

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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

**Direct Line: 0208 545 3357  
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**Date: 23 July 2019**

Dear Councillor

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

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

- ) School Safety Zone –Experimental Traffic Management Scheme  
Harris Primary Academy; Links Primary School; St Thomas of  
Canterbury Catholic Primary School; Singlegate Primary**

and will be implemented at **noon on Friday 26 July 2019** 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

**Amy Dumitrescu  
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 safety zones

Reason for exemption (if any) – N/A

**Decision maker**

Councillor Martin Whelton, Cabinet Member for regeneration, housing & transport

**Date of Decision**

23 July 2019

**Date report made available to decision maker**

11 July 2019

**Decision**

Agrees to proceed with an Experimental Traffic Management Order (ETMO) to introduce restricted motorized access during school term period at the following locations:

- 1) Harris Primary Academy Ivy Gardens 8.00-9.30am & 2.30-3.30pm
- 2) Links Primary School Frinton Road & Gunton Road 8.00-9.30am & 2.45-4.00pm
- 3) St Thomas of Canterbury Catholic Primary School Commonside East (access Rd) 8.00-9.30am & 2.30-3.30pm
- 4) Singlegate Primary South Gardens 8.00-9.30am & 2.30-3.30pm

**Reason for decision**

To improve the road environment, air quality; reduce congestion and level of risks to vulnerable road users outside school gates; promote public and active transport

**Alternative options considered and why rejected**


Not to introduce the proposed restriction. This, however, would not deliver Council and TfL's objectives

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

Some background papers prepared by TfL on Air Quality.

**Declarations of Interest**

Councillor for Pollards Hill which covers Harris Primary Academy



Clr Martin Whelton  
Cabinet member for regeneration, housing and transport  
23 July, 2019

**Committee:** Cabinet Member Report

**Date:** 10<sup>th</sup> July 2019

**Agenda item:**

**Wards:** Various

**Subject:** School Safety Zone –Experimental Traffic Management Scheme

Harris Primary Academy; Links Primary School; St Thomas of Canterbury Catholic Primary School; Singlegate Primary

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

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

**Forward Plan reference number:** N/A

Contact Officer: Mitra Dubet, Tel: 020 8545 3201

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

## **Recommendations:**

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

- A) Agrees to proceed with an Experimental Traffic Management Order (ETMO) to introduce restricted motorized access during school term period at the following locations:

Table 1

<b>School</b>	<b>Restricted Roads</b>	<b>Restricted periods</b>
Harris Primary Academy	Ivy Gardens	8.00-9.30am & 2.30-3.30pm
Links Primary School	Frinton Road & Gunton Road	8.00-9.30am & 2.45-4.00pm
St Thomas of Canterbury Catholic Primary School	Commonside East (access Rd)	8.00-9.30am & 2.30-3.30pm
Singlegate Primary	South Gardens	8.00-9.30am & 2.30-3.30pm

## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report details the Council's intentions to implement a 'Pedestrian and Cycle Only Zone' under an Experimental Traffic Management Order (ETMO) to include the locations in table 1.
- 1.2 It seeks approval to proceed with the making of the relevant ETMO to implement a 'pedestrian and cycle only' zone in the locations set out in table 1. This proposal is aimed at reducing vehicular traffic / congestion; improve safety and air quality for the children outside the school gate during school term time.

- 1.3 It also seeks approval to allow officers (in agreement with the schools, Ward Cllrs and the Cabinet Member) to make any necessary amendments to the experimental scheme during its life span to ensure the scheme operates effectively, with minimal disruption to residents and key road users.

## **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; localised 20mph speed limits with accompanying traffic calming measures and road safety education. These measures have been very successful in most areas, as there has been an improvement in perception of safety. Although these measures have been successful in ensuring access and safety, the level of congestion, risk and air quality outside the schools remain a concern. The contributing factor is the high localised volume of vehicular traffic 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, heart 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.

