

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3357
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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- Singlegate 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 – EMTO results- Singlegate 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 – 4.15pm Mon-Fri term times only

Reason for decision

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

Alternative options considered and why rejected

To remove the restrictions. This would be against the Council’s objectives in improving the environment in terms of safety, access, air quality and increase in active travel and use of sustainable transport. It will do nothing to address localised congestion.

Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A

Martin Whelton

Cllr Martin Whelton

Cabinet member for housing, regeneration, and the climate emergency

Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

IMPORTANT – this decision should not be implemented until the call-in period has elapsed.

Committee: Cabinet Member Report

Date: 09th February 2022

Agenda item: N/A

Wards: Colliers Wood

Subject: School Streets – EMTO results- Singlegate Primary School

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

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

Forward Plan reference number: N/A

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

Recommendations:

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

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

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Singlegate primary	North Gardens; South Gardens; Valley Gardens (between South Gardens & No 5 Valley Gdns)	8.00 – 9.15 am 2.00 – 3.15 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 – 9.15am and 2.30 – 4.15pm 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 January 2021.
- 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 – 9.15am and 2.30 – 4.15pm Mon-Fri term times only.
- 1.5 Since the point of entry to the school street falls under TfL's jurisdiction i.e. TfL is the Traffic Authority, L B Merton had to seek prior approval and enter into a Section 101 Agreement that allowed the Council to undertake the required statutory consultation and publish the Experimental Order. The outcome of the consultation along with Cabinet Member approval would need to be reported to TfL and seek their further approval for making the scheme permanent.

2.0 DETAILS

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

Air Quality

2.2 To assess the level of air quality around schools, in January 2017 the Mayor of London commissioned an assessment of air quality outside 50 London schools. A report was published in May 2018 (the Mayor of London on School Air Quality Programme) detailing its findings of unacceptable levels of air quality during the school opening and closing periods of the day. One of the contributing factor to this poor air quality within London is road transport, of which the Mayor of London has introduced a series of measures to improve the air quality especially around schools, however, this still remains a concern. It is considered that without significant intervention, as the Capital grows rapidly with increasing congestion, adverse health and safety implications are set to continue.

2.3 The Mayor's Air Quality report also identified that school travel in some areas often does not contribute substantially to local emissions, as many walk, scoot, cycle or travel by public transport, with much of the road transport emissions emanating from the nearby busy main roads. However, seeking to manage and reduce school related car travel still has an important role to play. Cars picking up and dropping off children near the school gates result in a concentration of emissions amongst larger numbers of children, worsening exposure including the increase in risk of collisions. The recommendations also often focus on delivering broader improvements to the environment around the schools for walking and cycling, and the promotion of sustainable transport including footway widening, kerb build-outs, improved crossing facilities on desire lines and traffic calming.

2.4 The Mayor's Air Quality report highlights that without significant intervention, as the capital grows rapidly with increasing congestion, the air quality levels are forecast to rise considerably, which will impact on adverse health and safety implications. Health implications include triggering or exacerbating chronic diseases such as asthma, hearth attack, bronchitis and other respiratory problems.

2.5 Recommendations in the Mayor's report is for local authorities to try and minimise the level of pollution outside schools by introducing measures to minimise vehicular traffic outside school gates. Due to the pandemic, since May 2020, all local authorities have been encouraged to expedite such improvements.

2.6 In addition to the above, in response to a green recovery, DfT / TfL provided funding (subject to a bid process) for boroughs to consider, consult and implement School Streets so as to reduce congestion, remove the obstructive parking that is often associated with schools; promote active and sustainable modes of travel; improve safety and air quality particularly outside schools. Further information is available on the Council's website www.merton.gov.uk/schoolstreets

2.7 During tranche 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing

funding to design and implement a number of school streets throughout the borough. However, due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. As per legislation, the Council does need to make a decision no later than 18th month of the ETMO coming in to effect.

