

CORPORATE SERVICES DEPARTMENT
Director – Caroline Holland



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

**Direct Line: 0208 545 3356
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Date: 5 July 2017

Dear Councillor

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

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

- **Aragon Road Proposed Safety Measures**

and will be implemented at **noon on Monday 10 July** unless a call-in request
is received.

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

Yours sincerely

**Amy Dumitrescu
Democracy Services**

NON-KEY DECISION TAKEN BY A CABINET MEMBER

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.

1. Title of report and reason for exemption (if any)

Aragon Road Proposed Safety Measures – Report dated 28th June 2017

2. Decision maker

Councillor Martin Whelton, the Cabinet Member for Regeneration Environment & Housing

3. Date of Decision

3rd July 2017

4. Date report made available to decision maker

28 June 2017

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

1. Have considered all representations made to the statutory consultation
2. Give approval to proceed with the making of the Traffic Management Orders and the implementation of the proposed works as set out in the report and shown on drawing Z80-55-01E – proposals include 20mph speed limit, two virtual speed tables outside the school entrances; entry tables, footway build-outs; double yellow lines at its junction with Lynmouth Avenue and Kingsbridge Road, 'School Keep Clear' zig-zag markings; school flashing signs and road markings.
3. Give approval to undertake a statutory consultation and implement the proposed double yellow lines that will replace the illegally introduced yellow box to the entrance of the King George's playing field as shown on drawing Z27-653-16.

7. Reason for decision

To improve road safety outside schools and to make it a safer environment for young people

8. Alternative options considered and why rejected

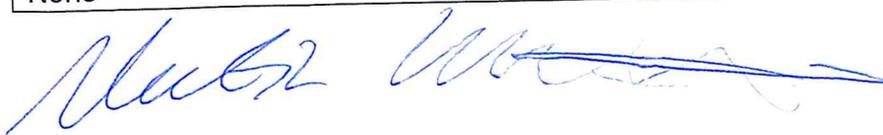
- 8.1 Do Nothing. This however, will do nothing to improve the area and will not accommodate the increase in the number of school pupils using this section of Aragon Road.

9. Documents relied on in addition to officer report

Drawing Nos. Z80-55-01E and Z27-653-16

10. **Declarations of Interest**

None



Cllr Martin Whelton

Cabinet member for regeneration, environment and housing

Cabinet Member for Regeneration, Environment and Housing:

Date: 28 June 2017

Agenda item: N/A

Wards: Lower Morden Ward

Subject: Aragon Road – Proposed Safety Measures

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Forward Plan reference number: N/A

Contact Officer: Arfan Haider, Tel: 0208 545 3224

Email: arfan.haider@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation that was carried out between 2nd and 24th March 2017 on the proposed safety measures on Aragon Road between Lynmouth Avenue and Aragon Place. Copy of the consultation document is attached in Appendix 3.
- B) Considers the representations received in response to the statutory consultation which are detailed in Appendix 2.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and implementation of the proposed measures as shown in Drawing No. Z80-55-01E attached in Appendix 1.
- D) Agrees to undertake a statutory consultation and implement the proposed double yellow lines that will replace the illegally introduced yellow box to the entrance of the King George's playing field as shown in Drawing No. Z27-653-16 attached in Appendix 1.
- E) 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 presents the result of the statutory consultation carried out on the proposed safety measures and seeks Cabinet Member approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures as shown in Drawing No. Z80-55-01E attached in Appendix 1.
- 1.2 This report seeks approval to undertake a statutory consultation and implement the proposed double yellow lines that will replace the illegally introduced yellow box to the entrance of the King George's playing field as shown in Drawing No. Z27-653-16 attached in Appendix 1.

2. BACKGROUND

- 2.1 Aragon Road is a two-way residential road without any parking controls; it accommodates Aragon Primary School; it is subject to a 30mph speed limit and it is not traffic calmed. It feeds off the distributor road Tudor Drive (B279) and Lynmouth Avenue (classified 'C' road).

- 2.2 The school has expanded its premises to accommodate the influx of pupils and as a consequence vehicle numbers have increased. Due to congestion and obstructive parking, it is considered that road safety within the vicinity of the school can be improved.
- 2.3 As part of the Council's school safety rolling programme, the Council in consultation with Aragon Primary School and the local Ward Councillors are proposing some safety measures within the vicinity of the school. This is in line with the Mayor of London initiatives to encourage more 20mph speed limits as part of continuing work to reduce potential road casualties especially near schools, increase active travel and enhance the areas where people live and work.
- 2.4 The proposed measures that are subject to a statutory consultation include the introduction of:
- A localised 20mph speed limit outside the school
 - Junction entry treatments at Lynmouth Avenue and Kingsbridge Road
 - Double yellow lines at its junctions with Lynmouth Avenue and Kingsbridge Road
 - SCHOOL KEEP CLEAR zig-zag markings outside the nursery entrance
- 2.5 Improvement measures also include the following which are not subject to a statutory consultation:
- Virtual speed tables outside the two school entrances
 - Footway build-out at its junctions with Lynmouth Avenue and Kingsbridge Road
 - Installation of bollards
 - Installation of school flashing signs
 - Road markings such as 'Slow', '20mph' and 'School Child Legends'
- 2.6 It is envisaged that the measures will further improve traffic flows, lower vehicle speeds and contribute to a 'School Safety Zone' ambience in the neighbourhood and create a pleasant environment. Aragon Primary School also caters for children who attend nursery and provides various other functions held at a popular day centre.

