

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3357
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Date: 3 December 2021

Dear Councillor

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

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

- **School Streets – EMTO results- All Saints C of E Primary School**

and will be implemented at **noon on Wednesday 8 December 2021** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

Democracy Services

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

Title of report: School Streets – EMTO results- All Saints 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

3 December 2021

Date report made available to decision maker

01st December 2021

Decision

Having considered the officer's recommendations and all the representations, I agree to the recommendations as set out in the report in making the school street permanent and for a statutory consultation to be undertaken to change the hours of operation to 8.15– 9.00am and 3.00– 3.45pm Mon-Fri term times only

Reason for decision

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

Alternative options considered and why rejected


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

Documents relied on in addition to officer report

N/A

Declarations of Interest

N/A



Cllr Martin Whelton
Cabinet member for housing, regeneration, and the climate emergency
3 December, 2021

Committee: Cabinet Member Report

Date: 01 December 2021

Agenda item: N/A

Wards: Abbey

Subject: School Streets – EMTO results- All Saints C of E Primary School

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

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

Forward Plan reference number: N/A

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

Recommendations:

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

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

School	Restricted Roads	Restricted periods Mon-Fri Term times only
All Saints C of E Primary School	Hanover Rd Deburgh Rd (between Norman Rd & Hanover Rd)	8.00 – 9.15am 2.45 - 4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.15– 9.00am and 3.00 – 3.45pm Mon-Fri term times only (to reflect the schools' new hours).
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the result of the Experimental Traffic Management Order used to introduce the School Street restrictions in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seek approval to undertake a statutory consultation to change the hours of operation to 8.15– 9.00am and 3.00 – 3.45pm Mon-Fri term times only.

2.0 DETAILS

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

Air Quality

- 2.2 To assess the level of air quality around schools, in January 2017 the Mayor of London commissioned an assessment of air quality outside 50 London schools. A report was published in May 2018 (the Mayor of London on School Air Quality Programme) detailing its findings of unacceptable levels of air quality during the school opening and closing periods of the day. One of the contributing factor to this poor air quality within London is road transport, of which the Mayor of London has introduced a series of measures to improve the air quality especially around schools, however this still remains a concern. It is considered that without significant intervention, as the Capital grows rapidly with increasing congestion, adverse health and safety implications are set to continue.
- 2.3 The Mayor's Air Quality report also identified that school travel in some areas often does not contribute substantially to local emissions, as many walk, scoot, cycle or travel by public transport, with much of the road transport emissions emanating from the nearby busy main roads. However, seeking to manage and reduce school related car travel still has an important role to play. Cars picking up and dropping off children near the school gates result in a concentration of emissions amongst larger numbers of children, worsening exposure including the increase in risk of collisions. The recommendations also often focus on delivering broader improvements to the environment around the schools for walking and cycling, and the promotion of sustainable transport including footway widening, kerb build-outs, improved crossing facilities on desire lines and traffic calming.
- 2.4 The Mayor's Air Quality report highlights that without significant intervention, as the capital grows rapidly with increasing congestion, the air quality levels are forecast to rise considerably, which will impact on adverse health and safety implications. Health implications include triggering or exacerbating chronic diseases such as asthma, hearth attack, bronchitis and other respiratory problems.
- 2.5 Recommendations in the Mayor's report is for local authorities to try and minimise the level of pollution outside schools by introducing measures to minimise vehicular traffic outside school gates. Due to the pandemic, since May 2020, all local authorities have been encouraged to expedite such improvements.
- 2.6 In addition to the above, in response to a green recovery, DfT / TfL provided funding (subject to a bid process) for boroughs to consider, consult and implement School Streets so as to reduce congestion, remove the obstructive parking that is often associated with schools; promote active and sustainable modes of travel; improve safety and air quality particularly outside schools. Further information is available on the Council's website www.merton.gov.uk/schoolstreets
- 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 under an Experimental Order.

2.9 Although it is normal practice to undertake before and after surveys that can be used for an impact assessment, particularly on the neighbouring roads, due to the pandemic / lock down and a general change in traffic pattern and behavior, any survey at the time would not have yielded a true reflection.

3.0 SCHEME

3.1 To achieve a number of objectives such as improving safety and air quality and encourage active travel, the Council introduced a school street within the following roads. The school street restricts motorised traffic during specific times based on schools’ starting and finishing times. The restrictions only apply during school term periods.

School	Restricted Roads	Restricted periods Mon-Fri Term times only
All Saints C of E Primary School	Hanover Rd Deburgh Rd (between Norman Rd & Hanover Rd)	8.00 – 9.15am 2.45 - 4.00pm

3.2 Initially the Council intended to use a default period of 08.15 - 09.15am and 15.00-16.00hrs. However, the restricted hours were based on the schools’ then adopted opening / closing hours. Being mindful of the fact that parents often arrive earlier than the starting and finishing times, it was considered necessary to extend the initial proposed hours by 15 minutes. However, since then, feedback and observations have revealed that many parents are arriving just prior to these times.

3.3 During these periods, the roads as set out within the above table are predominately ‘pedestrian and cycle only’ zone. Residents who live in the affected roads are allowed vehicular access as are teachers and those with special needs children who need to be driven to school. This is via an on-line exemption process. Others who may also qualify for an exemption can also register with the Council; exemptions are subject to meeting the appropriate criteria. Location plan and exemption catchment area are attached as appendix 1.