2.8 As part of Merton’s commitment, a report dated 3rd August 2020 titled School Streets–Restricted Vehicular Access -Experimental Traffic Management was submitted to the Cabinet Member for approval to implement a number of school streets. Cabinet Member decision was made to implement the school street programme under an Experimental Order. However, there was already a pre-existing Cabinet Member decision in 2019 to implement Singlegate school street previously known as School Safety Zone, but due to delays outside the Council’s control, its implementation was delayed until January 2021.

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
Singlegate primary	North Gardens; South Gardens; Valley Gardens (between South Gardens & No 5 Valley Gdns)	8.00 – 9.15am 2.00 – 3.15pm

3.2 At the time of implantation, the restricted hours were based on the schools’ then adopted opening and 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 and at the time of writing this report the school advised the Council of their new core hours which necessitates a change in the hours of the school street should the school street become permanent.

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 in term of finding and as per Section 101 Agreement with TfL, the scheme 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. Residents were encouraged to allow sufficient time to experience the scheme before making a representation.

- 4.2 The consultation began on 6th January 2021 and concluded on 31st July 2021. Newsletters were delivered to all those properties directly affected (see plan in appendix 1). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan is attached in Appendix 1. Residents were also posted a separate letter regarding the exemption process.
- 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. Street notices were erected on lamp columns and published in the local papers and the London Gazette.
 - 4.3.1 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 4 representations from within the newsletter postal area, all of which are supportive.
 - 4.4.1 Additionally, there are 35 representations from outside the newsletter postal area, of which 31 are in support, 1 unsure and 3 objections.

All responses are detailed in Appendix 2.

- 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 as well as objectives of the scheme. In this case, none of the residents who are directly affected have objected 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 may continue to resist the change and find their way into neighbouring roads or else / and stop on the boundary of the restrictions causing a nuisance. However, in this instance officers have not received any reports regarding displacement but in the event of any issues that may arise, since this area is subject to a CPZ and parking without a permit is not permitted and illegal, any displacement could be addressed through parking enforcement. Although due to the number of schools and limited staff it is not possible to provide daily enforcement for every school, routine enforcement is carried out on a rota basis with targeted enforcement in some more difficult and congested areas.
 - 4.7.1 Collierswood / South Wimbledon have good public transport links and therefore parents and visitors should be discouraged to use private motorised vehicles. A combination of School Street enforcement and parking enforcement should encourage a change in behavior and attitude. This

school is within a short walking distance to two underground stations and those parents and visitors who insist on driving do not need to enter the school street as they can park in the nearby commercial car parks.

- 4.8 Due to the pandemic and various guidelines, at the time of the implementation of the scheme, many schools had to establish some form of staggered hours, which had to be accommodated within the restrictions. However, the school has advised the Council of its new hours and if the scheme is made permanent, a statutory consultation will be undertaken to reflect the new school hours. The hours will allow additional periods to capture the many parents who arrive early particularly during afternoon pick up periods.
- 4.9 The legal signs plus advance signs have been in place since January 2021 and are clearly visible. The signs at the entrance to the restricted roads fully comply with the Traffic Signs Regulations and General Directions (TRSGD) (2016) and are also included in the Highway Code. School streets signs and restrictions are no different to any other moving contravention signs that motorists are obligated to abide by. These signs are used across London and motorists should be familiar with them and abide by them accordingly.
- 4.9.1 A full assessment of all school street signage across the borough has been carried out and arrangements have been made to further improve the signage in terms of numbers, position and visibility across the borough. This would be over and above of is actually required and considered as necessary. If the scheme is made permanent, '*Term Time only*' supplementary plates will be added to the main entry signs. All advance signs which already include this text are being redesigned as more of a pictorial sign, thereby making it easier for drivers to observe. Any additional signs in this case would be subject to TfL approval.
- 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 from other school streets, the Council has been reviewing its 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 provisions for exemptions under certain circumstances. Anyone within the restricted road can leave at any time. The contravention is for entering the road. In terms of visitors, there is nothing preventing visitors arriving within the restricted periods as long as it is not in a motorised vehicle. The Council has a number of initiatives that encourages those travelling within the borough to use active and / or sustainable modes of transport and not be so reliant on the use of private motorised vehicles. If the scheme becomes permanent, a newsletter detailing these points will be sent to all the residents.
- 4.13 All statutory bodies have been consulted and no objections have been raised.
- 4.14 All the local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report.

