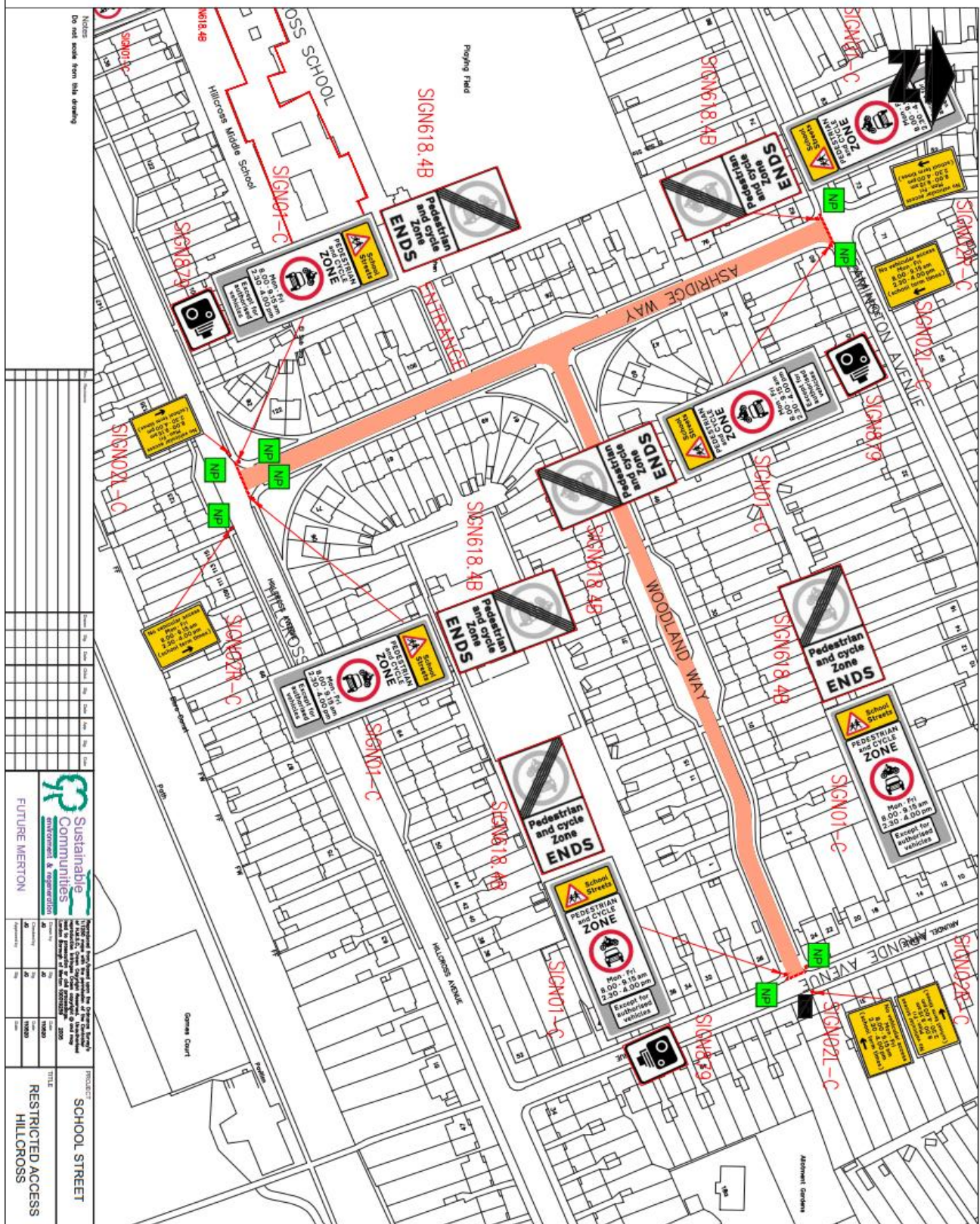
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#### **Cabinet Member for Regeneration, Housing and Transport.**

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Notes:  
Do not scale from this drawing

**Sustainable Communities**  
Environment & Regeneration  
FUTURE MERTON

Project No.	250-100-128
Client	Merton Council
Project Name	School Street Restricted Access Hillcross
Project Location	Hillcross Avenue, Hillcross, Merton, London SW19 1NU
Project Start	15/03/2024
Project End	31/03/2024
Project Status	Final Design
Project Manager	[Redacted]
Project Engineer	[Redacted]
Project Designer	[Redacted]
Project Checker	[Redacted]
Project Approver	[Redacted]

**PROJECT:** SCHOOL STREET RESTRICTED ACCESS HILLCROSS

**merton**  
Merton Civic Centre  
London Road  
Merton, Surrey  
SURREY  
CONSTRUCTION  
WWW.MERTON.COUNCIL.UK

**KEY**

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

- NOTES**
1. ALL POSTS FOR SIGN BEETS SIGN01\* TO BE 89MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
  2. ALL POSTS FOR SIGN BEETS 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.



## 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.



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.