3. CONSULTATION

- 3.1 The statutory consultation was carried out between 2nd March 2017 and 24th March 2017. The consultation included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 3, was also circulated to all those properties included within the consultation area. (Aragon Road between Lynmouth Avenue and Aragon Place).
- 3.2 A total of 9 representations were received from the residents of Aragon Road. These are detailed in Appendix 2. Some have commented that the proposals may have some positive impact whereas others have expressed that these measures with regards to safety are over emphasised and unnecessary on their road.
- 3.3 In general the main objection to the scheme is the proposed double yellow line at its junctions with Lynmouth Avenue and Kingsbridge Road and the proposed School Keep Clear zig-zag marking outside the nursery as the proposed restrictions reduces the freedom of parking in their locality and mention. The following comments and suggestions were received:
- 3.3.1 *"Children dropped-off by parents should use the road behind Aragon Rd have many spaces"*.

According to highway records other than a footpath there is no road behind the school that can be used by motorists. As part of the improvement works, the Council will also be working with the school to promote alternative modes of transport and although the

proposed kiss and drop has not been accepted by the school, officers will continue to push this point with the school.

3.3.2 *“The school to support a car sharing scheme”.*

Apart from engineering improvements the Council offers scooter and cycle training; review and update school travel plan; road safety workshops; Child pedestrian training and junior travel ambassadors to promote road safety and sustainable travel. The Council also encourages walking buses. As mentioned in above paragraph the Council will continue to promote actions that will discourage parents from driving to the school.

3.3.3 *“Re-evaluate where to put the safety crossings”.*

There are no suitable locations as there are many existing cross-overs throughout the road and two school staff car park entrances. Pedestrians crossing the road would be in direct conflict with vehicles entering/existing their driveways.

3.3.4 *“Making Aragon Road One-Way”*

As a rule the Council does not support one way systems and in general majority of residents oppose one-way streets due to the circuitous route required to get to a specific destination, displacing local traffic to other neighbouring roads and the potential for higher speeds adversely affecting safety and perception of safety.

3.3.5 *“Permit parking, use Tudor Drive as a Drop-off point for parents and stop parking across driveways”*

The Council currently have no plans to introduce permit parking in this road. Consideration to a CPZ can only be given once residents forward a petition to the Council. With regards to a drop off point, the Council often works with the school to establish and operate a ‘Kiss and Go’ facility as close to school as possible.

3.3.6 *“Ban parents dropping off their children and to use other car park facilities”*

Aragon Primary has an up to date School Travel Plan at ‘SLIVER’ level that promotes active, healthy, safe and sustainable travel. This approach encourages parents to reduce vehicle journeys during drop-off and pick-up times. There are no car park facilities that can be utilised by parents. However, King George’s Playing Fields Car Park has been identified as a facility that can assist with the proposed walking bus.

3.3.7 *“Double yellow lines at its junctions with Lynmouth Avenue and Kingsbridge Road will reduce and displace resident parking”*

It is normal practice for the Council to introduce double yellow lines (no waiting ‘At Any Time’) restrictions at key locations such as at junctions, bends and along certain lengths of roads (passing gaps) where parking impedes the flow of traffic or would create an unacceptable safety risk e.g. obstructive sightlines or unsafe areas where pedestrians cross. These restrictions will improve access for emergency services; refuse vehicles and the overall safety for all road users, especially those pedestrians with disabilities and parents with prams. It should also be noted that the majority of properties do have off street parking.

3.3.8 *“School Keep Clear zig-zag marking outside the schools nursery”*

It is normal practice to introduce the appropriate level of school keep clear road markings adjacent to school’s pedestrian entrance/exit points. These markings (standard minimum) ensure clear sightlines and are important safety features.

3.4 On the morning of 13th June 2017 two Council officers made themselves available at the school to meet with the with the Chair of Governors accompanied with the Business Manger to discuss the proposed measures and solutions to minimise the level of

illegal / obstructive parking across residential crossovers and their main school car park entrance. Due to teaching commitments the School Travel Plan Champion (STPC) was unavailable to attend the meeting.

