

Committee: Cabinet Member Report

Date: 1st November 2021

Agenda item: N/A

Wards: Ravensbury

Subject: School Street – ETMO- Malmesbury Primary School

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

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

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet [email: mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

Recommendations:

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

- A) Notes the result 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.

Restricted Roads	Restricted periods
	Mon-Fri - Term times only
Malmesbury Rd Newminster Rd Neath Gardens	8.00 – 9.15am 2.30 – 4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to reflect the schools' new hours of 8.15 – 9.00hrs and 2.45 – 3.45hrs Mon-Fri term times only.
- 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 that was used to introduce this School Street restriction in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street for Malmesbury Primary School.
- 1.3 This will ensure that vehicular traffic / congestion remains to an absolute minimum; improved road safety / perceived safety, reduced risk and air quality is retained particularly for children outside the school gate during school term time.

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. 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) to 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 [Introducing new school streets 2020 \(merton.gov.uk\)](https://www.merton.gov.uk/news/2020/09/2020-09-16-introducing-new-school-streets-2020)

- 2.7 During trench 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 including Malmesbury Primary school. 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 improve safety and air quality; to encourage active travel and in response to the pandemic, the Council introduced the following school street. The school street restricts motorised traffic during specific times based on schools' starting and finishing times. The restrictions only apply during school term periods.

Restricted Roads	Restricted periods Mon-Fri - Term times only
Malmesbury Rd Newminster Rd Neath Gardens	8.00 – 9.15am 2.30 – 4.00pm

- 3.2 Initially the Council intended to use default period of 08.15 - 09.15hrs and 15.00-16.00hrs. However, the hours were based on the schools 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.
- 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 online 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 schools, residents and other road users to experience the restrictions, thereby

allowing them to make an informed decision prior to responding to the consultation. Consultees had 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 in September 2020 and concluded on 31st July 2021. Newsletters were delivered to 155 properties within the catchment area. The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan is attached in Appendix 1.
- 4.3 Residents were encouraged to submit their feedback on the Council's website using specific on-line feedback link. All available information was also posted on the website. [Introducing new school streets 2020 \(merton.gov.uk\)](https://www.merton.gov.uk/news/2020/12/introducing-new-school-streets-2020). Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 4.2.1 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.
- 4.2.2 The school was provided with a banner to be attached to the school gate. The banner sets out the restrictions and affected roads. The school was also requested to inform and remind parents of the restrictions.
- 4.3 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in 13 representations. There are 6 representations from within the newsletter postal area, of which 4 are in support of the scheme and 2 objections. There are 2 from immediate vicinity (1 in support and 1 objection). There are also 5 from outside the area (2 in support and 3 objections). All representations are detailed in Appendix 2.
- 4.4 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. The following are summary and frequency of comments:-
- 1 Has made the road safer for children
 - 2 include neighbouring road too
 - 2 inconvenience for parents to park
 - 2 displaces traffic into surrounding roads with congestions and added pollution
 - 1 exemption application process is difficult
 - 1 measures are draconian
 - 1 inconvenient for deliveries
 - 1 inconvenient for workmen
 - 1 inadequate consultation
 - 1 measures should be rolled out to all schools
 - 1 causes danger in surrounding roads
 - 1 money making scheme
 - 1 inconvenient for the vulnerable and those with disabilities
 - 1 reduces road danger to children, improving air quality and enabling walking
 - 1 improve enforcement & signage
 - 1 create gateway entries with planters