4. CONSULTATION

Statutory Consultation

4.1 Due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. This type of Order enables the implementation of a scheme during the statutory consultation stage. An Experimental Order allows the restrictions and the Order to be in place for a maximum of 18 months before a final decision is made. Anyone can make a representation within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force. The EMTO allowed the Council to meet its extremely tight deadlines but more importantly, it enabled the school, residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. It also allows the Council to make minor adjustments.

Consultees had in excess of 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making a representation.

- 4.2 The consultation began on 29th September 2020 and concluded on 31st July 2021. Newsletters were delivered to all those properties directly affected (see plan in appendix 3). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan 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/2020/10/20-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 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in a total of 42 representations. Only 5 representations are from within the consultation catchment area (roads directly affected) – 3 in support and 2 objections. Both objections are based on difficulties in registering for an exemption rather than the merits of the scheme itself. The remainder of representations are from outside the restricted area with 6 in support and 31 against. Of those within the immediate vicinity, there are 15 objections from Laburnum Road. 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. Consideration must also be given to the objectives of the scheme and its overall benefits.
- 4.6 Primary themes from the comments relate to signage, inconvenience of alternative route and impact on neighbouring roads.
- 4.7 In response to the points raised and some other additional information are set out below:
- One of the objective is to deter car trips for 'the school run', which is a major source of congestion and poor air quality outside schools as well as on route to and from schools. In the past the Council has attempted to address school related traffic and parking issues through School's travel plan, Road safety Education and parking management. However, it has become very clear that a more stringent action is required to change the behavior of parents and motorists in general. A school street can be an effective method of bringing about this change.
 - It is appreciated that some parents continue to resist the change and have found their way into neighbouring roads. Since this area is subject to a CPZ and parking without a permit is not permitted, this behavior can be addressed through enforcement. Although due to the number of schools and limited staff it is not possible to provide daily enforcement for every school, routine enforcement is carried out on a rota basis with targeted enforcement in some areas. With continued enforcement, it is considered that there will be a change in behaviour albeit at a slower pace than expected.

- Due to the pandemic and various guidelines, at the time of the implementation of the scheme, many schools had to establish some form of staggered hours, which had to be accommodated within the restrictions. However, the school has advised the Council of its new hours and if the scheme is made permanent, a statutory consultation will be undertaken to reflect the new school hours. The hours will allow for 15-30 additional minutes to capture the many parents who arrive early particularly during afternoon pick up periods.
- A full assessment of all school street signage across the borough has been carried out and arrangements have been made to further improve the signage in terms of numbers, position and visibility across the borough. This would be over and above of is actually required and considered as necessary. If the scheme is made permanent, 'Term Time only' supplementary plates will be added to the main entry signs. All advance signs which already include this text are being redesigned as more of a pictorial sign, thereby making it easier for drivers to observe.
- All the residents who are directly affected by the restrictions were informed of the restrictions and they are exempt by undergoing the registration process. All vehicles registered to the address can be registered for exemption. In terms of *affected* residents, only those who have no alternative vehicular access to their homes are classed as directly affected; all others who have an alternative vehicular route are classed as indirectly affected and cannot be exempt. To meet the objectives of the school street, it is necessary to minimise volume of traffic and it would not be possible to provide an exemption to anyone who has an alternative route. By facilitating non-essential traffic, it will do nothing to encourage a change in behavior. Notwithstanding, in light of issues that have been raised by some residents, the Council has been reviewing exemptions; for example, there are already provisions within the system for residents to enter the vehicle registrations of taxis that are being used to transport them for medical reasons. There are also provisions for carers and household emergencies. In terms of neighbouring roads, Parking Services will pay additional attention in this area to address the displacement.

4.8 All statutory bodies have been consulted and no objections have been raised.

4.9 The local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report.

5. OFFICER'S RECOMMENDATION

5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. A statutory consultation invites objections to the scheme and since only 2.38% of those directly affected have chosen to object it could be considered that 97.62% of those directly affected do not object to the scheme.

5.2 It is clear that there are no strong objections from the residents who are directly affected. It is considered that the benefits outweigh some of the inconveniences some residents / motorists may experience. School streets are in line with other policies and initiatives across the Borough and London, and believed to be the right step toward changing behavior as well as achieving the various benefits. Benefits include improved safety / perception of safety; the removal of the school-associated obstructive parking; reduced risk to all road users; reduced pollution, including noise pollution; improved air quality in the restricted road as well as reduced traffic in general; after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads.

5.3 It is recommended that the permanent Order is made to retain the school street.

- 5.4 To reflect the change in the school's hours, it is recommended that a statutory consultation is undertaken to change (reduce) the existing restricted hours to 8.15– 9.00am and 3.00 – 3.45pm.

6. ALTERNATIVE OPTIONS

- 6.1 To remove the restrictions. This would compromise if not totally undo all the benefits that have been gained thus far and it would do nothing to encourage a change in behaviour. It would be contrary to the various objectives the Council is trying to achieve.
- 6.2 To include the neighbouring roads; however, as a rule, roads that accommodate the school gate are included within such a scheme and it would be extremely unlikely that residents would welcome the restrictions.
- 6.3 To give exemptions to the residents within the neighbouring roads; however, this would be contrary to the objective of the scheme – i.e. maintaining a reduced volume of traffic and will do nothing to change behavior not just for school related traffic but for residents also. Additionally it would set a precedent and would necessitate the application across all school streets.