5. OFFICER'S RECOMMENDATION

- 5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. In the absence of any objections from those directly affected, it is recommended that the permanent Order is made to retain the school street.
- 5.2 It is considered that the benefits outweigh some of the inconveniences some residents / motorists may experience. School streets are in line with other policies and initiatives across the Borough and London, and it is believed to be the right step toward changing behaviour as well as achieving the various benefits. Benefits include improved safety / perception of safety; the removal of the school-associated obstructive parking; reduced risk to all road users; reduced pollution, including noise pollution; improved air quality in the restricted roads as well as reduced traffic in general; after all if parents or other visitors are discouraged from driving 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 – 9.15am and 2.30 – 4.15pm.

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 and against the wishes of those residents who support the scheme.

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.
- 7.2 The statutory consultation to change the restricted hours will be undertaken soon after Cabinet Member decision is made and residents will be informed accordingly. As part of Section 101 Agreement with TfL, as the Traffic Authority for the affected section of South Gardens, they must provide the final approval and either agree for the Council to make the TMO or TfL make the TMO. Time frame would be dependent on TfL's response time.

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 Subject to TfL's agreement, the Council would make the Traffic Management Orders 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. Alternatively as the Traffic Authority, TfL would make the 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 ([Dainak, 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 Singlegate Primary School



ISSUE DATE : 21 DECEMBER 2020

INTRODUCTION

As part of the Council's objective to reduce congestion, pollution, risk of collision 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, in partnership with TfL, the Council intends to restrict motorised access in to South Gardens via Christchurch Road. This restriction will apply Mon-Fri 8.00 - 9.15am and 2.00-3.15pm school term times only. This is being introduced under an Experimental Traffic Management Order (ETMO). During these periods, the road will be predominately '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 may be eligible for an exemption must register with the Council. Exemptions would be subject to meeting the appropriate criteria. A letter detailing the exemption process will be sent to you by Parking Services in January 2021.

- The appropriate signs will be in place to inform all motorists of the restricted periods.
- The restrictions will be enforced by a camera
- The surrounding roads will be enforced against obstructive / illegal parking
- Affected roads include, North Gardens; South Gardens; Valley Gardens (between South Gardens & 5 Valley Gdns)

This measure is being 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 is being introduced at the start of January 2021 term 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

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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 (mainly residents) are encouraged to make their comments at least one month after implementation. Consultees will have 6 months to respond to the consultation. The consultation will close on 30th July 2021. 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 school 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 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. If you do not have access to a computer, please post your written representation to London Borough of Merton, Future Merton, London Road, Morden, SM4 5DX. Please use reference School Street-Singlegate.

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. Registered Carers visiting residents who live in the road will also be exempt if their registration are logged with the Council. However, we respectfully request

that, if possible, visitors arrange their visits outside the restricted hours.

The quickest and easiest way to apply for School Street exemption is to use our self-service website. Parking Services will write to you in early January 2021 with instructions on how to register your vehicles for an exemption. To allow sufficient time to register, there will be a period of 4 weeks after you receive your letter and before any enforcement takes place. We strongly suggest that you register for your exemption as soon as you receive your letter from Parking services.

ENFORCEMENT

During the restricted periods, enforcement will be carried out using an ANPR camera. Although the scheme comes in to effect on 18th January 2021, enforcement will not start until 4 weeks after you receive your Exemption Registration letter from Parking Services.