4.4.1 In response to some of the comments:

- One of the objectives of a school street is to reduce the volume of traffic and the obstructive parking from outside and vicinity of a school; to extend the school street into neighbouring roads would therefore not be possible particularly when many residents may find the restrictions too imposing. However, to restrict vehicular traffic in roads outside school street, consideration could be given to Low traffic Neighbourhood should there be support from majority of the residents. This would be subject to the appropriate assessment and consultation.
- The Council was given a very short time frame and limited funding to roll out a very challenging programme and Merton has introduced the highest number of school streets in London. The Council will be considering further school streets in due course subject to available funding and local support.
- If the scheme is made permanent, the Council will be considering further improvements in highlighting the school streets across the borough. Meanwhile a full review of the signs has been carried out and the appropriate improvements to the signs will be made but it is important to note that there are advance signs on each approach and all the legally required signs fully comply with the Traffic Signs Regulations and General Directions (TRSGD) (2016)
- Given the extremely tight time frame imposed on the Council for delivering the school street programme, the scheme was implemented under an Experimental Order which meant a consultation period of more than 6 months; normal statutory consultation is 21 days. This also allowed the residents to experience the scheme before making an informed decision.
- The purpose of the school street is to improve safety, reduce risk and improve air quality in the restricted road as well as reduce traffic in general; after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads. Another objective is to improve road safety and perception of road safety not only for pupils attending the school, but also for the residents and their visitors. This can be achieved by minimising volume of traffic past the school and remove the associated parking whilst pupils are arriving or leaving. For a school street to remain effective and to meet its objectives, it is necessary to reduce volume of traffic by reducing number of exemptions. Many delivery services can be made aware of the restricted periods when placing an order and deliveries can be made outside these hours. Trade personnel and other visitors can also enter the road either before or after the restricted periods. Emergencies can be exempt after the event as long as evidence of emergency is provided. Every effort is made to minimise inconvenience but it simply is not possible to accommodate every scenario or eventuality.
- School Street does disperse the localised high volume of vehicular traffic and obstructive from the vicinity of schools and it is appreciated that some parents continue to resist the change and have found their way onto neighbouring roads. The obstructive parking 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 hoped.

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

4.8 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.
- 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 quality in the restricted road as well as noise pollution; improved air 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 – 9.00hrs and 2.45 – 3.45hrs.

6. ALTERNATIVE OPTIONS

- 6.1 To remove the restrictions. This would compromise if not totally undo all the benefits that have been gained thus far and it would do nothing to encourage a change in behaviour. It would be contrary to the various objectives the Council is trying to achieve.

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.
- 7.2 The statutory consultation to 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 those with a blue badge, residents, school children and businesses without prejudice toward charitable and religious facilities.

10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10.3 The retention of the restrictions / improvements affects all sections of the community especially the young and assists in ensuring improved road environment and air quality for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

11. CRIME AND DISORDER IMPLICATIONS

11.1 None

12. RISK MANAGEMENT IMPLICATIONS

12.1 There may be some dissatisfaction amongst the objectors but the benefits of the scheme outweigh majority of the comments made against the scheme.

12.2 The risk of not retaining the improvements / restrictions would be a step backward in terms of Council's objectives and is likely to raise objections from the residents and school who have enjoyed the improvements since September 2020.

13 ENVIRONMENTAL IMPLICATIONS

13.1 When determining the type of scheme 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 ([Dainak, 2018](#))
- 14.4 Implementation of these schemes have an important role to play in improving our local areas in terms of road safety. Reducing the flow of traffic in residential areas or in areas close to schools can reduce the risk of residents being involved in a serious collision with a vehicle.

15. APPENDICES

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

- Appendix 1 - Newsletter & Plan
- Appendix 2 - Representations to statutory consultation

SCHOOL STREETS
 Restricted Vehicular access
 Malmesbury 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.

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.