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.
- 7.2 The statutory consultation to reduce the restricted hours will be undertaken soon after Cabinet Member decision is made and residents will be informed accordingly.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 All the associated costs are covered by the LSP funding provided by DfT / TfL.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.
- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published ETMO. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, school children and businesses without prejudice toward charitable and religious facilities.

- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.
- 10.3 The retention of the restrictions / improvements affects all sections of the community especially the young and assists in ensuring improved road environment and air quality for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

11. CRIME AND DISORDER IMPLICATIONS

- 11.1 None

12. RISK MANAGEMENT IMPLICATIONS

- 12.1 There may be some dissatisfaction amongst the objectors and neighbouring roads but the benefits of the scheme outweigh majority of the comments made against the scheme.
- 12.2 The risk of not retaining the improvements / restrictions would be a step backward in terms of Council's objectives and will not be in line with the Council's various strategies and projects.

13. ENVIRONMENTAL IMPLICATIONS

- 13.1 When determining the type of schemes to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining improved movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the need to reduce road collisions.
- 13.2 The restrictions removes traffic from this section of the road that makes it safer and more environmental friendly for residents and visitors.

14. Public Health Implications

- 14.1 School Streets and Low Traffic Neighbourhoods (LTNs) have important implications for public health in terms of physical activity, air quality and safety by creating healthy and secure neighbourhoods.
- 14.2 The implementation of School Streets and LTNs encourage the use of active travel options such as walking and cycling and build physical activity into daily routines. The removal or reduction of traffic from certain roads may encourage residents (particularly children) who would not usually consider active travel options to take these up in a quieter and safer environment ([Aldred, R. and Verlinghieri, E. 2020](#)).
- 14.3 Traffic is a key contributor to poor air quality in the borough which can have important health implications. The reduction of traffic in primarily residential areas or streets with schools can improve air quality in local areas and reduce the risk of developing cardiovascular disease and other health conditions. Studies from Waltham Forest found that in particular, there was a reduction in the amount of pollution caused during the school run where these schemes were in place ([Dajnak, 2018](#))
- 14.4 Implementation of these schemes have an important role to play in improving our local areas in terms of road safety. Reducing the flow of traffic in residential areas or in areas close to schools can reduce the risk of residents being involved in a serious collision with a vehicle.

15. APPENDICES

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

Appendix 1 - Newsletter & Plan

Appendix 2 - Representations to statutory consultation

SCHOOL STREETS

Restricted Vehicular access All Saints Primary School



ISSUE DATE : 18 SEPTEMBER 2020

INTRODUCTION

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

PROPOSAL

To improve safety, active travel and air quality, and in response to Covid-19 pandemic, the Council intends to restrict motorised access in and out of the identified roads that accommodate school pedestrian gates during the morning school opening and afternoon school closing periods under an Experimental Traffic Management Order (ETMO). During these periods, the road will predominately be a 'pedestrian and cycle only' zone. Residents who live in the affected roads will be allowed access as will staff who are based at the school; those with special needs children who need to be driven to school would also be exempt. Those who are exempt must register with the Council; exemptions would be subject to meeting the appropriate criteria.

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

The restrictions will be enforced by a camera.

The surrounding roads will be enforced against obstructive / illegal parking.

This measure is introduced to protect children and we would appreciate your assistance and support.

It is appreciated that this may cause some inconvenience and where possible the Council will endeavour to accommodate residents; however, for the scheme to be a success, the Council would require the cooperation of the school, parents and residents. We ask that the school and residents support our proposals and rearrange certain activities such as deliveries and receiving visitors outside the identified hours during each school term.

Consultation process

The proposed measure will be introduced shortly and will operate term times only during the published hours under an Experimental Traffic Management Order.

The Experimental Traffic Management Order will allow the Council to implement the restrictions during the consultation period.

- It allows the Council to assess and monitor the restriction and its impact.
- It will enable the residents and other road users to experience the restrictions thereby allowing them to make informed comments.

www.merton.gov.uk

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.