### 3.0 PROPOSAL

- 3.1 To improve safety, active travel and air quality, in recent years, some boroughs have introduced some form of road closures outside schools during term times. Based on other boroughs' findings, we have developed a proposal to trial outside some of our schools (as set out in table 1 below). The proposal involves restricting motorised traffic at specific times during school term periods. These periods have been agreed with the schools.

Table 1

School	Restricted Roads	Restricted periods
Harris Primary Academy	Ivy Gardens	8.00-9.30am & 2.30-3.30pm
Links Primary School	Frinton Road & Gunton Road	8.00-9.30am & 2.45-4.00pm
St Thomas of Canterbury Catholic Primary School	Commonside East (access Rd)	8.00-9.30am & 2.30-3.30pm
Singlegate Primary	South Gardens	8.00-9.30am & 2.30-3.30pm

- 3.2 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 teachers and those with special needs children who need to be driven to school. Those who may qualify for an exemption are advised to register with the Council; exemptions would be subject to meeting the appropriate criteria.

- 3.3 It is proposed to introduce the above restrictions under Experimental Traffic Management Orders which are used to assess whether a particular proposal would produce the desired result, or to check what consequences would arise from the proposal before it is made permanent. 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. No consultation is required prior to the Order coming into force. The regulations also allow modifications to be made to the scheme during the experimental period, after the scheme has been implemented. Experimental Traffic Management Orders can remain in force for a maximum period of 18 months by which time the Council must confirm, amend or remove the scheme.

#### 3.4 Consultation

- 3.4.1 The information will be available on the Council's website and will be updated throughout the Experimental Order's life span. A notice will also be published in the Wimbledon Times and the London Gazette. Street Notices will be erected within the vicinity of the proposals to inform residents of the start of the statutory consultation. The Council will write to the affected residents prior to the experimental works commencing on site.

Advance information board will also be erected on approach to each affected junction.

#### 3.4.2 **Ward Councillor & Schools**

Local Ward Councillors and the identified schools have been engaged during the discussions to implement the experimental road closures and are in support of the proposals.

### 3.5 Enforcement

3.5.1 During the restricted periods, enforcement will be carried out using cameras. Exemptions will be given to residents, teachers and special needs children. Residents and teachers MUST register their vehicle registrations with the Council to qualify for the exemption. Carers visiting residents who live in the road will also be exempt if their registration are logged with the Council. Drivers who park their vehicles in the affected roads before the period of restriction will also be allowed to leave without any penalty being enforced on them.

### 3.6 IMPORTANT NOTICE - Singlegate Primary - South Gardens

Majority of South Gardens falls under TfL's jurisdiction. This means that TfL is the Traffic Authority and the Council cannot undertake the necessary consultation and implementation without TfL's approval and a legal agreement. Although TfL appear to be supportive of our proposal, the Council is currently undergoing their approval process. Implementation of this site may, therefore, be delayed. The school has been advised and an update will be provided in due course.

## 4.0 **ALTERNATIVE OPTIONS**

4.1 Do nothing. This however would be contrary level of support received from the school and Ward Councillors. It would do nothing to improve air quality, the road environment and promote active and public transport. It would also do nothing to address the congestion that some residents suffer due to a concentration of vehicles during the school peak periods.

## 5.0 **TIMETABLE**

5.1 If agreed, the Experimental Order will be published and the associated works will commence in August 2019. Camera enforcement will begin on 2<sup>nd</sup> September 2019. Proposal.

## 6.0 **FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

The cost of implementing the experimental traffic measures is estimated at £10k. This includes the publication of the ETMO, road markings, signs and officer's time. It does not include cost of the cameras required for enforcement. This cost will be met from the Borough's LiP allocation 2019/20.

## 7.0 **LEGAL AND STATUTORY IMPLICATIONS**

7.1 The Experimental Traffic Management Orders would be made under Sections 9 and 10 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.

7.2 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.