#### CANNON HILL WARD COUNCILLORS

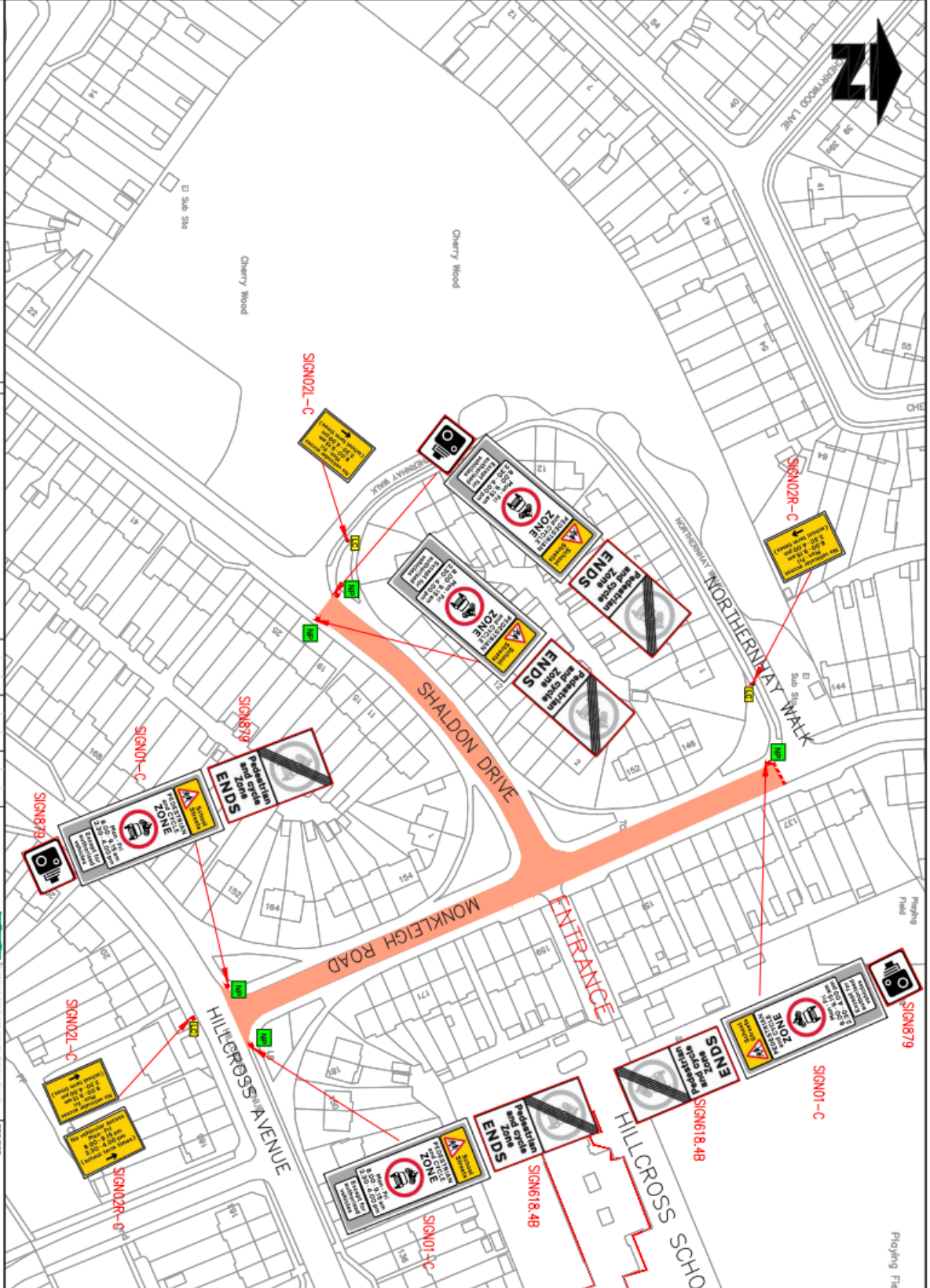
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#### Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton  
Phone: 020 8545 3425  
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**School Streets**





**PEDESTRIAN and CYCLE ZONE**

**Mon - Fri**  
8.00 - 9.15 am  
2.30 - 4.00 pm

**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 30MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
  2. ALL POSTS FOR SIGN REFS SIGN02\* TO BE 76MM DIA, GALVANISED, 3.2MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
  3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

 <p><b>Sustainable Communities</b> environment &amp; regeneration</p> <p>FUTURE MERTON</p>	<p>PROJECT: SCHOOL STREET</p> <p>TITLE: SCHOOL CLOSURES HILLCROSS-MONKLEIGH</p>	 <p>Merton Council Merton Civic Centre London Road Merton, S20 1JY www.merton.gov.uk</p>	<p>2500-100-130</p> <p>Authorisation: A</p> <p>CONSTRUCTION</p> <p>NTS</p>
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## Representations from WITHIN the Newsletter Postal Area

Monkleigh Road 6263218	AGREE	I live in the Monkleigh Road zone. I'm all for the aim of the scheme. It seems reasonable for kids to have safer streets and better air quality around the school. Only thing I have an issue with is having to restrict times that trades people and guests can come to mine. For example we've just had some carpet done - the company needed to park on my drive as had heavy carpet to carry in. If there was some system where I could put their number plate in as a visiting guest (and even pay a small fee) that would be great as it would make things v tricky otherwise and we'll end up paying in other ways. Hoping to get some more building work done soon, and telling them to come between certain hours is going to be very restrictive.
Monkleigh Road 6290391	AGREE	No comments provided
Monkleigh Road 6300306	AGREE	Whilst I agree with the school safety zones and limited access for vehicles, I do feel it is of detriments to local residents. We are unable to take deliveries or have family visit. The Council ought to have guest permits for residents which can be used as and when. 20 per year seems reasonable. In addition, residents should have the ability to make temporary changes to their permits. This week we have a courtesy car and now cannot leave our own drive during designated times. We wonder if this will impact the sale of our house when that time comes - very unfair on residents!
Monkleigh Road 6325209	AGREE	No comments provided
Shaldon Drive 6325954 6346378	AGREE	I think it is a good idea and has worked well so far.
Shaldon Drive 6325952	AGREE	As a resident living close-by, I wholeheartedly support the continuation of the school streets scheme. Weekdays from 8am were punctuated by the sounds of revving engines, harsh breaking and the sound of car horns- this is now replaced by the sounds of footsteps and quiet chatter between parents and children which has done so much to improve our quality of life. Whilst some parents do seem to arrive early to park up in Shaldon Drive, they generally park considerably with their engines off. This is in sharp contrast to the days prior to the school streets scheme when you could not be guaranteed that your driveway was clear to enter or leave your house, often with the driver nowhere to be seen.
Shaldon Drive 6325386	AGREE	Parents haven't taken notice of signs because there are no cameras. Still parking across drives, double yellows, engines left to run for at least 20 minutes. Waste of time and money.
Shaldon Drive 6270735 6325544	AGREE	<p>Please, please, please make this permanent. For those who live in the affected areas it has reduced traffic, noise, pollution and has made the roads safer. Other measures used beforehand did NOT work. This does and it's brilliant. The attitude of the parents was appalling and their parking dangerous - the majority just did not care. It is so nice now to come from a nightshift and park on my drive without a school parent parking there instead. PLEASE KEEP the restrictions. 100% in favour of them!</p> <p>-----</p> <p>Initially I was 100% in favour of the restrictions as it looked like the problems the children attending the school and the local residents would be answered. However, since installation the restrictions have never been enforced and now matters are as bad as they ever were. the parking is dangerous, inconsiderate, obstructive and the roads are still being used as a rat run. As far as I understand it the purpose of the Safer School Streets was to improve safety, active travel and air quality, and in response to Covid-19 pandemic, the Council intended to restrict motorised access in and out of the identified roads that accommodate 9school pedestrian gates during the morning school opening and afternoon school closing periods under an Experimental Traffic Management Order (ETMO). It was only when the school was</p>