RAVENSBURY WARD COUNCILLORS

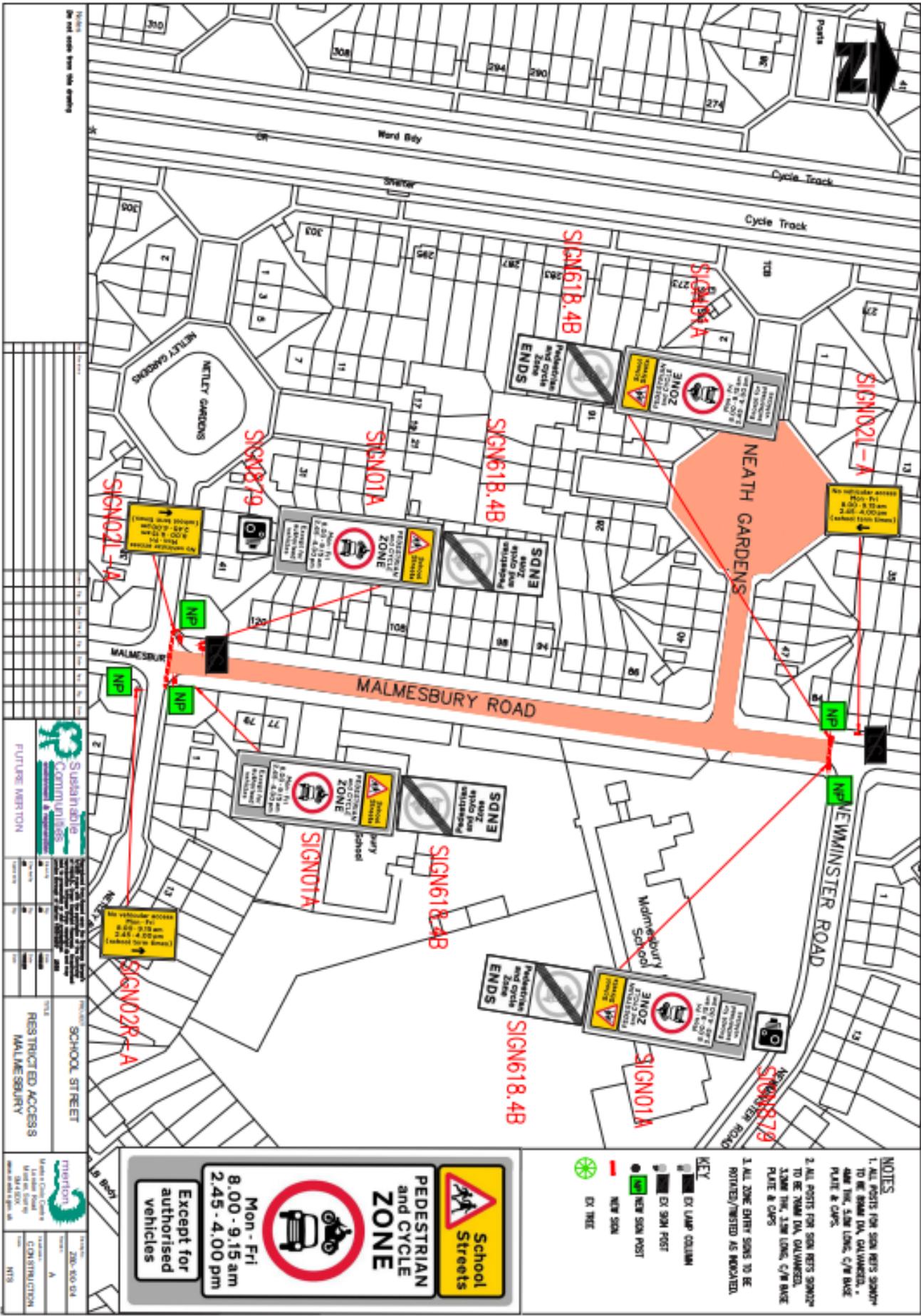
Cllr Stephen Alambritis
Phone - 0208 545 3424
Email: stephen.alambritis@merton.gov.uk

Cllr Natasha Irons
Phone - 0208 545 3424
Email: natasha.ironsm@merton.gov.uk

Cllr Peter McCabe
Phone - 020 8715 7130
Email: peter.mccabe@merton.gov.uk

Cabinet Member for Regeneration, Housing and Transport.

Cllr Martin Whelton
Phone: 020 8545 3425
Email: martin.whelton@merton.gov.uk



- NOTES**
1. ALL POSTS FOR SIGN POSTS SIGNPOSTS TO BE BRASS DIA. GALVANIZED, 40MM DIA, 5.0M LONG, C/W BASE PLATE & CAPS.
 2. ALL POSTS FOR SIGN POSTS SIGNPOSTS TO BE TYPAL DIA. GALVANIZED, 32MM DIA, 2.0M LONG, C/W BASE PLATE & CAPS.
 3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