## **8.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**

8.1 The implementation of the proposed measure affects all sections of the community especially the young and assists in improving the 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.

8.2 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.

8.3 Bodies representing motorists, including commuters will be consulted during the statutory consultation before the ETMO is made or rescinded.

## **9.0 CRIME AND DISORDER IMPLICATIONS**

9.1 N/A

## **10.0 RISK MANAGEMENT IMPLICATIONS**

10.1 The risk of not implementing the proposed measure under an experimental Order would not enable the residents to experience the restrictions before making the appropriate representations. An experimental Order allows the Council to assess the restriction before making a final decision.

10.2 The experimental measures may cause some dissatisfaction amongst some residents who do not live on the affected roads as some of traffic could be diverted onto the surrounding roads. However, the impact is likely to be minimum due to dispersion rather than concentration. Also this can be minimized by ensuring reasonable level of enforcement in the surrounding roads.

## **11.0 ENVIRONMENTAL IMPLICATIONS**

11.1 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.

## **APPENDICES**

The following documents are to be published with this report and form part of the report;

- Appendix 1 – Resident's newsletter for each site
- Appendix 2 – plans detailing each site



## School Safety Zone Harris Primary Academy – Ivy Gardens



ISSUE DATE : 15 JULY 2019

### INTRODUCTION

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; localised 20mph speed limits with accompanying traffic calming measures and road safety education. These measures have been very successful in most areas. 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, in recent years, some boroughs have introduced some form of road closures outside schools during term times. Based on other boroughs' findings, we have developed a temporary road closure proposal to trial outside some of our schools. One of the identified school is the Harris Primary Academy based in Ivy Gardens. The proposal is to restrict motorised access in and out of Ivy Gardens during school term times, Monday to Friday 8.00-9.30am and 2.30-3.30pm. The period of closure has been determined in discussion with the school.

During these periods, the road will be predominately 'pedestrian and cycle only' zone. Residents who live in Ivy Gardens will be allowed access as will teachers and those with special needs children who need to be driven to school. Those who may qualify for an exemption must register with the Council; exemptions would be subject to meeting the appropriate criteria.

It is appreciated that this may cause some inconvenience to some residents, and where possible the Council will endeavour to accommodate residents; For the scheme to be a success, the Council would require the cooperation of the school, parents and residents. We ask that you 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 under an Experimental Traffic Management Order.

- This allows 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 restriction thereby allowing them to make informed comments.

The restriction 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. This will allow residents to experience the restriction thereby allowing an informed decision. **Deadline for representations to the consultation is 1st March 2020.**

[www.merton.gov.uk](http://www.merton.gov.uk)

After this time, the Council will then make a final decision which could include its removal, making some modifications or making it permanent.

All representations must be made in writing directly to the Council via e mail address [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk)

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.

All updates will be made available on the Council's website [www.merton.gov.uk/schoolsafetyzone](http://www.merton.gov.uk/schoolsafetyzone).

Please quote reference **ES/Harris-Ivy-Gdns**

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.

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

The temporary closure will be enforced by a camera

The surrounding roads will be enforced against obstructive / illegal parking

This measure is introduced to protect cyclists, pedestrians more specifically children and we would appreciate your assistance and support.

### ENFORCEMENT

During the periods of limited road closure, enforcement will be carried out using cameras. Exemptions will be given to residents, teachers and special needs children. Residents **MUST** register their vehicle registrations with the Council to qualify for the exemption. 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 including carers rearrange their visits outside the restricted hours.

### To apply for exemption

The quickest and easiest way to apply for School Safety Zone exemption is to use our self-service website <https://parkingweb.merton.gov.uk/permits/GroupSelection.asp>

Please select 'Other' in permit group selection page and then School Safety Zone. Once you have completed the online application, please upload the following documents to your application.

- Copy of vehicle registration document
- Proof of residency (2 x utility bills, tenancy agreement or proof of purchase) if you are not listed on the current electoral register. Please note that Council Tax bill will not be accepted.