- 3.4.1 The school did not show strong support for the provision of a 'Kiss and Go' facility as they believe that during the drop-off/pick-up times there are a significant amount of vehicles parked on both sides of the road that restricts traffic to safely pass each other and as a consequence pedestrians are vulnerable when they wait to cross the road. The Council disagrees with this opinion and it is considered that the current arrangements are subject to a much higher level of risk. Officers intend to discuss this issue further.
- 3.4.2 A walking bus initiative was another alternative discussed to help reduce the impact of obstructive parking and vehicle journeys made by parents to and from school. Some interest was demonstrated with the intention of promoting this option via their STPC through periodic campaigns/newsletters. This initiative, however, does rely on the school and parents support and willingness to change their approach and also adopt other forms of sustainable travel.
- 3.4.3 Council officers have identified a 'free parking' location away from the school, namely King George's Playing Fields Car Park (Tudor Drive school entrance) that is capable of accommodating approximately 50 cars where parents can park their vehicles in a legal and safe manor. Parents can operate a 'walking bus' using the existing footpath that leads directly to the school without having to cross any roads. Merton's Road Safety Officer can assist in establishing this walking bus and provide high-visibility vests.
- 3.4.4 There has been a request for a zebra crossing and to extend the existing School Keep Clear zig-zag marking across the main entrance to prevent obstructive parking. Council officers have explained that this type of formal crossing does not meet the criteria and that existing extent of the zig zags is satisfactory and unnecessary. Both requested actions would result in the displacement and substantial loss in residential parking spaces as well as available stopping space for parents.
- 3.4.5 The other issue discussed was the introduction of a One-Way system on Aragon Road. Officers explained that this would require an area wide informal and statutory consultation and in general majority of residents often oppose one-way streets due to the circuitous route displacing local traffic to other neighbouring roads and the potential for higher speeds.

3.5 All Emergency Services have been consulted and no objections have been raised.

3.6 Ward Councillors have been consulted and no objections have been raised.

4.0 Recorded Personal Injury Accident Data

4.1 According to the recorded Personal Injury Accident data, over the last 3 years there has been one serious personal injury accident near the school which was speed related where the vehicle lost control in wet conditions.

5.0 PROPOSALS

5.1 As part of the Council's commitment, the Council has an annual rolling programme to investigate and offer road safety measures to all schools in the borough. The proposals for Aragon Primary School include :

5.1.1 The introduction of a 20mph speed limit with the associated signs and road markings including school child legends;

- 5.1.2 Two virtual speed tables in thermoplastic road marking outside the two school entrances which will give the appearance of a physical vertical 'traffic calming' feature effectively 'warning markings' to raise driver awareness. Due to the number of crossovers it is not possible to introduce an actual physical speed table.
- 5.1.3 The implementation of junction entry treatments at Lynmouth Avenue and Kingsbridge Road. This encourages vehicles to drive at lower speeds; improve visibility for all road users and makes crossing the junction easier and safer. Additionally the footway build-out at these locations will physically tighten the junction to encourage 'safer' vehicle turning movements at reduced speeds.
- 5.1.4 School Keep Clear zig-zag marking will be introduced at the school nursery entrance.
- 5.1.5 Install school flashing signs on approaches to both school entrances. This will alert motorist to the presence of school children.
- 5.1.6 Provide double yellow at its junctions with Lynmouth Avenue and Kingsbridge Road. This will remove indiscriminate and obstructive parking at these locations and ensure 'safer' ingress/egress of vehicles through the junction and improved sightlines.
- 5.2 In addition to the physical improvements the school has been offered road safety training which will include educational training, scooter and cycle training and a demonstration of how the implemented features can be used safely. The school has a SILVER rating Travel Plan with 41% of children walking to school. With these proposed measures it is envisaged that this mode of travel should increase and encourage parents to reduce vehicle journeys during drop-off and pick-up times.
- 5.3 At the request of the local Ward Councillors it is proposed to remove the existing illegal yellow box at the entrance of King George's playing field which is not enforceable (opposite Cleveland Rise) and replace it with double yellow lines allowing loading or unloading. A statutory consultation will be required prior to implementation and it is proposed to undertake this consultation as soon as Cabinet Member approval is received.

6. RECOMMENDATIONS

- 6.1 It is recommended that the Cabinet Member considers the representations received along with officer's comments and approves the making of the Traffic Management Order and the implementation of the proposed measures. If agreed, the works will be programmed to be undertaken during school holidays within 2017/18 financial year.
- 6.2 It is recommended that approval is given to undertake a statutory consultation and implement the proposed double yellow lines that will replace the illegally introduced yellow box to the entrance of the King George's playing field.

7. ALTERNATIVE OPTIONS

- 7.1 Do Nothing. This would do nothing to improve the safety including perception of safety in and around the school.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 The cost of implementing this scheme is estimated at £30k. This includes the cost of the statutory consultation and making of the relevant Traffic Management Orders (T.M.O's). This will be funded from the borough's LiP allocation for 2017/18.

9. LEGAL AND STATUTORY IMPLICATIONS

- 9.1 Introduction of waiting restrictions and amendments to parking bays would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended) and the Speed Table will be made under the Highways Act 1980. 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 draft 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 draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- (a) The implementation of new parking restrictions including the School Keep Clear road markings affects all sections of the community especially the young and the elderly and assists in improving safety for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.
- (b) By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.
- (c) 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, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.
- (d) 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.