		closed was air quality improved and that the local vicinity was safe. To enable a proper investigation to take place please can I urge the council to actively enforce it?! Only then will we be able to ascertain a true reflection of what the council was trying to achieve. It's not worked as it's not been enforced! Where are the cameras???
Ashridge Way 6269069	DISAGREE	Road restrictions always have a negative effect in house prices . We already have double yellow lines on our road and outside our house . That's enough !
Ashridge Way 6347384	DISAGREE	The scheme in its current form is entirely detrimental and punitive to the residents within the boundaries of this. We have had 3 building firms refuse work due to not being able to come and go as necessary and we have had both elderly and infant family members have to park significant distances when visiting, which as a result now means they just don't visit. I have strong concerns that the restrictions this scheme brings, combined with the ongoing parking issues, will also detrimentally affect the value of our property and any future sale. I propose that each residence has a FREE daily allowance of vehicles they can exempt from the scheme to allow for building work and emergencies. This continues to limit 'public' use of the road but demonstrates appropriate flexibility for those residents bearing the brunt of the restrictions.
Ashridge Way 6347415	DISAGREE	Having had 3 lots of builders turn down work on our property due to these restrictions has meant that we are still unable to make necessary improvements in our property. We also have family members with mobility and access difficulties, and this has meant that after visiting previously and parking a long distance away, they have chosen not to visit due to the restrictions. As residents, we are being penalised under the current system and I am worried about the potential effect the scheme will have on house prices as who would want to live where there are such restrictions. If residents were able to access free online permits for visitors/contractors each day then a balance could surely be made with the safety and health of the school children and the needs of those living in the area.
Ashridge Way 6268973	DISAGREE	Do not agree with these restrictions on my road . How dare the council dictates when people can visit us and when deliveries can happen .... not happy
Ashridge Way 6258915	DISAGREE	This is a breach of our rights an affront to our freedom of movement ! It dictates who can visit us and when . We are a family of 5 adults and throughout the day we have deliveries and visitors We already have double yellow lines outside our property . Not happy !!
Ashridge Way 6269064	DISAGREE	All this does is make the surrounding roads busier during these times
Ashridge Way 6325529	DISAGREE	Don't agree with having time restrictions on when people can visit , deliveries and workman coming to our house ! Work from home so always have deliveries through the day . Why should they be penalized!
Monkleigh Road 6325372	DISAGREE	Deliveries difficult, restricts visitors and visiting during these hours. Daughter in law will not be able to just drop off my granddaughter to look after when she needs to. Calling a taxi for appointments during these times. Vulnerable people will be affected by this.
Monkleigh Road 6262135	DISAGREE	Closing roads around schools will have knock on effect on other roads in the area, people will be spending more time to avoid the closed road and therefore increasing congestion and as a result increasing risks to children going to that very school along nearby roads, increasing pollution and emissions and disruption to the neighbourhood.
Woodland Way 6259365	DISAGREE	I am not in favour of school streets. This is not going to make the air around schools any better. In fact this is going to cause havoc in other roads which will not be part of the school streets as parents will just park there instead. This is also going to cause more traffic in Merton overall and more traffic means more pollution. I have 3 children all in different schools and nurseries and depend on the car to take my children to nursery and school and then return to my home by 9am to start working. Even though I am offered exemption as a resident I can only conclude that down the road I will be charged for this exemption. Also there will be more traffic in Merton which means I will be late for work each morning. Sadly my opinion is that this is not about making air around schools better, this is only a money making scheme for Merton Council.



Woodland Way 6288351 6336677	DISAGREE	Same person - I am a resident and am having problems with obtaining deliveries and access for trades people. Often delivery slots are not offered outside of the restricted time or cost more (in one case the delivery cost doubled) and trades people are complaining about the difficulties of accessing our property. ----- I live in a restricted road. Last week I needed to go to hospital. The taxi was unable to come to my door and I had to walk to the edge of the zone for the taxi. It is not fair to penalise residents - for us not to be able to get taxis from our door when we need them
Woodland Way 6302517	DISAGREE	I am strongly disagree the restricted motorised vehicular access within the identified roads during the school morning opening and afternoon closing periods for following reasons: 1. There are quite a few elderly and vulnerable people living in Morden and Wimbledon areas, the new charge will put them into disadvantaged situations. 2. It will cause inconvenience for all residents living in these areas, people have to drive around in long distances to avoid the controlled areas, it's more costly and time consuming. It will cause great chaos for deliveries, medical care, house care, building work etc. 3. The control areas will cause more pollution in this area rather than reduce it. This new rule will not stop people driving, instead, people need to drive a longer distance to avoid the penalty. The research shows that it will even cause more pollution which is against the proposed purpose. 4. It will overburden the residents just out of the controlled areas. It will cause traffic congestion and parking difficulty. People will not stop driving, instead, people will get more frustrated for parking difficulty and walk a longer distance from outside the controlled zone. 5. It doesn't reduce the number of vehicles used to send kits to school. It just forces parents to park in the streets just outside the restricted streets. 6. It restricts the access of delivery and home service vehicles to our home and make our life really difficult.

### Representations from OUTSIDE the Newsletter Postal Area

Monkleigh Road 6254632	AGREE	Monkleigh Road is already used as a rat run between Hillcross Avenue and Cannon Hill Lane. The school traffic compounds this further.
Monkleigh Road 6325422	AGREE	Live down the road for 15 years it's very easy to forget about the restrictions Also the signs of place poorly and not lit which has an impact during the winter months if the council was serious about making it A safe space they would have big illuminated red x to tell motorists that you can't enter by Vehicles so unfortunately I just think that this is another reason for the council to try and make more money and it's not about safety
Shaldon Drive 6257759	AGREE	I think the Shaldon Drive boundary should be extended to Thurleston Avenue. as this section of Shaldon Drive is very narrow and I can see this becoming very congested as parents will use the section between Northernhay Walk and Thurlston Avenue as a dropping off point and will have to do a U turn to exit. This poses an additional risks to pedestrians and cyclists.
Shaldon Drive 6325438	AGREE	It takes more time to get anywhere
Hillcross Avenue 6322714	AGREE	On observation there are still many cars travelling in the pedestrian area during the restricted times particularly during the morning peak when there are a lot of parents and children queuing on the right hand side of Ashridge Way and have to cross the road to get to the school. In the mornings Hillcross Primary School uses the entrance in Ashridge Way which causes a lot of cars trying to park as near to Ashridge Way as they can and it can be very busy with cars parking across drive ways and on the double yellow lines causing problems for the buses.
Leamington Avenue 6325199	AGREE	The ashridge way side Has drastically lowered number of cars coming by during school run, which means we feel safer with kids (and makes the walk safer for years 5 and 6 who sometimes walk to school alone). Has been appreciated on ashridge way and would be helpful on monkleigh as well.
Leamington Avenue 6325387	AGREE	It forces too much traffic down Arundel Avenue and the east side of Leamington. I agree with the principle but perhaps better to restrict access and egress to school to one road so it halves the overflow traffic down Leamington/Arundel