If more than one vehicle requires exemption, then you will need to make a new application and follow the same procedures. The application process will be available online from **1st August**.

Please note – No permit will be issued; you will receive an email confirmation of the vehicle's exemptions.

**The restriction will come into operation on 2nd September 2019**



## School Safety Zone St Thomas of Canterbury Catholic Primary School



ISSUE DATE : 15 JULY 2019

### INTRODUCTION

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; localised 20mph speed limits with accompanying traffic calming measures and road safety education. These measures have been very successful in most areas. 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, in recent years, some boroughs have introduced some form of road closures outside schools during term times. Based on other boroughs' findings, we have developed a temporary road closure proposal to trial outside some of our schools. One of the identified school is St Thomas of Canterbury Catholic Primary School based in Commonsides East. The proposal is to restrict motorised access in and out of Commonsides East access road during school term times, Monday to Friday 8.00-9.30am and 2.30-3.30pm. The period of closure has been determined in discussion with the school. During these periods, the road will be predominately 'pedestrian and cycle only' zone. Residents who live in Commonsides East (access Rd), Baker Lane, Barnard Rd, Lamas Ave and Gaston Rd will be allowed access as will teachers and those with special needs children who need to be driven to school. Those who may qualify for an exemption must register with the Council; exemptions would be subject to meeting the appropriate criteria.

It is appreciated that this may cause some inconvenience to some residents, and where possible the Council will endeavour to accommodate residents; For the scheme to be a success, the Council would require the cooperation of the school, parents and residents. We ask that you 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 under an Experimental Traffic Management Order.

- This allows 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 restriction thereby allowing them to make informed comments. The restriction 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. This will allow residents to experience the restriction thereby allowing an informed decision. **Deadline for representations to the consultation is 1st March 2020.**

After this time, the Council will then make a final decision which could include its removal, making some modifications or making it permanent.

All representations must be made in writing directly to the Council via e mail address [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk)

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.

All updates will be made available on the Council's website [www.merton.gov.uk/schoolsafetyzone](http://www.merton.gov.uk/schoolsafetyzone).

Please quote reference **ES/ St Thomas of Canterbury- Commonsides East**

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.

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

The temporary closure will be enforced by a camera

The surrounding roads will be enforced against obstructive / illegal parking

This measure is introduced to protect cyclists, pedestrians more specifically children and we would appreciate your assistance and support.

### ENFORCEMENT

During the periods of limited road closure, enforcement will be carried out using cameras. Exemptions will be given to residents, teachers and special needs children. Residents **MUST** register their vehicle registrations with the Council to qualify for the exemption. 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 including carers rearrange their visits outside the restricted hours.

### To apply for exemption

The quickest and easiest way to apply for School Safety Zone exemption is to use our self-service website <https://parkingweb.merton.gov.uk/permits/GroupSelection.asp>

Please select 'Other' in permit group selection page and then School Safety Zone. Once you have completed the online application, please upload the following documents to your application.

- Copy of vehicle registration document
- Proof of residency (2 x utility bills, tenancy agreement or proof of purchase) if you are not listed on the current electoral register. Please note that Council Tax bill will not be accepted.

If more than one vehicle requires exemption, then you will need to make a new application and follow the same procedures. The application process will be available online from **1st August**.

Please note – No permit will be issued; you will receive an email confirmation of the vehicle's exemptions.