COLLIERS WOOD WARD COUNCILLORS

Cllr Laxmi Attawar
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Email: laxmi.attawar@merton.gov.uk

Cllr Caroline Cooper-Marbiah
Phone - 07940 100 606
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Cabinet Member for Regeneration, Housing and Climate Change

Cllr Martin Whelton
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Street Scene & Waste
 promotion & regeneration
 TRAFFIC & HIGHWAYS

SCHOOL SAFETY ZONES
 SINGLEGATE PRI. SCH
 EXPERIMENTAL TRAFFIC
 MANAGEMENT ORDER

Merton Council
 Merton Civic Centre
 London Road
 Merton, Surrey
 S24 5JX
 www.merton.gov.uk

Reference: Z80/7/001
 Version: A
 Date: 11/10/18
 For Discussion: N.T.S.

Representations from within newsletter catchment area		
North Gardens 6347896	Agree	It needs to be done for everyone's safety
North Gardens 6347970	Agree	So much better!! For residents and children. Chaotic car issues have just stopped now these measures are in place.
South Gardens 6348256	Agree	It is so much safer for the children. I live on the street have noticed lots of close calls where children and almost hit. Please keep the restriction in place.
South Gardens 6348254	Agree	I live in this school street and I think it is a fantastic success. Merton Council has declared a climate emergency and school streets are one step in the right direction. I also absolutely love the Low traffic neighbourhoods.
Representations from outside newsletter catchment area		
Colwood Gardens 6347993	Agree	The street was very dangerous before car access was limited in the street during school hours. I witnessed near misses of school kids getting hit by cars nearly every day. I would fully support keeping the safer school street in place.
Colwood Gardens 6309609	Agree	This scheme is a great idea, and really should have been implemented sooner. It's only a matter of fortune than to date there has not been a serious incident with a child being hit by a motorised vehicle. Between the risk to our children, and the obvious environmental impact of heavier emissions right out front of a school when the maximum number of children are in vicinity, all mean that restrictions on access are a must, and will lead to a safer school and better conditions for our children.
Colwood Gardens 6347892	Agree	Since having the school street it is so much safer for our children. The road before was so dangerous with idling cars, parents doing 3 point turns and there have been several near misses on that road. It is so much calmer and pleasant during the school run now.
Clarendon Road 6347922	Agree	It's a huge relief that the road is quieter during school drop off and pick up times because there are fewer fumes polluting the air the kids breathe next to school, it feels safer on that road, and it allows for better social distancing for all kids and adults. Hopefully it will help minimise laziness from parents who opted to drive despite living in such close proximity to the school.
Clarendon Road 6348007	Agree	Drop offs and pick ups around school are important to be traffic free as it's safer. Pedestrians have to use the road as the space on the pavement is not sufficient, especially if you want to maintain social distancing.
Cavendish Road 6347919	Agree	I feel strongly that the traffic outside school is shocking. The fumes are lethal and it is an accident waiting to happen. The restrictions are extremely important for the health and safety of the school children.
Cavendish Road 6347866	Agree	This is a small cul-de-sac. There is no reason for motor vehicles to use it to deliver school children to the door, thereby putting all pedestrians in physical danger and increasing air pollution especially as parents will sit their with their engines running illegally, despite the no idling signs. Children should walk/scoot/cycle to school - it's better for them, it's better for us and it's better for the planet. A slight inconvenience for drivers will help to tip the balance towards being more responsible.
Fortescue Road 6347926	Agree	It's brilliant- my kids and I are so much safer!