Templecombe Way 6325442	AGREE	If the scheme keeps children safer then that has to be a good thing. My only objection is that the signage isn't clear enough. When you drive down those roads very frequently it is too easy to forget it is there and the signs do not alert you. They need to flash during the times it is operational so that drivers are aware.
Thurleston Avenue 6255022	AGREE	I cycle past hillcross school entrance in there mornings on the way to Morden station. It is very dangerous along Shaldon Dr and Monkleigh Rd. With parents diving fast and not giving way to cyclists. I was the victim of a hit and run here two years ago with a mum on a school run, lucky I only fracture my elbow. There is also a car park across the road for Merton park for parents that have to drive. All in all the school Street will diffuse an aggressive pinch point.
Thurleston Avenue 6325288	AGREE	The school streets are a great idea, especially for Hillcross which was a nightmare at drop off for the safety of the public. I am concerned how little it is being enforced. There is still a lot of traffic driving through. A barrier or simply cones in the street part of the way across would make it a more pleasant environment. I am also concerned about the huge number of exceptions handed out.
Arundel Avenue 6268725	AGREE	The restrictions have made a huge difference to the safety of the children. It is now much easier to cross the road to get into school and there are no idling cars polluting the air whilst the children queue to get into school.
Arundel Avenue 6325031	AGREE	I strongly support the introduction of the school streets around Hillcross School. There has been an improvement to parking and road use around the school which is now much safer for children. I would however stress that enforcement is lacking and it's clear that through traffic often takes the chance, especially on Ashridge Way. There is also a persistent problem with inconsiderate parking and idling just outside the zone, especially on Monkleigh at the end of the school day. Some anti idling measures and additional enforcement would be most welcome.
Cherrywood Lane 6325150	AGREE	Safer, healthier and better for the children
Northernhay Walk 6258953	AGREE	As a resident when was the Council supposed to have notified me and how am I able to get out of my property without getting a fine? Are residents going to be issued with a permit?
Northway 6302352	AGREE	No comments provided
Hatherleigh Close 6268670	AGREE	No comments provided
Love Lane 6268871	AGREE	It creates more congestion in the surrounding areas. Just making rat runs in other roads.
Tolverne Road 6347048 6347051	AGREE	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Hillcross (Monkleigh). 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 - Permanently close one end of the School Street (at junction between Monkleigh Road and Northernhay Walk or the junction between Monkleigh Road and Leamington Avenue) to permanently remove through traffic so that children have a safe, clean street all day - 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

Monkleigh Road 6264960	UNSURE	As a resident on the street I have seen these signs go up but had no notification about it or when the restrictions will begin, I have been driving along the road, will I receive a fine? How am I to know when the restrictions come into force?
Seymour Avenue 6270372	UNSURE	Can you drive past the schools at any time outside school terms?
Ashridge Way 6269067	DISAGREE	The times are too long especially the afternoon one
Ashridge Way 6258958	DISAGREE	It will make no difference to number of vehicles used, just cause other roads to be busier. I see the main purpose of these measures to be income raising.
Ashridge Way 6253883 6311213	DISAGREE	<p>I live in Ashridge Way, and use the exit of my road into Hillcross Avenue everyday and feel that these proposals are to restrict my day to day and punishing me for living in a road with a school. If I cannot travel the length of my road it will incur extra driving distance and in the long term use more fossil fuel, it will also cause extra pollution and traffic noise in surrounding roads. This increasing annoyance of those not even near the school. If you want people to walk to school then only take local children from a catchment area within walking distance. You state that this proposal is part due to COVID, as a result of Covid. I take my son to work to ensure he minimises contact with others as I am self isolating due to suffering from a permanent heart condition. Public transport used by the family would be to risky for me. Merton does not seem to respect safety that must as the junction of Ashridge way with Martin way only has single yellow lines instead of doubles as planned resulting in a dangerous junction with minimum visibility as is the junction of Ashridge and leamington.</p> <p>-----</p> <p>Small primary school grossly unfair that two access routes to Hillcross Avenue blocked. Delivery vehicles often block the remaining route. Creating longer journeys and more pollution, concentrating traffic into one residential route. How many accidents has this scheme prevented compared to previous years? Have these measures reduced air pollution around this school? The long period of road closures is disproportionate to the start and end of the school day. As a resident of Ashridge Way this closure affects me personally with access to Hillcross Avenue. Instead of a direct route up Ashridge Way I now have to turn into Leamington Avenue a route frequently blocked by delivery and builders vehicles. I notice that traffic has significantly increased on Arundel Avenue, therefore increasing pollution on this road as drivers have to use more throttle to encounter the slope. Once at the top of Arundel Ave pulling out right to enter Hillcross is very dangerous, as it is the brow of the hill and visibility is reduced by parked cars and vans.</p>
Ashridge Way 6341757	DISAGREE	<p>For many years the residents of Ashridge Way have been inconvenienced through traffic and inconsiderate parking generated by the true culprits here - school run parents. Although the parking issue has largely been addressed by parking restrictions it still remains an issue around the junction with Leamington Avenue with little or no enforcement apparent there, or at the junction of Ashridge Way and Martin Way. Introducing further restrictions when you don't enforce existing ones is ridiculous - though I'm sure cameras give you a cheap solution to the former. The need to reduce traffic around schools has been hung variously on childhood obesity, pollution, general congestion - and now social distancing! Considering the likelihood of COVID restrictions being lifted on 19/7 I'm surprised you continue to reference the latter. I find it frankly amazing that local residents are now being inconvenienced by the Council introducing this scheme (and many similar ones). As a resident of Ashridge Way but outside the school street zone I cannot enter it without penalty) and need to take a longer detour to access Hillcross Avenue when as previously mentioned it is the school itself that generates the majority of traffic in the area at the key times. Many of those parents are still driving their children to school and parking without restriction in Hillcross Avenue while residents are penalised. While I know the restriction is in place I would also challenge a restriction which requires a driver to read complex and wordy signs, to know the precise time of day and whether it is term time BEFORE deciding whether to make a turn into the restricted area. Even at 20mph I'd suggested a driver has only seconds to do</p>