ABBEY WARD COUNCILLORS

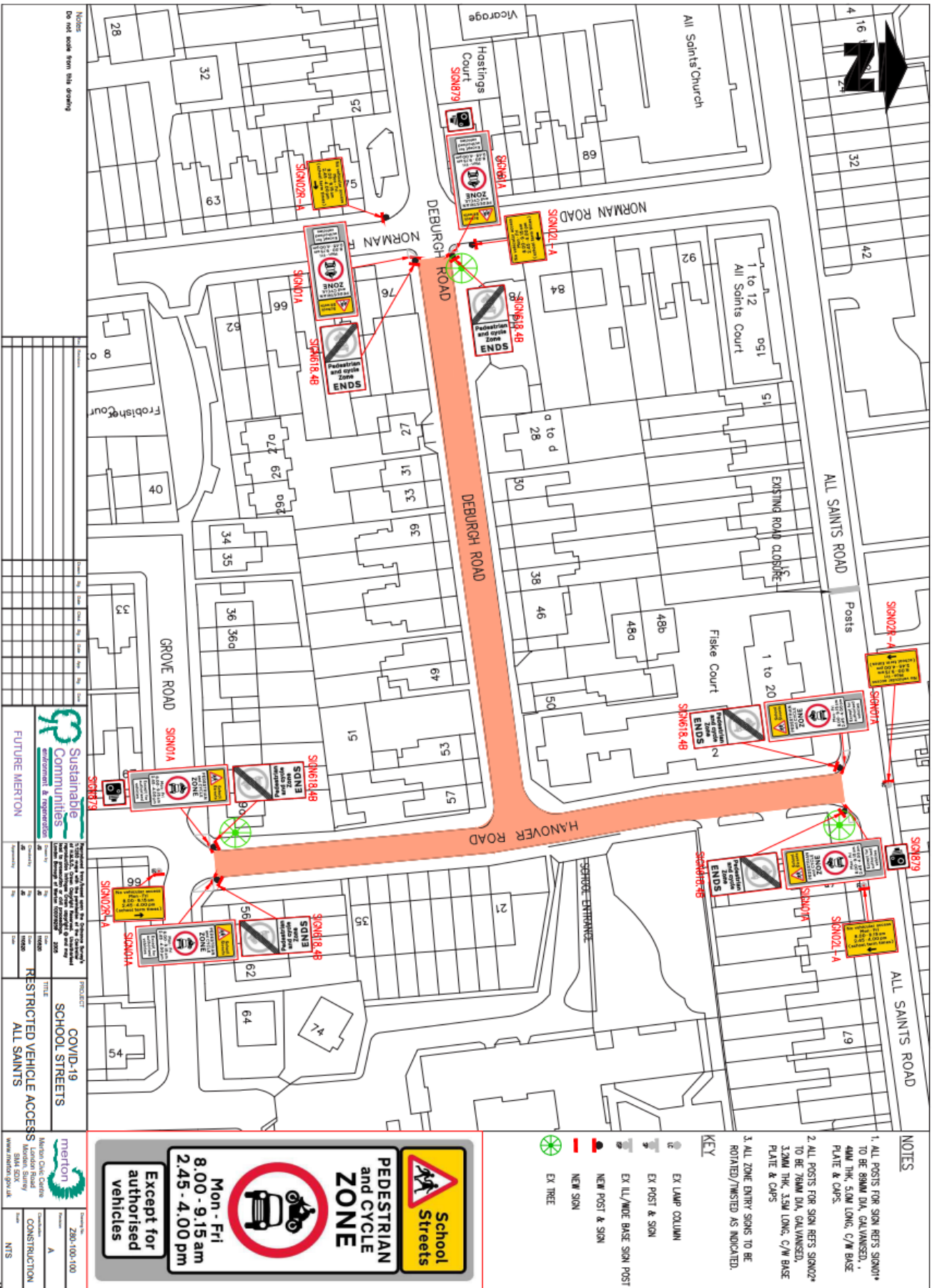
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Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton
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NOTES

1. ALL POSTS FOR SIGN BEES SIGN021-A TO BE 89MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
2. ALL POSTS FOR SIGN BEES SIGN021-A 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.

KEY

- EX LAPR COLUMN
- EX POST & SIGN
- EX ILL/WIDE BASE SIGN POST
- NEW POST & SIGN
- NEW SIGN
- EX TREE

School Streets

PEDESTRIAN and CYCLE ZONE

Mon - Fri
8.00 - 9.15 am
2.45 - 4.00 pm

Except for authorised vehicles

Notes
Do not scale from this drawing

Sustainable Communities
environment & regeneration

FUTURE MERTON

Projecting how you will see the City Centre Area in 2025. The image is a computer-generated illustration and is not intended to be a true representation of the actual appearance of the area. It is for information only and should not be used for any other purpose.