**The restriction will come into operation on 2nd September 2019**



## School Safety Zone Links Primary school - Frinton & Gunton Roads



ISSUE DATE : 15 JULY 2019

### INTRODUCTION

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; localised 20mph speed limits with accompanying traffic calming measures and road safety education. These measures have been very successful in most areas. 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, in recent years, some boroughs have introduced some form of road closures outside schools during term times. Based on other boroughs' findings, we have developed a temporary road closure proposal to trial outside some of our schools. One of the identified school is Links Primary school that has gates in both Frinton Road & Gunton Road. The proposal is to restrict motorised access in and out of these roads during school term times, Monday to Friday 8.00-9.30am and 2.45-4.00pm. The period of closure has been determined in discussion with the school. During these periods, the road will be predominately 'pedestrian and cycle only' zone. Residents who live in Frinton & Gunton Roads will be allowed access as will teachers and those with special needs children who need to be driven to school. Those who may qualify for an exemption must register with the Council; exemptions would be subject to meeting the appropriate criteria. It is appreciated that this may cause some inconvenience to some residents, and where possible the Council will endeavour to accommodate residents; For the scheme to be a success, the Council would require the cooperation of the school, parents and residents. We ask that you 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 under an Experimental Traffic Management Order.

- This allows 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 restriction thereby allowing them to make informed comments.

The restriction 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. This will allow residents to experience the restriction thereby allowing an informed decision. **Deadline for representations to the consultation is 1st March 2020**

After this time, the Council will then make a final decision which could include its removal, making some modifications or making it permanent.

All representations must be made in writing directly to the Council via e mail address [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk)

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.

All updates will be made available on the Council's website [www.merton.gov.uk/schoolsafetyzone](http://www.merton.gov.uk/schoolsafetyzone).

Please quote reference **ES/Links- Frinton-Gunton**

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.

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

The temporary closure will be enforced by a camera

The surrounding roads will be enforced against obstructive / illegal parking

This measure is introduced to protect cyclists, pedestrians more specifically children and we would appreciate your assistance and support.

### ENFORCEMENT

During the periods of limited road closure, enforcement will be carried out using cameras. Exemptions will be given to residents, teachers and special needs children. Residents **MUST** register their vehicle registrations with the Council to qualify for the exemption. 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 including carers rearrange their visits outside the restricted hours.

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Please select 'Other' in permit group selection page and then School Safety Zone. Once you have completed the online application, please upload the following documents to your application.

- Copy of vehicle registration document
- Proof of residency (2 x utility bills, tenancy agreement or proof of purchase) if you are not listed on the current electoral register. Please note that Council Tax bill will not be accepted.