- KEY**
- EX LAMP COLUMN
 - EX SIGN POST
 - NEW SIGN POST
 - 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

Sustainable Communities
FUTURE MERTON

SCHOOL STREET
RESTRICTED ACCESS
MALMESBURY

Mertons
280-500 514
A
CONSTRUCTION
M15

Scale
As per notes from the contract

Road name	View	REPRESENTATIONS FROM WITHIN THE NEWSLETTER POSTAL AREA
Malmesbury Road 6268072	Agree	Would be a good idea if letters had been sent to residents prior to the restrictions coming into force. I also don't believe we should have to register as residents. Car registration can be checked with DVLA to find address it is registered to.
Malmesbury Road 6343971	Agree	I feel this has made the road safer for children which can never be a bad thing. However, despite having a resident's permit to allow me to drive during these times, I have today received a penalty notice which I have had to appeal. Absolutely ridiculous - JOBS WORTH IDIOTS.
Malmesbury Road 6253352	Agree	Just wondering about Newminster Road as the school also has gates their shouldn't this road also be closed
Malmesbury Road 6348039	Disagree	<p>As a resident of the area in question, I understand that the school street scheme is meant to help the environment, but the implementation of said scheme has been nothing short of draconian. I have had major difficulty in applying for an exemption pass—including but not limited to having to create an account with RingGo and provide personal information to a third party; which has, so far, led to no less than 4 Penalty Charge Notices being delivered to my house—and I can no longer drop off nor collect my wife from her place of work due to the restrictions stopping me from even leaving my house without being penalised.</p> <p>I have been fined twice (so far) during the month of July when trying to run errands for my wife, who had recently been discharged from hospital following surgery which required 4 weeks of recovery time. And it seems that I am powerless to challenge this as the council's standard letter doesn't address my issues at all. I have challenged all PCNs received, but have been told that they are valid and must wait for adjudication. We are still in the consultation period - until the end of this month (July 2021) - but there is no joined-up thinking between the issuing of the fines and the consultation process. In order to register any concerns, I have to make a complaint via the main council website, meanwhile those who receive fines are simply expected to pay them. I am simply a resident trying to carry out my daily concerns: looking after my wife, volunteering in the community, working, but I am being fined for doing so. It is my hope that you will consider scrapping or, at the very least, modifying the operation of the current school street scheme.</p>
Malmesbury Road 6333779	Disagree	It is an inconvenience being a resident on the road particularly when it comes to receiving deliveries or having workmen come to the house (e.g. gas engineer or appliance repair). I feel the responsibility of notifying these workmen so that they don't get fined, but many companies don't offer allocated time slots and communicating the rules is arduous. It would be a little easier if there was some way to get temporary exemptions for workmen visiting, but this isn't currently offered. I also fear that the inconvenience of the scheme may damage our house value, which is frustrating because we bought it not long before the scheme was announced.
Newminster Road 6254369 6254401 Same person	Agree	As a resident of NEWMINSTER ROAD, I am somewhat concerned as to what impact the proposed 'School Street' plan in respect of MALMESBURY ROAD SCHOOL will have on the adjacent area. I have absolutely no problem with this proposal, in principle. However, if I am correct, it appears the intention is to prohibit vehicular access to Malmesbury Road between it's junctions with Newminster Road and Netley Road during specified times. If that is so, it means that any vehicle entering Malmesbury Road from the direction of Middleton Road will, at it's junction with Newminster Road, either have to turn around and go back whence it came (which is totally impracticable) or turn into Newminster Road (the same scenario applies to the Netley Road end). This would create pandemonium from traffic