PROJECT TITLE: COVID-19 SCHOOL STREETS RESTRICTED VEHICLE ACCESS ALL SAINTS

PROJECT NO: 2801-100-100

DATE: 15/03/2020

CONSTRUCTION: A

NTS

Road Name	View	REPRESENTATIONS FROM WITHIN THE NEWSLETTER POSTAL AREA
Deburgh Road 6294907	Agree	I live on Deburgh Road and there are fewer cars travelling to the school in the morning. This has reduced the number of speeding cars down our road. However there a few drivers who are carelessly driving over the pavement into the Sultan car park with no regard for my children walking to school; people parking at the dead end part of All Saints Road and then reversing at speed to exit the estate; and people doing a U turn at the bottom of Deburgh Road (mounting the pavements as children walk on them) to avoid being seen by the camera. For lots of reasons I think Deburgh Rd would benefit from being one way and having a one way loop around the estate.
Deburgh Road 6348298	Agree	I live directly across from the school gate, right in the middle of the zone. The school zone has been absolutely brilliant! For students, parents and school staff it has massively improved safety around the school gate and it certainly seems to have increased the number of students arriving by active travel modes, which is wonderful to see. For me personally it had also been a major benefit as I normally leave the house in the half hour before school starts - either for a 'faux commute' or morning run, or north to Colliers Wood tube, or west to Wimbledon station, or south to the tram. So to be able to walk out of my house and safely get on my way, navigating just parents and kids on foot or scooter with plenty of space to do has been such a wonderful experience. It definitely beats weaving through cars whilst they make stupid dangerous moves and paying precious little attention to all the humans around. And - especially with working from home during lockdowns - not having all the rubbish air quality or noise as a result of all those cars directly outside my home office window has been such an improvement! I get one regular weekly delivery that was affected by the zone, but the driver now comes earlier (or walks it from around the corner if he's been delayed). Other than that the school zone has not affected my day to day life at all - other than all the benefits! And even though I have a car parked on street in the zone and have registered my exemption, I haven't used it even once. The only thing I would ask is that there be better enforcement of the zone - it appears the camera is only on the Deburgh Road arm, so occasionally I see drivers driving through the zone entirely on Hanover Road (from All Saints through to Leyton Rd) as there doesn't seem to be a camera on either end of Hanover Road. (Also, for some reason someone keeps rotating the signs - not sure if that's an attempt to avoid a valid penalty? May need to use anti-rotation fixings
Deburgh Road 6348302	Agree	Seeing the wonderful diversity of different modes the children are now using to access All Saints school, and the lack of motor vehicles causing them danger, is a great thing. Before this scheme, there were many dangerous car movements around school opening time, endangering not only the school children but also other vulnerable road users. The scheme has eliminated a large percentage of these
Hanover Road 6331108	Disagree	my house is inside the restricted area and i have a company vehicle i tried to register and was asked to submit information that i don't have, i still live with my mum who works for the school is there anything that you can do to help me
Hanover Road 6347016	Disagree	I have been unable to register my address on Hanover Road as being a part of the scheme - even though the entrance to the school is there as well. There was also a discrepancy as I was not allowed to register my father's Taxi even though he parks on my drive to charge his cab so he can work. This has led to him either not being able to charge his cab or getting stuck.

Road Name	View	REPRESENTATIONS FROM OUTSIDE THE NEWSLETTER POSTAL AREA
Autumn Close 6254858	Agree	Will this create crazy traffic to other roads?
Cowdrey Road 6253522	Agree	I am sick of the streets near schools being blocked by traffic delivering and collecting children from school. They should be made to walk. It makes it very difficult for the rest of us going about our business.
Laburnum Road 6341564	Agree	It makes sense for parents to walk their children to school when feasible. However as a local resident who pays a lot to be able to own/park a car in Merton, it is poor that Laburnum Road residents were not consulted/informed of this scheme in advance. Now if I need to drive in the designated times, instead of using De Burgh Road or the mini roundabout on Haydons Rd I have to take Olive then Gilbert and pull out into the teeth of traffic n Haydons Road (driving past another part of the school). Also the cameras in De Burgh are half way so cars come down part way and then have to turn round and drive back out. Residents of Laburnum Road should be exempt, and kept updated.
Myrna Close 6282003	Agree	This is my son's school and both sites would benefit from Traffic restrictions. It will need enforcing though as parents ignore current restrictions like the zigzag and double yellow lines anyway!
Quicks road 6321843	Agree	---
Tolverne Road 6347859	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at All Saints primary. School streets such as this one play a critical role in reducing road danger to children, improving air quality and enabling walking, cycling and scooting for a wider range of people of different ages doing the school run. They additionally reduce the number of motor vehicle journeys, lower pollution near the school, and reduce congestion. Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide funds to further enhance the school street - Install planters at the entrance to the school street to narrow the road width and create a gateway into the school street, enhancing its presence - Provide signage at a lower height, and more clearly delineate the zone - Create new areas of trees and soft landscaping into the carriageway space - these could be parklets, pocket parks or planters to improve the air quality, sustainable drainage to reduce risk of flooding. - Extend the school street to cover the stretch of All Saints Road between Hanover Road and East Road, to reduce the risk of vehicles undertaking three point turns by the current Hanover Road closure, which is in close proximity to the school entrance - Alternatively, move the current point closure on All Saints Road from its current location to the junction with East Road; this would reduce volumes of school traffic passing the school throughout the day 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
All Saints Road 6348040	Disagree	The scheme has caused pollution due to congestion within All Saints Road at the least. Traffic is not flowing through - it's having to stop, keep engines running. The signage is poor, causing potential accidents with vehicles reversing and turning all over De Burge Road and All Saints Road, children are crossing, it's dangerous. The parking meters are blocked off and the width restrictions and barriers in All Saints Road prevent contractors / tradesmen delivering goods / services. Angry parents dropping off to all Saints School have been abusive to residents, in all Saints and double parking. It is not well thought out at all. Road safety has not been improved as drivers are confused and have nowhere to turn. Building work at one end of All Saints Road creates blockages and confusion. If I park in Hanover Road, (as I cannot park in in my own road) I cannot access my vehicle the next day at certain times. I am not eligible for a permit apparently!!! It is a badly thought out scheme by people who do not live in the area. I believe this is a money making scheme and not entirely about emissions.