11. CRIME AND DISORDER IMPLICATION

11.1 N/A

12. ENVIRONMENTAL IMPLICATIONS

- 12.1 Before reaching a decision to make the necessary Traffic Management Order to implement any scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 12.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

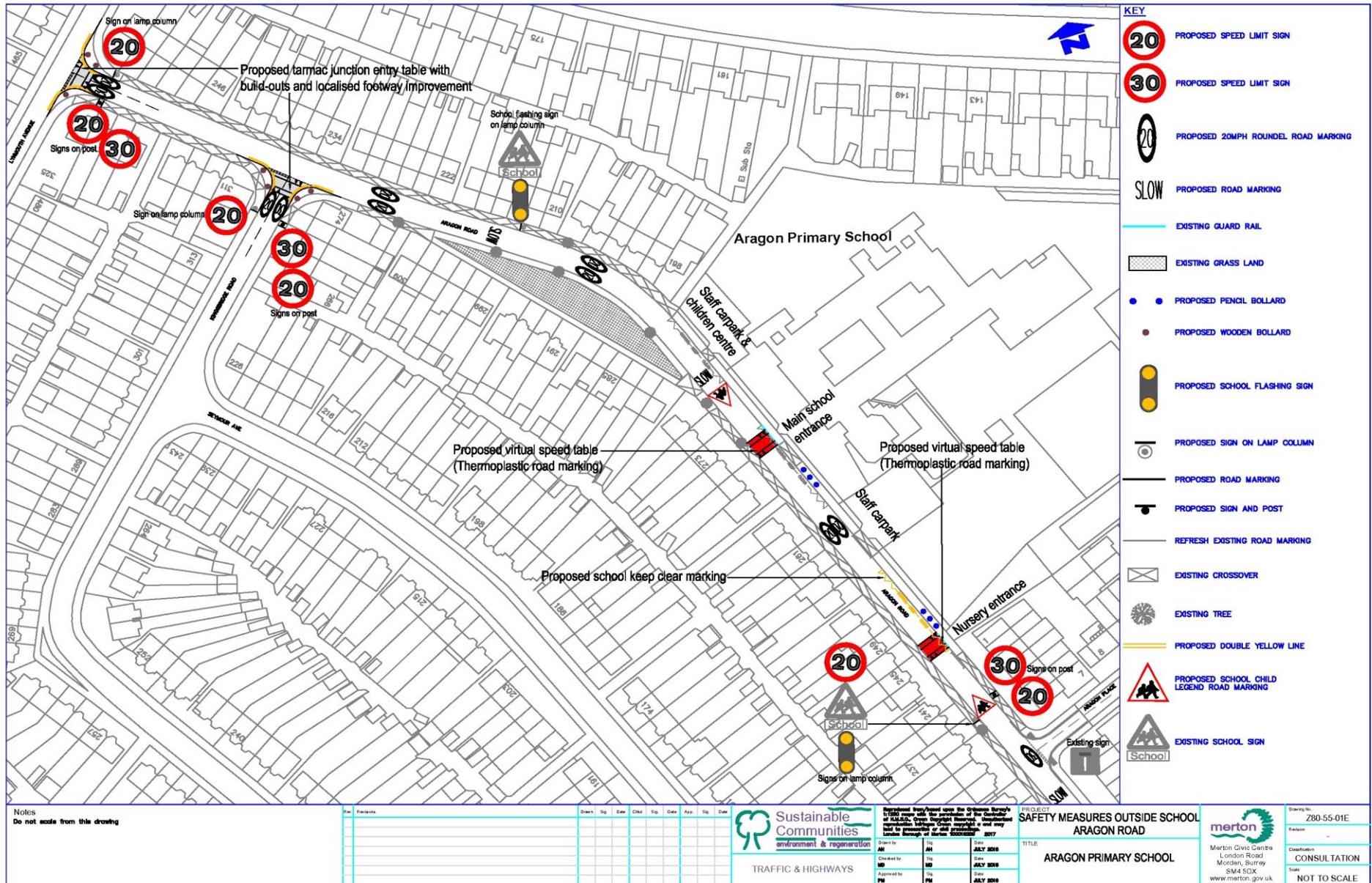
APPENDICES

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

Appendix 1 – Plan of proposals Z80-55-01E

Appendix 2 – Representations & officer's comments

Appendix 3 - Consultation Area and Newsletter





King George's
Playing Field

Existing hatched area
marking to be removed

5.0m

Key

- Proposed Waiting Restrictions 'At any time'
- Dropped Kerb

Notes
Do not scale from this drawing

Rev	Revisions	Drawn	Sig	Date	Check	Sig	Date	Appr	Sig	Date



TRAFFIC & HIGHWAYS

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Drawn by	Sig	Date
Checked by	Sig	Date
Approved by	Sig	Date

PROJECT
Waiting Restrictions
(Proposed)

TITLE
Aragon Road
SM4



Merton Civic Centre
London Road
Morden, Surrey
SM4 5DX
www.merton.gov.uk

Drawing No	Z27-653-16
Revision	-
Classification	CONSULTATION
Scale	1: 500

Aragon Road - resident

This statement is against the proposal of Aragon road changes

I strongly feel this will cause parking issues for all the of the residents who live on this part of the road, there is already a problem with parking and it is very frustrating when trying to get a space outside especially if you have young children and even bringing groceries from the car to the house this can be a real problem and for people who have disabilities.

