

Committee: Cabinet Member Report

Date: 07th December 2021

Agenda item: N/A

Wards: Merton Park

Subject: School Streets – EMTO results- Poplar 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

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Recommendations:

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

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

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Poplar Primary	Poplar Rd South (between Cranleigh Rd & Crown Lane)	8.00 – 9.15am 2.45 - 4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.15– 9.00am and 2.45 – 3.45pm Mon-Fri term times only (to reflect the schools' new hours).
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the result of the Experimental Traffic Management Order used to introduce the School Street restrictions in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seek approval to undertake a statutory consultation to change the hours of operation to 8.15– 9.00am and 2.45 – 3.45pm Mon-Fri term times only.

2.0 DETAILS

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

Air Quality

- 2.2 To assess the level of air quality around schools, in January 2017 the Mayor of London commissioned an assessment of air quality outside 50 London schools. A report was published in May 2018 (the Mayor of London on School Air Quality Programme) detailing its findings of unacceptable levels of air quality during the school opening and closing periods of the day. One of the contributing factor to this poor air quality within London is road transport, of which the Mayor of London has introduced a series of measures to improve the air quality especially around schools, however this still remains a concern. It is considered that without significant intervention, as the Capital grows rapidly with increasing congestion, adverse health and safety implications are set to continue.
- 2.3 The Mayor's Air Quality report also identified that school travel in some areas often does not contribute substantially to local emissions, as many walk, scoot, cycle or travel by public transport, with much of the road transport emissions emanating from the nearby busy main roads. However, seeking to manage and reduce school related car travel still has an important role to play. Cars picking up and dropping off children near the school gates result in a concentration of emissions amongst larger numbers of children, worsening exposure including the increase in risk of collisions. The recommendations also often focus on delivering broader improvements to the environment around the schools for walking and cycling, and the promotion of sustainable transport including footway widening, kerb build-outs, improved crossing facilities on desire lines and traffic calming.
- 2.4 The Mayor's Air Quality report highlights that without significant intervention, as the capital grows rapidly with increasing congestion, the air quality levels are forecast to rise considerably, which will impact on adverse health and safety implications. Health implications include triggering or exacerbating chronic diseases such as asthma, hearth attack, bronchitis and other respiratory problems.
- 2.5 Recommendations in the Mayor's report is for local authorities to try and minimise the level of pollution outside schools by introducing measures to minimise vehicular traffic outside school gates. Due to the pandemic, since May 2020, all local authorities have been encouraged to expedite such improvements.
- 2.6 In addition to the above, in response to a green recovery, DfT / TfL provided funding (subject to a bid process) for boroughs to consider, consult and implement School Streets so as to reduce congestion, remove the obstructive parking that is often associated with schools; promote active and sustainable modes of travel; improve safety and air quality particularly outside schools. Further information is available on the Council's website www.merton.gov.uk/schoolstreets
- 2.7 During tranche 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing funding to design and implement a number of school streets throughout the borough. However, due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental

Order. As per legislation, the Council does need to make a decision no later than 18th month of the ETMO coming in to effect.

2.8 As part of Merton's commitment, a report dated 3rd August 2020 titled School Streets–Restricted Vehicular Access -Experimental Traffic Management was submitted to the Cabinet Member for approval to implement a number of school streets. Cabinet Member decision was made to implement the school street under an Experimental Order.

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

3.0 SCHEME

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

School	Restricted Road	Restricted periods Mon-Fri Term times only
Poplar Primary	Poplar Rd South (between Cranleigh Rd & Crown Lane)	8.00 – 9.15am 2.45 - 4.00pm

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

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

4. CONSULTATION

Statutory Consultation

4.1 Due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. This type of Order enables the implementation of a scheme during the statutory consultation stage. An Experimental Order allows the restrictions and the Order to be in place for a maximum of 18 months before a final decision is made. Anyone can make a representation within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force. The EMTO allowed the Council to meet its extremely tight deadlines but more importantly, it enabled the school, residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. It also allows the Council to make minor adjustments. Consultees had in excess of 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making a representation.