All Saints Road 6348037	Disagree	I disagree with the scheme - parking meters are in Hanover Road. Visitors/tradesmen cannot access them at a time when they need to start work, due to the restrictions. Visitors / tradesmen cannot park in All Saints Rd etc, as they do not have permits and risk getting a ticket. This has a negative knock-on effect to the residents who are at times unable to park in their own road and pay for costly resident parking permits. The parking in All Saints Rd also builds up with parents from All Saints School parking when dropping off - keeping engines running, creating more pollution. We have been abused by parents parking in our road from the school. If I cannot park my vehicle in my own road at night when returning from work, I sometimes have to park my car in Hanover Rd. When it comes to moving my car in the morning to use, I am unable to access it for fear of getting a ticket for driving down the prohibited road to fetch it. At either end of All Saints Road, there are either width or restriction barriers. The road is often blocked with construction work vehicles at the East Road end. So as residents we are 'stuffed'. We cannot get out of our road as all three exit points are blocked at certain times. I pay for permits to park, but am unable to. The scheme has created carnage. I don't think pollution has decreased and for that reason don't believe the scheme works.
East Rd 6313778	Disagree	---
Grove Road 6348052	Disagree	Increased air pollution going around the school zone Roads not as safe as blind spots
Grove Road 6348014	Disagree	It's a hazard going through alternative roads which is a greater risk to pedestrians
Grove Road 6348015	Disagree	More risk to go via Gilbert road More pollution to go around than via the road with the school
Laburnum Road 6346905	Disagree	Drivers are angry and drive furiously around Olive road to make up for lost time. Super dangerous, you must see it. I always forget the time in operation and end up turning left and the sultan, left down all Saint's, left back down on Haydons road and round via Gilbert road - too long, I feel sorry for residents of that road which now has double the traffic and stressed out drivers expressing their anger behind the wheel. Someone's going to have an accident. It would be better to just encourage drivers to drive steadily with signs and flashing lights rather than street ban, many kids walk the diversion road home anyway.
Laburnum Road 6348194	Disagree	This restriction now means that drivers have to make 5 separate blind corner turns to get out into Haydons Road, surely a risk to both pedestrians and traffic. Those car owners already cannot get out at the opposite end of Laburnum Road due to no entry onto Merton High Street and emergency access only barriers on Holmes Road. The signage and warnings of entering the zone are completely inadequate. Rather than concentrate on this when evidence shows there isn't that much pollution or environmental impact here, why not do something about the appalling traffic congestion on the A238 - Merton High Street etc.
Laburnum Road 6347800	Disagree	This scheme is surely just a money making project. The mayor's Air Quality report said school travel does not substantially contribute to local emissions as many walk or scoot to school. The main pollution here comes from Merton High St now that the empty cycle lanes often cause huge traffic jams and stationary traffic. The journey from Laburnum Rd to Haydons Rd had one turn. Now it has 5, which means it takes longer, more braking etc and so higher emissions. Risk to children is much higher cos of the extra residential roads full of parked cars. There are no noticeable signs warning as you approach the zone from North or south on Haydons Rd. The cameras are behind the first sign making quick braking, reversing and 3 point turns extremely dangerous for ALL pedestrians. Most kids are local and so walked or scooted to the small school anyway cos there is no parking available for drop off. This scheme does not improve emissions but quite the opposite. Improve Merton High St instead.
Laburnum Road 6346848	Disagree	The scheme is atrocious. It's another example of a poorly thought out and poorly executed scheme from the incumbent council. In my opinion, it's nothing more than a means of revenue generation. 1: It does nothing to lower pollution. I now avoid the area at risk of going in there accidentally. The alternate route from Laburnum Road to Haydons road is longer, has numerous 90 degree corners and parked cars. You are continually accelerating and decelerating and it just creates pollution. Its also dangerous

		<p>given the parked cars and blind corners - that is your scheme puts the lives of pedestrians (including children walking to school at risk) 2) Your signage is illegal. I understand it was enacted under an emergency TMO. Small yellow signs are not sufficient. This is more evidence to suggest its for revenue generating purposes only. Some say term times only, other don't say term time. 3) There is no evidence (as laid out in the government paper) that school zones actually lower pollution. How about the council did something to try and improve the continual stream of backlogged traffic on Merton High Street - that would do more to cut pollution. I guess the answer is that it would be a capital expense and not a revenue generator like these school zones are. 4) You don't tell drivers what the alternate routes are. If you are not from this area then you aren't aware of how you can avoid the zone 5) You don't warn drivers of the zone until you're actually in the zone. More evidence that you are using this for pure revenue generation. 6) You are punishing thousands of local residents and working people for a small number of parents who chose to drive their children to school. Why implement schemes that target just those individuals who chose to drive their children to school</p>
Laburnum Road 6347261	Disagree	There should be exception for people who live in the roads around however this also effects visitors to these people
Laburnum Road 6347058	Disagree	<p>The mayor's air quality report identified that 'school travel in some areas often does not contribute substantially to local emissions and much of the road transport emissions emanate from the nearby busy main roads' – which is definitely true in this case. Merton High Street is often at a complete standstill with extremely high and dangerous emissions at some times during the day, which has been exacerbated by the introduction of unused cycle lanes. All Saints is a very small school. Many children are local and walk or scooter to school. The scheme increases pollution because previously, the journey from Laburnum Road to Haydons Road included only one turn. Now it contains FIVE. Each turn requires extra braking, decelerating and accelerating, which increases emissions. The journey is longer than the previous one. The scheme increases risk to children being walked to school. The alternate route is ONLY via residential roads with a high volume of on-road parked cars. Each corner is a blind corner. This puts lives at greater risk. If you approach the zone from the north, the only warning that you are entering the zone is a small yellow-on-black sign, wholly inadequate and difficult to see/read. Even if you are from adjacent roads you will probably not be aware it is there. Approaching the zone from the south or via Haydons Road there is NO warning that you will be entering the zone until you are AT the zone. The cameras are placed behind the first piece of signage when you're actually in the zone already. To avoid a fine you therefore need to brake sharply, reverse and execute a 3-point turn - dangerous for cars, lorries AND children and all pedestrians. Large lorries often have to use the road to access a builder's yard and mosque-build and a reverse and three-point turn is extremely dangerous.</p>
Laburnum Road 6346886	Disagree	Residents do not contribute to significant pollution in the area. As all roads around All Saint's school are not through roads the only people using them are residents. Having to use the alternative around Grove Road is more dangerous for pedestrians and drivers as there are more turns, all of which are obscured by cars. The whole point of this scheme should be to prevent parents driving their children to this particular school but it seems residents are being punished and very little positive impact has been made.
Laburnum Road 6347022	Disagree	<p>While I agree that cars should not be allowed to PARK/STOP directly outside of All Saints School to drop off or collect pupils. I strongly disagree that residents of Laburnum Road (a dead end road!) who hold Parking Permits, should not be permitted to drive past the school to enable them access to turn right/left onto Haydons Road at the ROUNDABOUT at the junction of North Road/Haydons Road and not have to use the current proposed permitted route via the junction of Gilbert Road/Haydons Road. A much safer option. During the proposed Restricted Access Hours (particularly AM) the amount of traffic in Haydons Road that tails back from the traffic lights at the junction of Haydons Road/Merton High Street will cause a further danger to motorists/cyclists and pedestrians and cause further traffic hold ups in the area. This will further increase the pollution from stationary cars with engines running - a well documented major issue for Merton Council. Cars will HAVE to push out & block traffic in Haydons Road otherwise there is no way of exiting Gilbert Road. The 200 bus will be further delayed and cyclists</p>