I have in fact applied for an extended drop curb but was denied by Merton council and that would have helped my house hold for parking.

I live at 281 Aragon road and from speaking with my neighbours who do not have off street parking this will all so be an issue for them, the school has already extended the zig zag keep clear markings times without the consent of the residence or even told us about this proposal a few years ago.

I would like to know what plan of action you have for the parking solution for the residence who live here, there is too many people who use this road as a cut through when they should be using the main road on Tudor Dr if you were to make Aragon road a one way it would reduce the amount of cars that speed down it in the mornings and also permit parking would stop the parents from just pulling up outside the school to drop off their children, alternatively they could use the Tudor drive entrance as this would be more suitable along with parking for them in the entrance of the park.

I understand that the children need to get to and from school in the safest possible way but you need to understand would disruption your proposal will cause and need to re-evaluate where to put the safety crossings, there should not be no more Proposed school keep clear markings as this would 100% be a problem and the double yellow lines will also be a problem as most families in this day and age have two cars per house hold, this problem would not go away because if we are forced to park on nearby roads it would be a Ripoll affect and then cause disruption to those roads. Please take this into consideration.

And consider the Solutions as in making Aragon a one way road and permit parking and using Tudor drive as a drop off point for the parents.

Officer's comments

See section 3 of this report.

Aragon Road – resident

Sent email 15/03/17 – 11:18

Further to the notice distributed to residents, I would just like to ask whether the flashing lights on the lamp column will have any impact. I have been recently thinking of having my garden paved and applying for a drive over as the parking here is difficult and although I use my garage, any visitors or deliveries find parking very difficult. Would the flashing sign impact in any way my applying for a drive over? I assume that the road will need to be dug up to run cable for the sign so should I apply to have a drive over at the same time?

Sent email 15/03/17 – 15:08

Further to the plan distributed to residents, I would just like to say that most of the problems with traffic in the street are caused by the parents themselves dropping their children at the school. They park wherever they like, at junctions or across residents' drives and generally cause chaos. I would suggest that there should be a ban on parents dropping off their children in cars. There are car parks at the Assembly rooms and in King George's field, where they could safely leave their cars and walk the rest of the journey. This would certainly make things safer for everyone.

I have no real objection to the scheme other than the fact that it will restrict parking in an already overcrowded stretch of road. As I am the only property still with a front garden, getting anything delivered, or having workmen in, is a nightmare. Against all my principles, I am having to seriously think about getting the garden paved and applying for a drive over.

Officer's comments

The school flashing signs will not interfere with a vehicle crossover application. These will be installed on and fed off the lamp columns' electricity supply therefore no road/pavement excavation would be necessary.

Regarding other comments see section 3 of this report.

Aragon Road - resident

In October 2012 there was a proposal to run a single yellow line the whole length of the ever expanding school fortunately common sense prevailed and the line was not introduced. Having lived opposite the school for 32 years all the problems are caused by inconsiderate parents parking and ignoring any lines that currently prevail. It would appear from your proposals that you want to make life more difficult for residents and cause even more arguments between residents and inconsiderate parents as parking will be severely restricted. I and other neighbours do not have the luxury of being able to have a dropped kerb as I have the green in front of me.

My three children all attended the school and for years all that was needed was to introduce a 20 mph limit NOTHING was ever done. Inconsiderate parents will just ignore any lines that are introduced and continue to ignore parking over peoples drives because they are not enforced!

I am writing to voice my objections on the above proposal on the following grounds.

1) Parking at any time is difficult enough without now taking away even more space.

2) I have the green area in front of me so I am not in the position of having off street parking and do not have a garage.

3) The people who live opposite the school do not seem to realise that at school drop off times people will just park over their drives causing even more arguments and conflict.

4) Cars that previously parked in that area will now have to park either further up the road or down the road causing further conflict.

5) I do not accept the argument that the parking restriction will be for safety purposes. This is because for the last year we have put up with huge contractor vehicles parking wherever they want, at any time they want,

I do realise that you are only trying to act in the interests of safety but I live here and that you will make the situation much worse than it already is.

Officer's comments

Parking across driveways is illegal and in the event of such obstruction, residents are encouraged to contact Parking services who can enforce this contravention.

Regarding other comments see section 3.0 of this report.

Aragon Road - resident

Thank you for your communication regarding the proposed safety measures for Aragon Road Primary School. My comments and those of my family are as follows

1. What is the evidence base for the proposed changes?- I have lived here for over 25 years and to my knowledge there have never been any accidents involving children going to and from the primary school

2. The extent of the traffic calming measures are therefore disproportionate to the nature of the problem and are entirely focused on the assumed needs of the school which is only in operation for parts of the year rather than the needs of the residents or the environment around them - I'd rather not see a plethora of unnecessary road signs/flashing road signs and road markings outside my house - I think most people are perfectly able to take note of simple road markings without having this reinforced with numerous flashing signs and other traffic calming speed tables/road width restrictions/bollards etc.