		this which isn't safe, possible or fair. How can someone without school age children know term times? The required solution is for catchment areas being limited so there is no need for parents to drive their children to school.
Ashridge Way 6325684	DISAGREE	No comments provided
Ashridge Way 6345604	DISAGREE	Please stop making life more difficult for Merton residents!
Ashridge Way 6311219	DISAGREE	Small primary school grossly unfair that two access routes to Hillcross Avenue blocked. Delivery vehicles often block the remaining route. Creating longer journeys and more pollution, concentrating traffic into one residential route. How many accidents has this scheme prevented compared to previous years? Have these measures reduced air pollution around this school? The long period of road closures is disproportionate to the start and end of the school day. As a resident of Ashridge Way this closure affects me personally with access to Hillcross Avenue. Instead of a direct route up Ashridge Way I now have to turn into Leamington Avenue a route frequently blocked by delivery and builders vehicles. I notice that traffic has significantly increased on Arundel Avenue, therefore increasing pollution on this road as drivers have to use more throttle to encounter the slope. Once at the top of Arundel Ave pulling out right to enter Hillcross is very dangerous, as it is the brow of the hill and visibility is reduced by parked cars and vans.
Monkleigh Road 6260256	DISAGREE	Careers need access at all times, deliveries will be difficult and during Covid we all relied on these people still doing their jobs. Not very grateful to now cause them disruption. The school has had many chances to change their parents' behaviour but didn't take them. This will cause cars to drive much further and more pollution.
Monkleigh Road 6254360	DISAGREE	I believe that the scheme will only serve to push the traffic in to other busy areas causing more standing traffic and pollution. . We are already restricted on parking in this road courtesy of badly placed double yellow lines following a rejection of the CPZ. I am concerned that people will be penalised and fined for not being aware of the different school streets and it is a licence for the council to just grab money from it's residents.
Monkleigh Road 6316655	DISAGREE	To return to my home the othe day I had to drive along Grand Drive, past another school, up Cannon Hill Lane with a long queue of traffic. I used more fuel, polluted the air and increased traffic outside St .john Fisher school. How is that creating a safer environment? I had to use my car as my elderly mother had called me urgently as she was unwell and needed help.
Monkleigh Road 6325417	DISAGREE	Restricting access in these roads pushes everyone along grand drive and then up cannon Hill Lane, increasing traffic,pollution and danger for those residents.
Monkleigh Road 6325577	DISAGREE	Unfair to local residents who have to make longer diversions thus increasing total pollution. OK to ban through traffic, but not residents of the roads affected. Road signage is inadequate. Turning in from Hillcross, you are focussed on cyclists undertaking, zebra crossing, children, dogs etc. and the signage is not in your line of sight at any time.
Monkleigh Road 6325561	DISAGREE	As a resident of Monkleigh Road, very close to the access point, I feel that permits should be allowed to go down Monkleigh should be extended further out. I agree with making the streets safer, however all it has done is divert traffic to the side streets making it more dangerous. Many people use Monkleigh road as a cut through road for years, I would ideally like to see permit access grated to all residence within Monkleigh as it's our neighbourhood and where we live and pay our taxes. I feel it's very unfair limiting this access only for residence within the zone. Monkleigh Road is a community and should be treated like it. All the zone has done is push the traffic and parents who pick up the kids from school further up outside our house which is really unfair and irresponsible.
Monkleigh Road 6325660	DISAGREE	No comments provided
Monkleigh Road 6325573	DISAGREE	The closure 2.30 to 4 p.m. is too long. Cars are making u-turns and using our driveway. Cars are parked with engine running to drop off and pick up children. My journeys are now longer in minor roads to avoid the times the access is

		SUPPOSEDLY CLOSED. Cars still coming through at wrong times. I do not know when the school holidays are. Feel the longer journey I have to make could be causing more fumes in the air. If this proceeds I would like an exception certificate especially at the moment as my Husband is undergoing Chemotherapy and I have to leave the house to get him to Hospital by 9 a.m. and therefore my journey is longer to get him to the hospital in time. IF THE SCHEME GOES AHEAD THERE NEEDS TO BE FLASHING LIGHTS TO WARN DRIVERS THEY SHOULD NOT ENTER THE ROAD FROM HILLCROSS AVENUE AND THE JUNCTION BETWEEN LEAMINGTON AVENUE AND MONKLEIGH ROAD.
Monkleigh Road 6325410	DISAGREE	The school it aims to "protect" is some distance from the actual road. I do not honestly believe that the £invested for the scheme at this particular school is money well spent .It is a school in the "luxury" position of having playing fields whilst surrounded by streets/houses. I would appreciate far more restricting actual parking in these areas as opposed to driving through...
Monkleigh Road 6325357	DISAGREE	No comments provided
Monkleigh Road 6259177	DISAGREE	how can I drive my car in Monkleigh road between the times stated between 8 00am 9 15am and 2 30pm and 4 00pm Monday to Friday when I pay road tax you the council are stopping me and other residents from driving.
Monkleigh Road 6308978	DISAGREE	It is just displacing the traffic from Hillcross onto Cannonhill Lane which is capable of supporting less traffic. The presence of the Chemist and shops on Hillcross cause vehicles to be parked there making turning into and out of Monkleigh Road more dangerous than it would be via Hillcross. Parents are entering from the Cannonhill end and then parking illegally across driveways in the less regulated part of the road. HGV's, including council related, entering via Cannonhill sometimes block access via Monkleigh Road to the Cannonhill exit. And this is during a period when traffic volumes are lower due to covid; I expect the situation to worsen when covid regulations are eased. At the very least the exemption permitting exit via Hillcross needs to be extended to all residents in Monkleigh Road not just those in the school zone. Although the consultation documents say this applies to Monkleigh Road it appears currently to only apply to those in the school zone. Additionally wardens need to be present to enforce the parking restrictions during the affected periods.
Monkleigh Road 6260235	DISAGREE	More traffic, more disruption to surrounding roads. This only moves the issue elsewhere leading to more children being on the surrounding roads most likely unsupervised - accident waiting to happen. What about taxi's, deliveries, carers etc to the area during these times? How many exemptions per household - what about family/carers/dogwalkers/builders etc??
Monkleigh Road 6288275	DISAGREE	No comments provided
Monkleigh Road 6325557	DISAGREE	I live on Monkleigh Road and would not mind the restrictions if they did not impact the access to residents who actually live on the road and are not just driving through, I now have to take a long detour on some of my journeys to or from home, this can then take me down Cannon Hill Lane onto Grand Drive which is already a busy road and has a school so just makes the problem worse for those children. My costs and journey times are increased as is the pollution as I now have to drive these extra miles. If we are to keep the restrictions I would support this if all residents of the affected roads were issued with permits.
Monkleigh Road 6325651	DISAGREE	Very restrictive for residents and not very well signposted for visitors. Why should I have restricted access to my own street?
Monkleigh Road 6325570	DISAGREE	We already have road bumps, residents should be allowed access both ways out of the road. 20 mile an hour speed limits etc is going over the top too. You can't go more than 25 with those high bumps. It is important people can get to work on time without hitting another traffic problem. Roads are constantly being dug up. I would not want to get a fine, if I forget my end of the road is compromised! I will not be