		<p>congestion and markedly increase pollution in the area. The proposed plan seems to have overlooked that there are also TWO PEDESTRIAN ENTRANCES TO THE SCHOOL IN NEWMINSTER ROAD plus a NURSERY.</p> <p>How does the proposed plan protect children (or anyone else for that matter) using these entrances. Surely, it makes more sense (if this proposed plan is to go ahead) to prohibit vehicles entering Malmesbury Road from both Middleton Road and Bishopsford Road, and prohibiting vehicles entering Newminster Road (and Netley Road) from Bishopsford Road, during those specified times. I respectfully urge you to reconsider the extent of the proposed plan and look forward to receiving any comments you may have.</p> <p>Further to my previous submission, I would just like to point out that it is a common occurrence for parents to arrive (in Newminster Road at least) by 2.30pm to ensure a parking space and await their children coming out of school. The new proposed restrictions would not stop this habit, as they would be within the zone before the restrictions commence. In an attempt to overcome this, I would suggest the afternoon time restriction be imposed from 2.30pm (as opposed to 2.45pm)</p>
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Road name	View	REPRESENTATIONS FROM WITHIN THE NEWSLETTER POSTAL AREA
Middleton Road 6253313	Agree	Please roll this scheme out across all schools in the borough. My kids will soon be at school age and I don't care if I'm inconvenienced so that we can all breathe proper, clean air. Thank you
Middleton Road 6257962	Disagree	I wonder where parents are going to be able to park and how residents will manage with the restrictions placed on them? Parents will still drive to school in many cases so there will be more traffic and parking outside the zone. I have noticed today that signs have gone up on Newminster Road as well as Malmesbury so even more residents will be affected. You say this is part of the Covid 19 strategy but school zones were first planned in July 2019 so that is not true. I live between Malmesbury and St Teresa's and already there has been an increase in the number of parents from St Teresa's trying to park in the crescent where I live and parking on and damaging the grass and parking on the pavement. I worry that parents from Malmesbury will be forced round here too. I feel that there is little benefit to the children; if I thought there was I would be in full support but they only have short distance to walk from the point the zone starts and outside it will be more dangerous. I don't know anyone who wants this and I think it is more about generating cash from the fines that drivers will inevitably receive. I also think the times are too long. Most children don't start arriving until about 8:30 and are in school by 8:45. Children have left school by 3:30. Yet the timings are 8:00 - 9:00 and 2:45 - 4:00. Why so long? Time to inconvenience more residents and make more money through fines? This is the wrong time to impose this when people are struggling through a pandemic. Leave the roads alone including all the other closures and road blocking made across the borough. Central government gave you the money and the power to improve situations for walking and cycling but I doubt they meant simply close roads. There has been no regard given to the way school streets should be set up and no consultation with residents, parents or the schools. You call this the consultation period but it isn't because you have already put the restrictions in place
Revensbury Avenue 6253173	Agree	Extend it to Newminster Road as well. It's too narrow for all the cars using it as a rat run, and it's a miracle there hasn't been a fatality there in recent years.
Tolverne Avenue 6347869	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Malmesbury Primary. School streets such as this one play a critical role in reducing road danger to children, improving air

		<p>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.</p> <p>Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide funds to further enhance the school street - Install planters at the entrance to the school street to narrow the road width and create a gateway into the school street, enhancing its presence - Provide signage at a lower height, and more clearly delineate the zone - Create new areas of trees and soft landscaping into the carriageway space - these could be parklets, pocket parks or planters to improve the air quality, sustainable drainage to reduce risk of flooding. We look forward to the continued safety and health benefits arising from the school street, and encourage Merton to further expand the scheme to schools not currently covered. Sincerely, MRTG</p>
<p>Welbeck Road 6264955</p>	Disagree	<p>I am a person of very limited mobility, walking causes excessive pain and breathlessness, I rely on my car to get me around, I've never applied for a blue badge but it will have to be my next step. I take a child to Malmesbury school as part of my job and sadly as I will be unable to take the child to and from school I will be losing this job. St Teresa's on Montague road have also implemented this and the parking on Middleton Rd is chaotic, when the traffic is displaced from Malmesbury the road will become almost impossible to get along.</p>
<p>Octavia Close 6264230</p>	Disagree	<p>Some parents including myself does not live in walking distance to school. Especially if there is a younger child it is very difficult to meet the times. I strongly disagree with the restrictions. It is not fair on the parents who cannot walk not because of disability but because of circumstances. I do not want the scheme to stay.</p>
<p>Prestbury Crescent SM7 6285950</p>	Disagree	<p>This closure impacts on access to the Children's Centre which is used to support families in the local area. There is a group run for parents of children with SEN, some of which have a disability badge, some who don't but have equipment to support them such as oxygen or feeding systems. They will not be able to park a distance away and carry their child and equipment. There are also 1:1 sessions with these children, again parents will choose not to come or we have to ensure they meet within the timeframe, impacting the number of children we support. This is the only C.C in the borough that will be affected but also the one where most groups are run. I urge you to reconsider the restrictions in a road with an active Children's Centre providing vital support to vulnerable children.</p>