		will be put at further risk. While parents/guardians etc. should be discouraged from driving their children to school. Residents in Laburnum Road and adjoining roads will be virtually 'kettled' in their roads during the proposed Restricted Hours.
Laburnum Road 6347012	Disagree	Whilst I agree with the principal of the schools zone I think the signage, fining implementation, and restricted roads has been poorly thought out. For example, Deburgh and Hanover Road is the primary route in for residents in Laburnum, Grove and Leyton Road; a route I've personally been driving for 10 years. I only found out about the scheme after receiving a charge notification (not even a PCR to be able to appeal) - no notice was posted to my house and the signage is too similar to the existing controlled parking zone signs which appears everywhere in the borough. Furthermore, it is easy to turn into roads elsewhere in the borough and dangerous manoeuvres are required to reverse away from the zone. I think a period of better informing/educating local residents rather than straight fining them would be beneficial, perhaps a 2-3 strikes written warning policy rather than a £200 fine for driving a route you have been making for years. I would also consider the needs of residents in positions similar to ours where the zone effectively blocks the primary access road to our residences when the children in these roads are going to be walking to the schools anyway given their distance from them
Laburnum Road 6348292	Disagree	---
Laburnum Road 6346898	Disagree	I am a resident on laburnum road. This is a cul de sac. There is only one other way of getting to my road. So this road will get completely blocked. What do you suggest I do?
Laburnum Road 6347006	Disagree	The area is already protected by the 20mph limit. Given the location and density of housing there are already very few people who drive to the school so pollution is not the same issue as it might be at other schools falling under this broad policy. The scheme actually increases pollution because there are 5 90 degree turns rather than just 1 as well as it being a longer route. You will be aware that this increase emissions through braking, decelerating and accelerating. The scheme actually increases risk to pedestrians including children walking to school. The alternative route has several blind turns. The signage is complicated and difficult to spot. It results in cars slamming on the brakes at random during and outside of the restricted time zone which increases risk of crashing and injury.
Laburnum Road 6348296	Disagree	The scheme means that local residents who aren't entitled to an exemption despite living next to the start of the identified roads have to follow another route onto Haydons Road through Grove Road, involving multiple tight turns, stopping and starting. This can be dangerous as the turns are often difficult to see round and its increased the amount of vans/lorries coming an already very tight road. Further, it arguably increases air pollution given the amount of braking required. In addition, the scheme does not appear to have resulted in less cars dropping and picking up - the traffic has simply moved onto Grove Road which was not previously an issue. It is also unclear why it's necessary for the time periods to be so long - it was stated on one of the information calls prior to the scheme coming into effect that the time periods would be minimal however it is in effect for over an hour for both morning and afternoon periods, totalling 2.5 hours per day. The signage is also unclear - it is fairly small and we understand that the cameras are placed at the beginning so that someone doesn't even have to drive through to get a ticket.
Laburnum Road 6347003	Disagree	Parents still drive but park either side of the restrictions illegally, therefore is not reducing car journeys or pollution. More cars down Gilbert Road, which is a small slalom road due to parking bays. No decent signage, should be before you enter the zone, and not after when you have nowhere to go, unless you do a 360 turn, which would be dangerous to pedestrians and aid pollution. Even Merton council do not know what days the restrictions are in place, so how do we know? What days are the restrictions in place, inset days, holidays, how do drivers know. As a resident of Merton are the dates all the same all around the Borough, now so challenging to move around the borough safely. Restricted times are too long. It does not take over 1 hour for children to go into school! These are not restricting traffic but condensing traffic in a few areas. Does not make it safer for pedestrians, due to parents trying to park near the school. Also difficult for local residents to have deliveries or use there own cars which