		voting Labour in the next elections - see the bike lane in colliers wood... ambulances can;t get through... you need to make driving easier, not more cumbersome... On another note, please can you also advise when you will be sorting out the parakeets- they need to be culled and are more of a nuisance.
Monkleigh Road 6325526	DISAGREE	I live on Monkleigh road and not being able to drive to the end of my road is very inconvenient and sometimes my husband needs to have access to house from both ends of the street. This is not fair that we can't use the full road that we live on! I was also told I did not qualify for a permit! Why if I live on the road!
Monkleigh Road 6325547	DISAGREE	Please let all Monkleigh Road residents have access.
Monkleigh Road 6325931	DISAGREE	This scheme doesn't change any risks to the school children, or problems with the parking, it just moves the risks and problems to other areas of the surrounding roads. It also causes problems for people in the surrounding area, and for delivery drivers and workmen too. Also, it seems unreasonable that people that live in the same road as these restrictions aren't given a permit that gives them an exemption, it means that we have to do a detour to avoid both the section in Monkleigh Road and in Ashridge way - I'm sure we aren't the only ones doing that, so if you add together all the avoidance journeys that people in are having to do, it clearly means a lot of extra car usage in the area.
Monkleigh Road 6325527	DISAGREE	I live on Monkleigh road and should be able to have access at all times.
Monkleigh Road 6325895	DISAGREE	The scheme just sends the traffic onto other residential roads and just moves the issue to another place. Parents dropping off children are now parking in these roads and so the hazard have just been moved, to an area where there is no warning that there is s school. The scheme doesn't address the issue but just inconveniences the local residents.
Monkleigh Road 6325883	DISAGREE	I live in the road & for the last 38 yrs have driven into Hillcross from my house. I find it very difficult to remember to not turn left when leaving my house. I have on occasions forgotten & found myself trying to do a u-turn with children trying to cross the road! I think I should be allowed a permit. It has caused problems with more traffic cutting through small surrounding roads.
Monkleigh Road 6325558 6325549	DISAGREE	I work in Sutton and the shortest and most economical route to and from my workplace is turning from Monkleigh road onto Hillcross Road and then proceeding up Tudor Drive, with these restrictions I now depending on my shifts have to drive a different route encountering more congestion, increasing my costs, mileage, journey time and pollution. An exemption permit for residents of Monkleigh road would alleviate this problem and I would then be more supportive of this scheme. ----- this scheme restricts access to and from the road I live on causing me to detour around the streets increasing my mileage, journey times and pollution from the extra miles driven. I would have more sympathy with the scheme if exemption permits were offered to Monkleigh Road residents.
Shaldon Drive 6281748	DISAGREE	All it does is push the traffic back further up the roads and does not alleviate it. A better plan would be parent education through their children
Shaldon Drive 6325867	DISAGREE	(1) It's pointless introducing the scheme if there is no monitoring of compliance (either permanent or ad-hoc). Currently vehicles are passing through the zone without fear of action. (2) It's concerning that these proposals were introduced without neighbourhood consultation beforehand. Democracy starts with consultation before action. (3) The introduction of the zone has moved other problems that were present in the streets within the zone to other streets outside the zone. Issues such as poor car parking etiquette (e.g. blocking driveways, parking on double yellow lines, etc.) and bizarre vehicle movements (e.g. u-turns, three-point turns, etc.) now occur on Hillcross Avenue. This is concerning because of the traffic levels on Hillcross Avenue that far exceed the levels inside the zone and that this road is the main link between Morden Town Centre and Lower Morden.
Shaldon Drive 6285201	DISAGREE	This is a restriction on residents of Shaldon Drive and surrounding roads, if the council enforced the double yellow lines around the school entrance there would

		not be a need to stop vehicles driving into these areas. Unfortunately it is mainly the parents/guardians who park insanely that are now causing residents restrictions.
Shaldon Drive 6325369	DISAGREE	The restriction results in me having to take a diversion of an additional 1km to reach Morden, this involves creation additional pollution.
Hillcross Avenue 6287324	DISAGREE	The scheme does not encourage people to walk to school, I see first hand they just simply park around the corner. The car-park for Morden park is overflowing in the mornings and afternoons due to this making it unsafe to access the park. Also, as a resident living right at the end of the restricted area (opposite the end of Ashridge way), it means my journey to and from home is much longer as I have to drive a long way around. I live close enough to be affected by the closure of both entrance ends to Hillcross but not inside it to get an exemption. If the aim of the scheme is to reduce pollution it is not working as it results in the exact opposite-people who want to/need to/ drive will drive regardless (possibly taking longer journeys to find a parking spot) and those living nearby definitely have to take longer journeys to avoid the restricted area. Furthermore, the restricted zone on Monkleigh is not safe-you don't see the sign until a point where there is nowhere to turn and therefore you have to reverse or simply just drive through risking a fine. In addition, the roads with the restrictions are not 100% traffic free-since there are people with exemptions or people who don't follow the rules or simply don't notice the signs cars still drive through the restricted zone during time it is full of children. This is even more dangerous because people and children are less cautious thinking it is a traffic free zone. Please consider these points, it is a nice idea but in practice it just does not work, it does not reduce pollution and it does not make it safer. The whole sign with the specific times stated is so long to read and complicated to figure out if one is within the restricted times/dates...I am concerned it can cause collisions-one has to stop and read it to figure out if the rules apply...stopping on Hillcross which already has a high number of collisions due to speeding traffic definitely does not add to the safety of local families. thank y
Hillcross Avenue 6259366	DISAGREE	Why are restrictions without any consultations being implemented. Given that it affects people's ability to freely travel to and from work and to accept deliveries ? Why are teachers exempt? There is plenty public transport available to use Given the councils history in this area 1. When the school was extended we were assured that most pupils would utilise public transport and traffic would not increase. 2. When the school works were taking place. Double yellow lines were installed on Ashridge Way. We were assured that these were Temporary whilst works were ongoing. They are still there to this day. Why should we believe that the council will listen as history tells us that they don't.
Hillcross Avenue 6259626	DISAGREE	Monkleigh and Ashridge are commonly used by people for purposes other than school traffic. The restrictions and signage are fine at the Hillcross end but are inadequate to warn those who would be coming through those roads from the other direction without knowing in advance about the restrictions. The sign on Monkleigh is in the wrong place. If it was placed earlier along the road, cars would see the sign and have the option to turn up Leamington or away from Hillcross towards Martin Way to avoid the restrictions. But currently, any car that comes to it unawares would need to do a three point turn in order to avoid the restricted area. On this particular road it will create a terrible traffic conjection problem if cars need to do this.
Hillcross Avenue 6263615 6325671	DISAGREE	It is only moving the traffic/parking/congestion down the road. In Hillcross cars stop on the zipzags, double yellow lines. Parents sit on my wall, have blocked my drive. They go in the park car park and cause chaos in there. The police need to man the area and issue fines. If parent drive by moving the problem is not going to solve the problem. Ridiculous idea. ----- Pushes the problem to outside the area. Car picking up the kids now block my drive on hillcross avenue. They park on the zigzags, stop on the crossing. The solution will not solve the issues.
Hillcross Avenue 6330937	DISAGREE	The vast majority of this consultation has been during the pandemic and abnormal travel patterns. It ensures I have to drives as do others through Arundel and around onto further down Martin Way for over 3 hours everyday to replace a short journey