3. A simple sign/road marking would be more than adequate to bring people's attention to the fact that there is a school, living in the road in close proximity of the school I have never been aware of people speeding - if anything they are cautious because of the bend in the road and the cars parked on both sides of the road.

4. Putting double yellow lines at the entrance to Kingsbridge Avenue will make it even more difficult for residents to find a parking space which is already at a premium and extremely frustrating - if you want to restrict parking then this should be confined to school hours only not 24/7. Given that the residents move their cars during the course of the day the only people causing congestion are the parents of the children at the school not the residents. I also think the proposed measure will actually cause the opposite to what is stated i.e. more congestion and not less due to the restricted turning area particularly for larger delivery vehicles

So in effect the proposals outlined in paragraph 1 of your document should be more than adequate to achieve the objective - the rest of the proposals (paragraphs 2-6) are excessive and an unnecessary expense which the Council could better spend in other areas such as care of the elderly.

Officer's comment

The Council has a rolling programme to improve safety and perception of road safety and environment at schools by means of engineering and education. School flashing units, signs and relevant road markings on approaches to both school entrances will alert motorists of the presence of children and school.

The junction entry tables with Lynmouth Avenue and Kingsbridge Road encourage lower speeds with improved visibility for all road users especially school children crossing. Also, the footway build-out at these locations will physically tighten the junction to encourage turning movements at reduced speeds.

Regarding other comments see section 3.0 of this report.

Aragon Road - resident

In response to the recent "Aragon Rd Safety Proposal" - I would like to know how the council plans to deal with the following issues local residents will have to encounter.

1. Residents Parking - I would like to think the local councillors have spent some time on Aragon Rd during the various school pick up & drop off times - as well as OUT of peak times. There is always a problem with parking and by putting in another "Keep clear marking" will remove ALL parking spaces for residents between houses 245 - 257 Aragon Rd. This is a major concern as the majority of these properties have two vehicles. Residents from as far down as 292 also use this area if a parking space is available as there is NO parking within the immediate vicinity of their property (due to a shortage of parking area - existing zig zag). - This causes a knock on effect as parking for all residents becomes a problem. The proposed ZIG ZAG currently accommodates 7- 8 parking spaces - where do you propose the local residents put their vehicles? - assuming they work from home most days.

2. Aragon Teacher / PVT Nursery Parking - School teachers and Nursery staff use the proposed Zig Zag area as parking during the week - where do you propose they park?

3. As a resident living opposite the school we accept there are pickups and drop offs to be made - there is very little chance a parent will currently find a space to park to drop off kids - so they resort to parking across the local residents driveways, I do not have an issue with this providing a driver is in the car at all times - however this is NOT always the case - this means on numerous occasions drives are blocked and residents stranded until the driver returns - so again I raise the issue lack of possible parking bays.

Where do you propose the parents dropping off young children / babies at the nursery are going to park should you put in the ZIG ZAG? There will be NO parking within the area - this is going to cause a major problem for the parents.

Residents in the square mile and more are aware that there is a school - so are not startled when they arrive in the immediate vicinity! - The road in my opinion is not used as a thoroughfare - so all the SAFETY concerns seem over emphasised (I am very Safety conscious having young children) The Rd markings / signs are a good idea as a strong visual.

In closing - As a resident caught up in the daily "goings on" - I am very aware what happens on the road and I just feel parking is a major issue and in essence removing "ALL DAY" parking spaces is going to create more issues and I don't see any advantages by putting in a ZIG ZAG as a SAFETY ZONE.

The proposed double yellows are a good idea as this will free up the junctions hopefully making traffic flow at school times a little better. - (but also removing parking space - more cars to park where? !!!)

I hope this does give some insight into the issues that will be faced.

Officer's comments

See section 3 of this report.

Aragon Road - resident

I live opposite the nursery in Aragon Road, at the moment people using the nursery park outside the school & nursery. If the proposed school keep clear markings come into force I fear these cars would park across

the road & make it very difficult for me to get my car off the drive.

Officer's comments

See section 3.0 of this report.