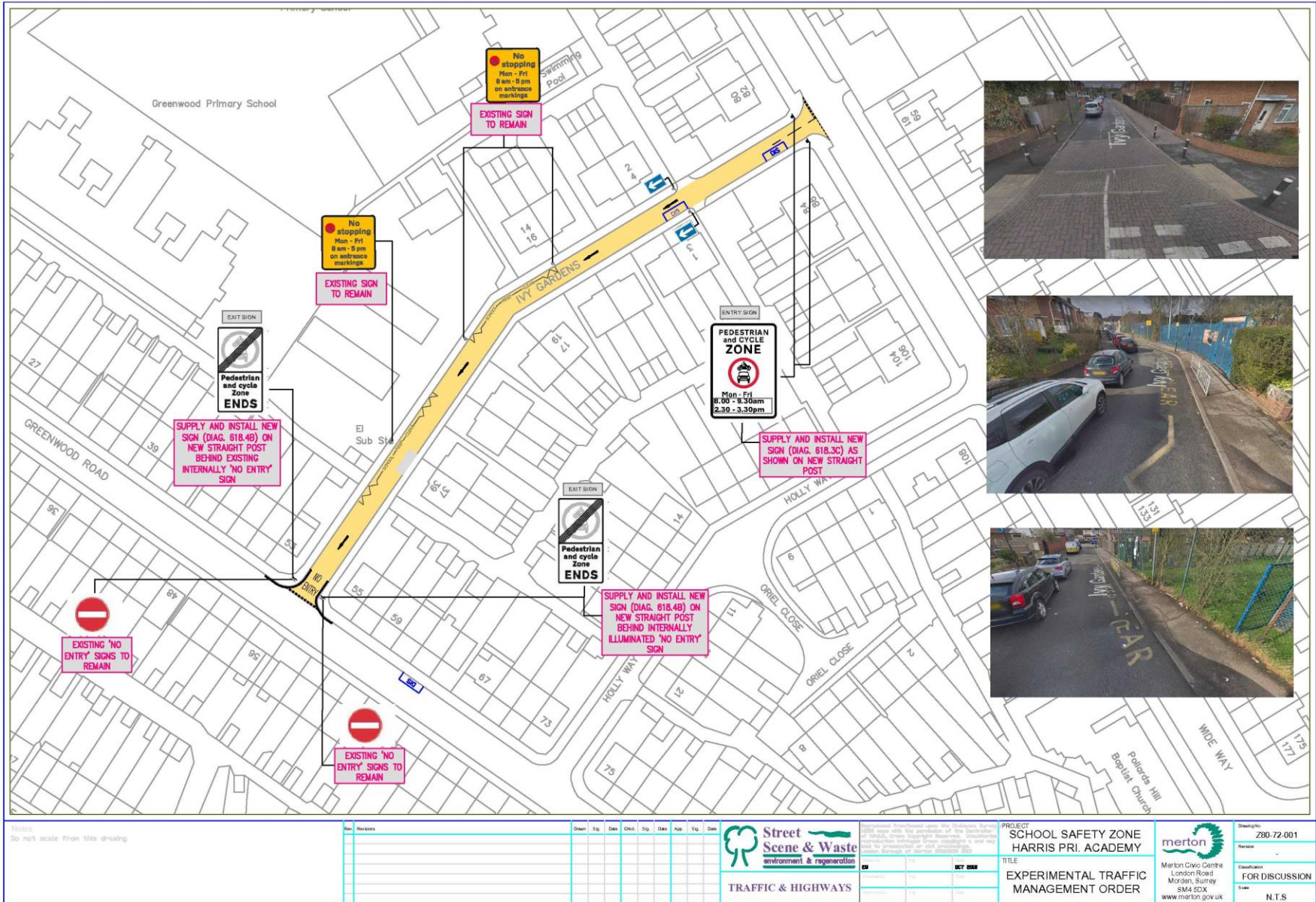
If more than one vehicle requires exemption, then you will need to make a new application and follow the same procedures. The application process will be available online from **1st August**.

Please note – No permit will be issued; you will receive an email confirmation of the vehicle's exemptions.