Malborough Road 6347994	Agree	Great idea - very important to keep it
Malborough Road 6347969	Agree	No comments provided
Courtney Road 6314264	Agree	No comments provided
Courtney Road 6309757	Agree	No comments provided
Courtney Road 6347925	Agree	No comments provided
Park Road 6309843	Agree	I think this is an excellent proposal to ensure air quality and safety around the school. I fully support Merton Council's continuing attempts to improve cycle lanes and make our streets more pedestrian friendly.
Park Road 6347958	Agree	It is so much safer for the children without the cars
Warren Road 6347986	Agree	No comments provided
Birdhurst Rd 6348201	Agree	It is so much safer for the kids especially as they come out alone to reduce risk of Covid transmission.
Wilton Road 6347962	Agree	It is extremely calm and quiet except for the chatter of children and parents at pick up and drop off since the scheme was introduced. It looks and feels safe for everyone now that cars are not coming onto the road trying to park and drivers ending up abandoning their cars while rushing their tiny children through the school gates. Walking or cycling to school must mean the children are getting exercise and are better prepared for learning. It's a great initiative. Well done all round for it's implementation. It would be a step backwards to remove the restrictions on motorised vehicles coming onto this tiny school street. The environment and the health of parents, residents and children would suffer if the restrictions are lifted and the scheme abandoned returning the street to the chaos that existed before the scheme was started.
West Gardens 6347924	Agree	The amount of accidents that happen outside school is ridiculous, the pavement is not suitable.
Crescent Road 6325646	Agree	No comments provided
Edge Hill 6333706	Agree	The scheme is selectively leaving out some streets. We live on Edge Hill that has 3 schools on it. These schools not just cause a lot of traffic during the school hours, but a lot of parents park and drive dangerously during this time making it extremely unsafe. Given that the schools are on top of the Edge Hill, the vehicles coming down the hill during the school hours often exceed the speed limit (20 mph) going as fast as 35 - 40 when they can. Edge Hill should NOT be kept out of the scheme. Otherwise it is only a matter of time before a serious accident happens here.
Graham Avenue 6318923	Agree	No comments provided
Biggin Avenue 6347899	Agree	No comments provided

Monkleigh Road 6346343	Agree	No comments provided
Morden Road 6326149	Agree	No comments provided
Northway 6302344	Agree	No comments provided
Richmond Road 6324902	Agree	It is safer for children/families with young children
Station Road 6303714	Agree	Needs to be implemented to protect the lungs of children.
Tolverne Road 6347043	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Singlegate. School streets such as this one play a critical role in reducing road danger to children, improving air quality and enabling walking, cycling and scooting for a wider range of people of different ages doing the school run. They additionally reduce the number of motor vehicle journeys, lower pollution near the school, and reduce congestion. Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide funds to further enhance the school street - Create new areas of trees and soft landscaping into the carriageway space - these could be parklets, pocket parks or planters to improve the air quality, sustainable drainage to reduce risk of flooding. - Install planters to narrow the road width and create a gateway into the school street to enhance 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
Wandle Bank 6347932	Agree	No comments provided
Whatley Avenue 6345454	Agree	As a local resident to Joseph Hood Primary school with 2 young kids I would very much welcome a reduction of the car madness we face every morning and afternoon with parents, delivery drivers and other larger trader vans competing for the little space whilst our kids walk to school.
Mill Lane 6342124	Don't know	I can understand why you would want to encourage walking and restrict car use in the area for the safety and benefit of the children. However, I cannot understand why it would be a blanket ban on all traffic, including those trying to access the school for an educational activity. The cost of any fines/extra time incurred will be passed back to the school, which means the children lose out. We run an Educational Mobile Farm - something the children in your area desperately need the experience of. We make every attempt to get to schools before 815am. However, we cannot account for traffic on our journey. If we arrive after 8am/815am, we only have 2 options - to sit outside the zone and start late (detrimental to the children and traffic in the area) or get the school to pay the fine so we begin on time (ultimately meaning less funds for the children). I can't see who this benefits?
Arterberry Road 6346881	Disagree	Completely unnecessary
East Road 6313765	Disagree	No comments provided

Hillcross Avenue 6325183	Disagree	Awful system needs to go!! Has left our children's safety at risk! Given kidnapers opportunities to snatch our kids as a result. This happened at my children's school and is directly created by this ridiculous scheme. And no it does no help traffic everyone is still driving in and parking up around the area. Unnecessary diverted traffic issues elsewhere.
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Merton Council - call-in request form

1. Decision to be called in: (required)

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2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

5. Documents requested

6. Witnesses requested

7. Signed (not required if sent by email):

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor’s email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy and Electoral Services, 1st floor, Civic Centre, London Road, Morden SM4 5DX.

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

020 8545 3409