Aragon Road - resident

In response to your Proposed Safety Measures Aragon Primary School, Aragon Road

1. The proposed virtual speed table proposed outside the Nursery entrance - you have a crossover marked for the property of 245 which does not exist at present. Most of the time there is a car parked outside of 245. So whilst the zig-zag line, on the opposite side of the road, might stop parents parking there, certainly part of the appearance you are trying to achieve will be partially blocked by parked car(s).
2. The footway build-out to tighten the junction at Lynmouth Avenue, in an effort to slow down cars, will have a negative impact on traffic flow. One problem with the flow of traffic in Aragon Road is that parents often park over residents crossovers which mean that there are very few areas cars can pass each other. Only one car can generally drive down the road at any given time and, therefore, there has been complete gridlock on numerous occasions where cars cannot pass. Maybe permanent passing "red route" lengths should be introduced, within this stretch of Aragon Road, allowing cars to have room to adequately pass each other.
3. I also think that new proposed double yellow lines should be considered on the corners of Cleveland Rise at both the Aragon Road junction and Seymour Avenue junction. The fact that, again, where parking occurs in Cleveland Rise, in particular vans, not only during school times, but Saturdays and Sundays for football at the park, it renders this a one way street for the majority of the time. As vehicles, generally, are always parked on the corners, it is not until a vehicle turns into Cleveland Rise when it can be seen as to whether it is clear to drive down. If no vehicles were to be allowed to park on the corners, pedestrians would have a much clearer view as to whether, or not, it was safe to cross and motorists would have a clearer vision as to whether, or not, the road was clear to enter. Again, a permanent red route length might assist with vehicles passing one another in this road. Gridlock often occurs in this section of Aragon Road/Cleveland Rise.
4. Maybe parents should sign up to a voluntary code of conduct when parking in Aragon Road to park considerately and legally. Most recently, I have had parents parking on my driveway to collect their children from school. They continually park over the driveway crossover, preventing access and exit. If you are lucky they sit in the car, but there are many occasions where they are gone, whilst collecting their children. At least, something along these lines would make parents aware of the danger they pose to pedestrian children (which includes their own children) and the distress of residents.
5. Whilst parking on the pavement in this section of Aragon Road is allowed, traffic enforcement officers should regularly patrol the area and ticket those cars who park almost virtually all of their car width on the pavement not allowing buggies, wheelchair users, vision impaired pedestrians, etc., to pass with ease. In addition, the vans that butt out of their driveways causing obstruction to pedestrians should be warned of the dangers they pose.
6. Regular parking traffic enforcement officers should patrol the road, during school times.

Officer's comments

The junction entry tables with footway build-out will enable vehicles to drive at lower speeds with improved visibility at the junction. Many types of these features have been implemented at 'similar locations' throughout the borough and there has been no evidence of adverse effects of traffic flow.

Merton Council does not implement or enforce 'red route road markings as this falls under TfL's jurisdiction. Any other proposed locations for waiting restrictions would require a statutory consultation and locations are considered where parking would severely impact flow of traffic and / or cause a safety issue for road users.

In event of obstructive parking across crossovers, pram ramps and footway, residents / road users need to contact Parking services who can enforce such contraventions.

Regarding other comments see paragraph 3 of this report.

Aragon Road – resident

I live at 249 Aragon Road and have done for nearly 20 years and as such have seen the traffic chaos outside my home and the school on many occasions. I have been blocked on many drives some many

times I have lost count. I agree with some of your proposal however why do you believe these changes will help or make any difference?

The problem is the amount of traffic between 08:15 - 09:00 and 15:00 - 15:30 trying to park around the school and inconsiderate motorist parking wherever they want without consequence. None of your measures address this. I agree that some form of traffic management needs to be introduced. (traffic cameras maybe?)

The introduction of additional zig zag will not help it will have the effect of reducing even further parking around the school. You have to ask will this stop people driving to the school? I think not. Therefore this will only have the effect of moving the problem further up the road and encourage more drivers to park across driveways. This additional zig zag will also affect parking outside of the trouble times which will affect visitors to residents. I feel very aggrieved at how this change will impact on my life and not address the real problems.

Officer's comments

In line with the Mayor of London initiatives to encourage more 20mph speed limits as part of continuing work to reduce potential road casualties especially near schools, increase active travel and enhance the areas where people live and work.

It is envisaged that the measures will further improve traffic flows, lower vehicle speeds and contribute to a 'School Safety Zone' ambience in the neighbourhood and create a pleasant environment.

Legally obstruction cannot be enforced by cameras. Although speed can be enforced by a camera, speed cameras are subject to meeting strict guide lines and criteria set by the Police and TfL. Aragon Road does not meet the conditions and therefore cannot be considered.

Regarding other comments see section 3 of this report.

Aragon Road – resident

I am writing regarding the letter I received on the 27th of February titled "proposed safety measures Aragon Road primary school." I would like to put forward a representation against the proposals described in the notice.

I have no objection to the proposed 20 mph speed limit as there is no reason to go any faster down Aragon Road as there are many cars parked on the road (many houses do not currently have a drive) and lack of visibility. However, I don't agree with the idea of raised humps as these only serve to inconvenience the drivers and are not required as cars are not able to go faster than 20 mph anyway due to the tight spaces they need to navigate through.

Regarding the second proposal, I am not sure what value the junction entry tables will add as this is not a high traffic area (there are already bollards which prevent entry / slow down cars entering Lynmouth Avenue). You will find that most traffic through Aragon Road are resident and parents who come to pick up their children from the school.

Regarding proposal number three the implementation of double yellow lines at junctions with Lynmouth Avenue and Kingsbridge Road, I don't believe the specific junctions are an issue. This will only further reduce the space residents have to park in the evening in an area where residents find it difficult to park already as most properties on this road do not have the luxury of having a drive (these areas provide much needed parking in the evening when residents are home from work and the volume of traffic is significantly lower). Furthermore with the enforcement of a 20mph speed limit it should make the junctions even safer.