		adding to pollution. All the other roads are busier, evidence parking on the outskirts for dropping off children. People are not walking, instead having to drive longer distances creating more pollution not less. Many other councils are now withdrawing and Merton should do the same. Also there should be consultation first before making change in the future. The sun was to reduce pollution which I understand, this has not achieved this in my opinion.
Leamington Avenue 6254847	DISAGREE	What measures have you put in place to keep Leamington Avenue safe for residents? I live on that street - at the very end and have previously raised with the council the need for speed bumps - the surrounding streets all have them. Cars enter leamington avenue at speed and accelerate. You will now push even more traffic down Leamington Avenue without ensuring that my street remains safe - it isn't adequate to just put a 20mph sign up - it needs to be enforced via cameras or speed bumps. Also you havent opened up exemptions - this will cause great anxiety amongst residents - very poor contact about all this - I only know because my son's primary school have contacted me.
Leamington Avenue 6284330	DISAGREE	No comments provided
Leamington Avenue 6258717	DISAGREE	There are double yellow lines and speed humps along Ashridge Way at the moment so to close the road completely is a massive over reaction to disrupt the local community.
Leamington Avenue 6284332	DISAGREE	No comments provided
Leamington Avenue 6325446	DISAGREE	There are double yellow lines in Ashridge Way and as there is not a lot of room to park a car in Ashridge Way at any time the road does not get blocked by cars and the children have clear vision when crossing the road outside the school. Our part of Leamington Avenue has no yellow lines or parking restrictions and the traffic struggles to get along the road at school times to a much worse degree than before. Lorries, including the recycling teams, often have to reverse back.
Leamington Avenue 6325686	DISAGREE	It's really unconvinced for people livings around that road. I am using this road to go to work and I am forced against my will to avoid this area.
Leamington Avenue 6325959	DISAGREE	An added burden on local residents. To get to the Brook Roundabout I have to almost go into Morden before can turn right into Hillcross Ave. For people living adjacent to Monkleigh Rd. it is extremely inconvenient and obviously the same applies on the return journey. Is there any proven benefit/s to the children?
Templecombe Way 6302652	DISAGREE	This will penalise local residents when the problem is how the children are taken to and collected from school.
Templecombe Way 6310572	DISAGREE	All congestion in designated area and at designated times is caused by parental parking for drop-off and (especially) pick-up. Make them all walk as we had to do both as children and as parents.
Templecombe Way 6325675	DISAGREE	No comments provided
Templecombe Way 6302645	DISAGREE	No comments provided
Templecombe Way 6325445	DISAGREE	No comments provided
Templecombe Way 6325347	DISAGREE	This has nothing to do with clean air around the school, these restrictions have pushed all parents in their vehicles out on to main road (Hillcross) recently travelled down Hillcross Ave where parents were letting their children out of the vehicle in to the road. (Not kerb side) Do not see anyone extra parent's walking, cycling, etc.
Thurleston Avenue 6268652	DISAGREE	This makes it very difficult for parents who need to drive their children to school. Also the children are having to line up in the playground for collection even if it is chucking it down with rain, we now can't drive to collect children on days like this

		and they will all end up with colds and then not allowed at school because of fears of Covid. This is getting ridiculous now and I don't see how this scheme is helping anyone. Seems like another way to fine people and make money
Thurleston Avenue 6268672	DISAGREE	No comments provided
Thurleston Avenue 6254607 6269223	DISAGREE	This is a meaningless restriction on traffic management. Why suddenly is there a need to close the roads causing to both inconvenience and disrupt peoples daily lives. When there have not been any other previous attempts to safeguard children by normal means, crossing patrols or zebra crossings. There is only 1 in Hillcross Avenue. There is more danger crossing Hillcross Avenue where there are next to no restrictions, than in these minor roads. These measures will cause drivers to turnaround at the entrance to both Monkleigh and Ashridge to avoid being penalised causing a bottle neck endangering children more. It will increase traffic volume down Churston Avenue and Thurleston Avenue. Churston and Thurleston Avenue do not have the capacity to take this traffic.
Cannon Hill Lane 6325680	DISAGREE	The signs in Monkleigh are too high and difficult to see until it is too late . I have to drive lots more miles which must be worse for the environment.
Cannon Hill Lane 6325398	DISAGREE	It is causing parking problems on neighbouring roads. Shifting the issue elsewhere.
Cannon Hill Lane 6325542 6347685	DISAGREE	This is very inconvenient when looking after my grandchildren please let all Monkleigh road residents have a permit. ----- I would agree to it if my son who lives on the road affected Monkleigh road could get a permit. How can you live on the road and not be able to have access to the road you live on! This is wrong!
Cherrywood Lane 6345466	DISAGREE	The scheme on this part of the road completely restricts my access to my home on Cherrywood Lane from Hillcross Avenue. This is the most convenient, time effective and cost effective route for me to and from work and school and not having this access causes me and my family unnecessary trouble.
Greenwood Close 6283534	DISAGREE	This idea is just making traffic in my local area even worse , forcing drivers to use other local roads as rat runs !. Also not enough warning signs for drivers to avoid !.
Greenwood Close 6258899 6301350	DISAGREE	This is purely a money making scheme to extract even more money from poor unsuspecting motorists !. ----- This is purely just a money making exercise for Merton council. As per usual just using the poor motorist as a cash cow . The signage is poor and will catch out many motorists , including delivery drivers who we are having to use because of lockdown. All you are doing is pushing the problem somewhere else.
Greenwood Close 6301347	DISAGREE	The additional traffic now passing up cherrywood lane to avoid these restrictions is unnecessary. Also cannon hill lane towards Grand Drive is completely gridlocked as a result of these restrictions!. Also the signage is not visible and will catch so many drivers out .
Maycross Avenue 6259515	DISAGREE	Signs are confusing and not clearly visible. Some signs you don't see until you have turn into the street. Will cause accidents if people are trying to reverse out of the street. Term time only not visible anywhere. Dates of holidays should be clearly marked. Will cause delays on main roads as drivers will take time to read signs and will cause unnecessary reversing of vans, cars. Traffic will be worse on surrounding streets.
Maycross Avenue 6325956	DISAGREE	Signage is not obvious enough and could cause accidents if cars try to reverse out. What about the elderly resident needed to be pick up by friends and family to go to hospital appointments etc. Time slot is too long.
Mossville Gardens 6260524	DISAGREE	It's just pushing traffic to other roads causing huge queues and more pollution with stationary cars