**The restriction will come into operation on 2nd September 2019**



# Appendix 2



Notes  
Do not scale from this drawing

Rev	Remarks	Drawn	Eng	Date	Check	Eng	Date	Appr	Eng	Date

**Street Scene & Waste**  
environment & regeneration  
TRAFFIC & HIGHWAYS

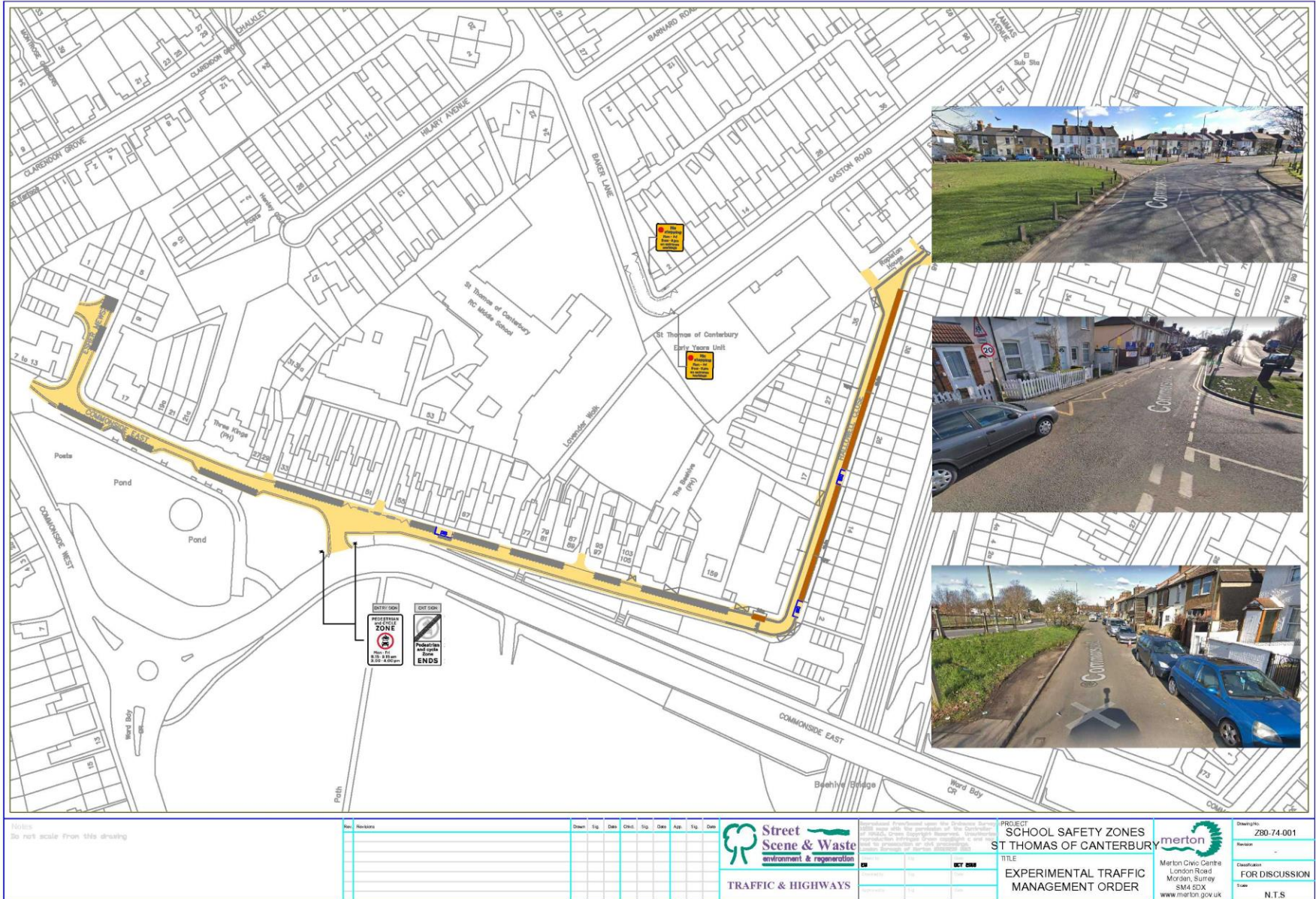

PROJECT  
**SCHOOL SAFETY ZONE**  
HARRIS PRI. ACADEMY  
TITLE  
**EXPERIMENTAL TRAFFIC**  
**MANAGEMENT ORDER**

**merton**  
Merton Civic Centre  
London Road  
Merton, Surrey  
SM4 6DX  
www.merton.gov.uk

Drawings: 280-72-001  
Revision: -  
Classification: **FOR DISCUSSION**  
Scale: N.T.S.