There are many trades people who reside down Aragon Road and as such have large vans for work, in addition to their cars. Therefore parking spaces are numbered and drivers without a driveway.

Having lived in the area for 3 years, I have never noticed any issues with safety. Most children are dropped off by their parents (in their oversized cars) who sometimes block off driveways, entry to the garages and park on the lawn on the other side of the school, not respecting any of the residents and their properties. At a time where the council budgets are constantly being squeezed and tightened I do not understand why spending money in a project which is not addressing any 'real problems' should be carried out. There are other things which should be a priority for the council (e.g. addressing the potholes on Grand Drive).

I believe the issue is more parents with poor time management skills that prevents them from finding a

parking space and instead resorts them to pulling up in a hurry to drop off their children with hazard lights on, rather than park in a suitable space and walk them to the gates. For instance the road behind Aragon has many spaces in the morning and would be less than a 5 minute walk. In my opinion this is more of a health and safety issue than a couple of cars stationary close to a junction.

Perhaps the school to support a car sharing scheme so that parents who live in close proximity to each other, could car pool and travel with a full car. Rather than 1 or 2 children per car when there is space for at least 4. This should work as presumably the school has a catchment area which pupils are required to live in, so geographically parents should live near each other.

I hope you will consider my suggestions and I hope that you would direct resources towards projects which would benefit more members of the community.

Officer's comments

The proposed raised features encourage drivers to drive at lower speeds with improved visibility at the junction which also makes crossing the road easier.

There is no known road behind the school that can be used by motorists.

It is the responsibility of the Councils Highway Department to maintain the boroughs public roads and footways. Annual carriageway condition surveys are carried out to classify the scale of the road defect and subject to the allocation of available funds sites are prioritised accordingly

Regarding other comments see section 3.0 of this report.

by no later than **24th March 2017** quoting reference **Aragon Road School Safety**.

Copies of the proposed Traffic Management Notice and a larger plan may be viewed at Merton Link, Merton Civic Centre, London Road, Morden Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm. This information is also available on Merton Council's website www.merton.gov.uk/AragonRoadSchoolSafety.

All representations along with officers' comments and recommendations will be presented in a report to the Cabinet Member for Regeneration, Environment & Housing. **Please note that responses to any representations received will not be made until the final decision is made by the Cabinet Member.** The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore important to us. Once a decision is made by the Cabinet Member consultees will be informed accordingly.

CONTACT US

If you require further information please contact Arfan Haider at arfan.haider@merton.gov.uk.

LOWER MORDEN WARD COUNCILLORS FOR INFORMATION ONLY

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Proposed Safety Measures Aragon Primary School Aragon Road (between Lynmouth Avenue and Aragon Place)



ISSUE DATE: 27th FEBRUARY 2017

Dear Resident/Business

The Council in partnership with Aragon Primary School and your local Ward Councillors are proposing some safety measures along this section of road within the vicinity of the school.

It is envisaged that the measures will further improve traffic flows, lower vehicle speeds and contribute to a "School Safety Zone" ambience in the neighborhood and create a pleasant environment.

The Proposals include

1. To introduce a 20mph speed limit. Associative signs with two virtual speed tables in thermoplastic road marking outside the two school entrances. This will give the motorist the appearance of a physical vertical 'traffic calming' feature effectively 'warning markings' to raise their awareness to further reduce vehicle speeds in the 'zone' specifically on approach to the school entrances where children and parents congregate.

2. The implementation of junction entry tables with Lynmouth Avenue and Kingsbridge Road. This will enable vehicles to drive at lower speeds with improved visibility of the junction 'ahead' where all road users especially 'school children' are waiting to cross.

Further, the footway build-out at these locations will physically tighten the junction to assist in 'safer' vehicle turning movements at reduced speeds.

3. To provide double yellow lines at its junctions with Lynmouth Avenue and Kingsbridge Road. This will remove indiscriminate and obstructive

parking at these locations and ensure 'safer' ingress/egress of vehicles through the junction.

4. An additional School Keep Clear zig-zag marking will be introduced to reflect the school nursery entrance.

5. The introduction of some road markings such as 'slow', '20mph' and school child legends.

6. To install school flashing signs on approaches to both school entrances. This will raise motorist alertness to the presence of children on route to and from their school.

The proposed measures are shown on the plan overleaf and can also be viewed online at www.merton.gov.uk/AragonRoadSchoolSafety.

WHAT HAPPENS NEXT

The Council carries out careful consultation to ensure all road users are given a fair opportunity to give their views and express their needs on parking proposals and road safety issues.

Proposed measures 1-4 are subject to a statutory consultation (but not footway build-out and virtual speed table).

A Notice of the Council's intention to introduce the above measures will be published in a local newspaper (The Guardian), London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to trafficandhighways@merton.gov.uk

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

Call-ins must be supported by at least three members of the Council (Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on the third working day following the publication of the decision (Part 4E Section 16(c)(a)(iii)).

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 (Part 4E Section 16(c)(a)(iv)) to Democratic Services, 7th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact Democratic Services on 020 8545 3616