Mossville Gardens 6260503 6263739 6263051	DISAGREE	Is just going to push traffic to the adjacent streets, such a poorly thought out plan, will create congestion and discomfort for local residents as well. Totally unnecessary revenue generating scheme.
Northernhay Walk 6325411	DISAGREE	We have to pay extra for deliveries that are outside the school street zone times. We can't have visitors during the times otherwise they will be fined. It takes me twice as long to get to my elderly mum if she has a fall and needs my help.
Northernhay Walk 6325437	DISAGREE	This scheme actually makes children more vulnerable to abduction as attempts have taken place at our local Hillcross school already as the senior students are left isolated . And on the other side when the signs were put in place and my husband sent all our personal documents via email to Merton council to this day they have not said what have been done with them and no permit every issued or explained.
Northway 6325382	DISAGREE	This scheme has severe 'side-effects' in that it blocks access to Hillcross Road from my home address at certain times of day. To reach Hillcross Road it is therefore necessary to drive a great deal further, either contributing to congestion nearer to Morden Town Centre, or on residential roads further west. Closing Monkleigh Road also removes an essential alternative route for traffic should there be problems on Cannon Hill Lane, as there have been during recent roadworks cause by Thames Water. I dread to think how much congestion and resultant pollution the continuance of these proposals will cause as traffic returns to normal levels following the lengthy period of restrictions imposed in the hope of tackling COVID-19.
Westcroft Gardens 6302084	DISAGREE	The school is in between two roads, Ashridge and Monkleigh Roads, the restrictions should not be across both roads but more morning one road and afternoon the other roads. Driving round the school at the restricted times is quite impossible
Westcroft Gardens 6325823	DISAGREE	This just will push any issues onto neighbouring streets. If its safety or parking issues put cameras in. Or look at alternatives....Does the school do staggered start times etc
Westcroft Gardens 6325477	DISAGREE	No comments provided
Westcroft Gardens 6325850	DISAGREE	Problem goes to surrounding roads. Parents are parking alongside our house, leaving engines running and blocking our garage. Locals have to drive further around the block causing more pollution. Arundel Ave on the bend has become more dangerous. Signage is poorly placed. Vehicles already in road before signs can be seen and then have to back out or turn around. Again dangerous. Just need better policing and control outside schools to stop them parking on zig zags and over drives. They can use Morden Park car park in Hillcross Ave. Parents need educating and penalising if necessary. Instead the Council is inconveniencing all residents and vehicles. These problems have been experienced even with the school on limited opening during the pandemic and will only get worse. The consultation should be extended to give a better reflection.
Cherry Close 6348175 6258913	DISAGREE	Same person - I would like to know how many pedestrians were injured or killed by motor vehicles in the designated safe street section of monkleigh road in the last 10 years and if justification of the road closure is warranted. Compare that figure to how many people were injured or killed within 100metres of the school gate outside of the safe street section in the same 10 year period. ----- There is a lack of signage further away from the zone as the only way for diverted traffic is a dead end road when driving on Shaldon drive or monkleigh road towards hillcross. Also the timings are too broad.
The Green 6263003 6263012	DISAGREE	Same person - 1. Even as someone who walks whenever possible I nevertheless understand that vehicles are vital to many who are unable to walk. I am lucky to be relatively fit and work locally in Merton. However elderly friends and neighbours often need to order taxis and hospital vehicles. Many vulnerable people rely heavily on deliveries and I also have friends and family that work in this field and jobs which rely on driving. I worry about the possible impact if this scheme is deemed a success and expanded elsewhere. There are many busy areas to negotiate such as Morden town centre but it is unrealistic to ban vehicles. It is just adding an unnecessary



		<p>layer of worry at a stressful time. The sign is difficult to read while driving and in a location where drivers would not expect to see such a limitation. If this legislation were really necessary the road should be partially blocked by a barrier to alert drivers however this might defeat the council's true motive of gaining income from this bizarre and frankly daft idea. The signs are very poorly positioned so that drivers stopping to read them have to somehow turn around making that stretch of the road more dangerous. Which surely defeats the point of the zone. Why are the signs not at the junctions where people can avoid the turn altogether? Why introduce more road legislation when the 20mph speed limit is not properly enforced? My observation is that drivers who would ignore the 30mph limit are still exceeding 30mph in 20mph.</p> <p>-----</p> <p>Why extend a school in the middle of a residential area to make it three form entry and offer to children who live some distance away if you don't expect a certain percentage to arrive by car? Blocking these streets off will only displace traffic to nearby streets making those less safe however many people need to use vehicles especially since deliveries are now a vital part of the new normal, (so shouldn't be disrupted).</p>
Churston Drive 6260659	DISAGREE	People respond better to carrots than constant beating with sticks. Those who have a choice to travel by alternative means are then more likely to do so whilst those unable to such as less able bodied, heavy deliveries, businesses etc. won't be unfairly penalised
Haynt Walk 6340432	DISAGREE	No comments provided
Haynt Walk 6340431	DISAGREE	No comments provided
The Drive 6268838	DISAGREE	Making more chaos and traffic in surrounding areas, roads.
Wolsey Crescent 6263109	DISAGREE	I drive my son to Rutlish as he has hyper mobility in his legs so he cannot walk far without his knees giving way. I did not notice the signs at Hillcross until Nextdoor neighbour app alerted me. My husband has been furloughed and we have accidentally driven down the street 8 times. I cannot sleep at night now for fear of 8 tickets. What with Covid and people taking money off you at every turn the future is pretty depressing. A pelican crossing should have been sufficient.
Beverley Way 6275076	DISAGREE	There is back to back traffic, which can cause accidents
Deer Park Gardens 6268754	DISAGREE	I understand as a parent, Ashridge way and Monkleigh Rd are very busy with cars and trying to cross the Road can be hard. I personally think a zebra crossing would be most more beneficial than charging people to use the road . As there is still A lot of cars driving down the roads and not paying attention to the signs
East Road 6313775 6313775	DISAGREE	No comments provided
East Road 6313769	DISAGREE	No comments provided
Farm Road 6268887	DISAGREE	It creates more congestion, more emissions and longer journeys.
Green Lane 6268897	DISAGREE	Whilst i applaud what you are trying to do here, there are a few issues with this. My parents live in the area and it is making it harder for local residents to go about their daily lives. by cutting off the streets that are usually used to get to work or other destinations and causing more traffic in other already busy roads. I also disagree with the signage currently in place. Your signs showing that this road can no longer be used and fines will be in place if the rules are broken are in such a place that they can not be seen. I had to be told about this and then stop on the junction of Hillcross and Monkliagh in order to be able to see and read the signs. They are too high and right on the roadside, not in a place that can be easily seen by drivers without putting themselves and others at risk. I assume this is also illegal so that any fines should be Null and Void.

Leominster Road 6268878	DISAGREE	Closing roads when the traffic is backed up due to no poxy bridge that has been going on for years & still no work carried out You are creating more problems !!!!
Leonard Avenue 6268877	DISAGREE	This will do more harm than good
Middleton Road 6268707	DISAGREE	Being a working mum, my time is always limited for school run. Queuing outside the school during the bad weather is kind of cruel for both children and parents. My kids want to come to school by bikes or scooters but the school doesn't allow to leave the bikes or scooters at school. I have 2 kids so obviously I can't take two bikes back home. So during this difficult pandemic time, everyone is struggling and road closures make our lives more difficult.
Wandle Road 6325406	DISAGREE	It jeopardizes the safety of our children. There have been abduction attempts already. The knock on congestion effect and increase in travel time is ridiculous.

## 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