		we spend a fortune on to have a residents permit. I do believe that these restrictions are not reducing journeys, improving climate change or reducing pollution. More importantly it is not improving safety or health due to cars turning, parking illegally and reducing pedestrian access. What these zones have tried to achieve has actually had the reverse. Good idea to look at improving health etc but not this way, it is not working.
Laburnum Road 6346963	Disagree	Traffic pollution is greatly increased due to the long route out of Laburnum Road to Hayden's Road. Signage is very poor coming from Haydon's Road to the restrictions. It feels like it is perhaps set up just to catch people out and issue fines. I got a warning letter advising I had broken the restrictions and would be fined next time the offense was on a Saturday !! so there were no restrictions in place. Waste of time and money sending me a letter .
Leyton Road 6348210	Disagree	I certainly don't believe that any residents with-in the all saints primary school area should get fined for driving past the school as we need to get to work/university. We also need our car for hospital trips or shopping.
Leyton Road 6348230	Disagree	Nightmare having to go round the houses to get onto haydons road the small roads are full of cars and blind spots surprised there hasn't been an accident. My main issue was we wasn't informed when it was going "live" which in tail got me two fines in a week it's just another way of screwing us over for more money. My mother has lived in Leyton road for 45 years I have lived in the house for 30 there has never been an issue in all that time but some bright spark thought I know..... As drivers we are getting penalised left right and centre but yet we have to put up with electric scooters doing what the hell they want and don't even get me started on cyclists
Leyton Road 6347995	Disagree	More traffic than ever in my road and others nearby because traffic finds other routes to avoid the scheme What about the air that me and my family have to inhale!
Leyton Road 6343443	Disagree	I think this Hanover Road/Deburgh Road scheme is unnecessary and has already affected our home economy as well as made it difficult to get some deliveries. Hanover Road is not a major through road, it's quiet and never has much traffic so in general it's a very safe road for children. The only exception is when the school parents drop off their children, which BTW some do by stopping in front of the school gates, on the yellow line (it's a no-stopping area). So rather than closing Deburgh Road and Hanover Road for traffic, I think what is needed is better enforcement of rules being followed and better guidance for parents to park further away from the school, walk with their children, then turn their cars around rather than continuing through Hanover Road. We live on Leyton Road and Hanover Rd is one of the only two options we have in order to leave our neighbourhood, and the less convoluted one. As we leave towards Haydons Rd we turn left on Hanover Road towards Deburgh Road, therefore not even passing in front of the school gates, I never thought this was unsafe for children and everyone drives slowly on these streets anyway. I think closing Hanover Road and Deburgh Road is unnecessary, but if school parents and staff disagree I would at least expect residents of Grove Rd, Laburnum Road and Leyton Road to be eligible for exemptions. Please consider this. By the way, we've already been fined 3 times, sadly. Out of habit we have sometimes made the mistake of continuing to use these streets without thinking. It's hard to break this type of habit. We've also had delivery drivers calling us multiple times to ask for advice on how to get to our home. It is not easy for them and their GPS systems to find the only alternative which is going back to Haydons Rd and taking Gilbert Rd. Street signs on Haydons Road and Deburgh Road should be made available to help guide them should these restrictions continue. Thanks for giving us the opportunity to share our ...
Links Road 6255192	Disagree	----
Merton High St 6304352	Disagree	----
Merton High St 6312029	Disagree	-----
Norman Road 6282003	Disagree	The effect of the scheme on those residents in immediately neighbouring streets has not been taken into account. The impact is significant, with residents now unable to turn out of their street in a particular direction for two and a half hours a day, including the

		<p>morning hours which, for many, are the only time that various journeys can be made before work starts and there is seemingly no ability to apply for an exemption due to not being directly within the relevant zone (a matter of 50 or so metres of road). For residents on Norman Road, this effectively leaves residents unable to leave their houses by car during the relevant hours, since the northbound traffic on Haydons Road is now so bad that even accessing Quicks Road from All Saints Road is almost impossible. Without any option to take the longer route via Hanover Road to North Road, which at least provides the opportunity to join the traffic at a roundabout, residents are left trapped. Whilst improved air quality around schools is, of course, extremely important, penalising neighbours (who now also have to deal with the chaos that occurs as parents try to park just outside the zone) does not seem the right way to go and risks damaging otherwise amicable relationships between residents and the school community.</p>
<p>Victory Road 6321854</p>	Disagree	<p>This simply has not been thought through properly. Given these roads are mainly cul-de-sacs the only other users are those bringing deliveries to residents. Therefore the distinction between residents in this circumstance is largely meaningless. It will simply ensure other users who need to access the roads on behalf of residents will now be crammed in to other parts of the day increasing congestion then. Please reconsider this bad idea.</p>
<p>Wessex Avenue 6344189</p>	Disagree	<p>My very elderly mother lives next to All Saints primary. She has vascular dementia and Alzheimer's. As a family we have to attend her address numerous times in a week and cannot avoid the restrictions. Residents and their carers are penalised, it doesn't just stop parents parking. There are lots of elderly people in this street and you haven't considered this at all</p>

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