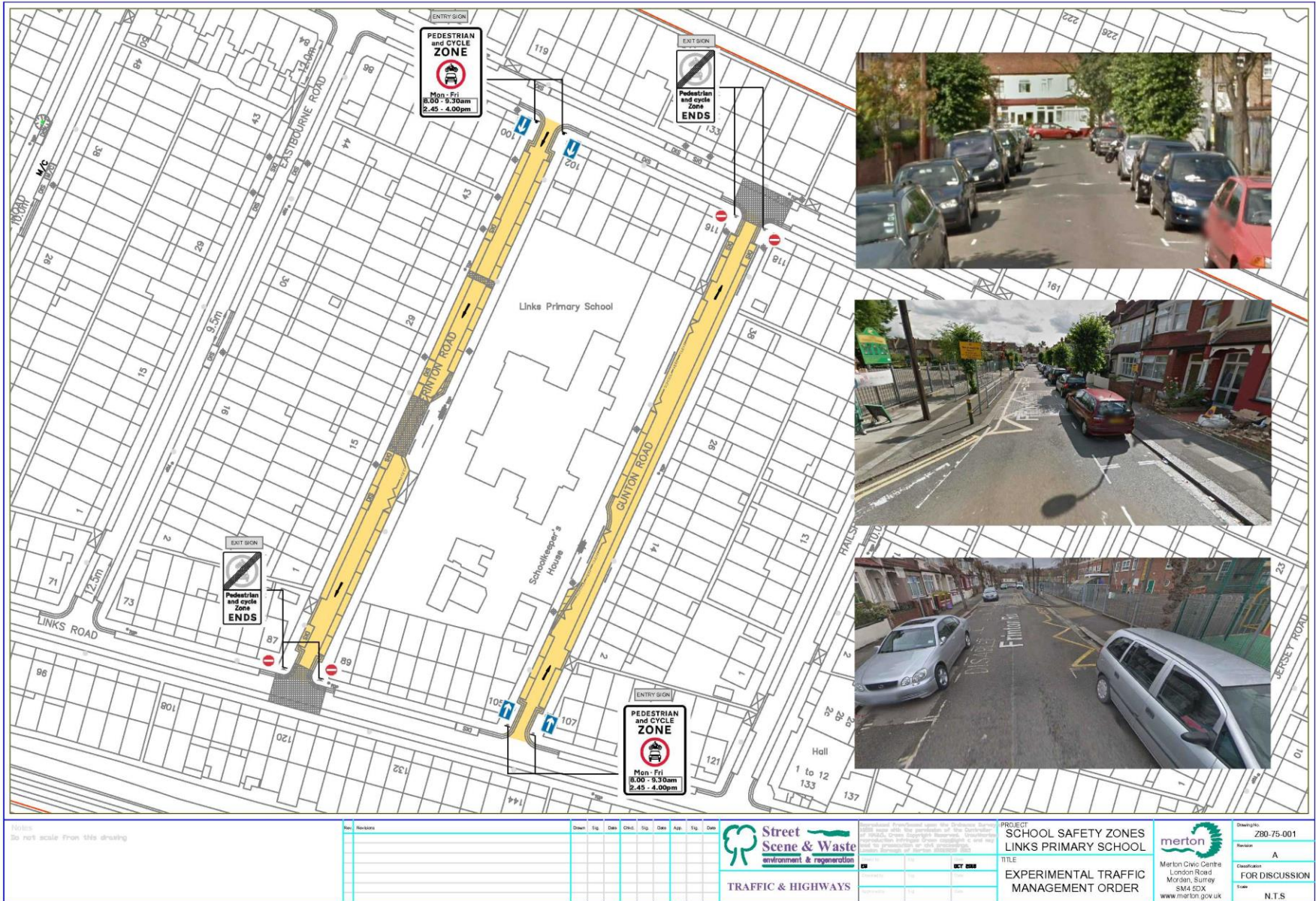


# Appendix 2





# Appendix 2



Notes:  
Do not scale from this drawing

No.	Revisions	Drawn	Std	Check	Std	Draw	Appr	Std	Date

**Street Scene & Waste**  
environment & regeneration

TRAFFIC & HIGHWAYS

Author	Check	Drawn	Std	Date

PROJECT  
**SCHOOL SAFETY ZONES**  
**LINKS PRIMARY SCHOOL**

TITLE  
**EXPERIMENTAL TRAFFIC**  
**MANAGEMENT ORDER**

**merton**

Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 6XK  
www.merton.gov.uk

Drawings:  
Z80-75-001

Revision:  
A

Classification:  
**FOR DISCUSSION**

Scale:  
N.T.S



## 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 Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on  
020 8545 3864