- 4.2 The consultation began on 29th September 2020 and concluded on 31st July 2021. Newsletters were delivered to all those properties directly affected (see plan in appendix 1). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan is attached in Appendix 1.
- 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 \(merton.gov.uk\)](#). Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 4.3.1 In terms of publicising the school streets programme there was an article on School Streets in My Merton magazine [the Winter 2020 edition](#). This copy was distributed to all households in Merton from 19 November 2020. There was also a news article about it in [the Spring 2021 edition](#) which was published on 25 March 2021.
- 4.3.2 The school was provided with a banner to be attached to the school gate. The banner set out the details of the restrictions and affected road. The school was also requested to inform and remind parents of the restrictions.
- 4.3.3 It is Officer's understanding that the scheme was also publicised by the Merton Park Ward Residents' Association (MPWRA) through their email alerts and at its monthly meetings.
- 4.4 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in 19 representations. These include 7 representations from within the newsletter postal area, all of which object to the scheme. The remaining 12 representations are from outside the newsletter postal area and include 5 in support and 7 objections. All responses are detailed in Appendix 2.
- 4.5 It is essential to note that when making a decision based on the outcome of a statutory consultation, consideration must be given to the validity of objections rather than the number of objections. Given the response rate and objection rate of 13.46% it can be concluded that the majority of the residents do not object to the scheme.
- 4.6 One of the objective is to deter car trips for 'the school run', which is a major source of congestion and poor air quality outside schools as well as on route to and from schools. In the past the Council has attempted to address school related traffic and parking issues through School's travel plan, Road safety Education and parking management. However, it has become very clear that a more stringent action is required to change the behavior of parents and motorists in general. A school street can be an effective method of bringing about this change.
- 4.7 It is appreciated that some parents continue to resist the change and have found their way into neighbouring roads or else / and stop on the boundary of the restriction causing a nuisance. Since this area is subject to a CPZ and parking without a permit is not permitted, this behavior can be addressed through enforcement. However, due to the 10am start of the CPZ in Merton Park, parking associated with the morning drop off in neighbouring roads cannot be addressed unless it causes obstruction which has been reported to be the case. 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 behavior albeit at a slower pace than expected.
- 4.8 Due to the pandemic and various guidelines, at the time of the implementation of the scheme, many schools had to establish some form of staggered hours which had to be accommodated

within the restrictions. However, the school has advised the Council of its new hours and if the scheme is made permanent, a statutory consultation will be undertaken to reflect the new school hours. The hours will allow additional periods to capture the many parents who arrive early particularly during afternoon pick up periods.

- 4.9 The legal signs plus advance signs have been in place since Sept / Oct 2020 and are clearly visible. The signs at the entrance to the restricted road fully comply with the Traffic Signs Regulations and General Directions (TRSGD) (2016) and are also included in the Highway Code. School streets signs and restrictions are no different to any other moving contravention signs that motorists are obligated to abide by. These signs are used across London and motorists should be familiar with them and abide by them accordingly.
- 4.9.1 A full assessment of all school street signage across the borough has been carried out and arrangements have been made to further improve the signage in terms of numbers, position and visibility across the borough. This would be over and above of is actually required and considered as necessary. If the scheme is made permanent, '*Term Time only*' supplementary plates will be added to the main entry signs. All advance signs which already include this text are being redesigned as more of a pictorial sign, thereby making it easier for drivers to observe.
- 4.10 All the residents who are directly affected by the restrictions were informed of the restrictions and they are exempt by undergoing the registration process. All vehicles registered to the address can be registered for exemption. In terms of *affected* residents, only those who have no alternative vehicular access to their homes are classed as directly affected; all others who have an alternative vehicular route are classed as indirectly affected and cannot be exempt. To meet the objectives of the school street, it is necessary to minimise volume of traffic and it would not be possible to provide an exemption to anyone who has an alternative route. By facilitating non-essential traffic, it will do nothing to encourage a change in behavior. Notwithstanding, in light of issues that have been raised by some residents, the Council has been reviewing exemptions; for example, there are already provisions within the system for residents to enter the vehicle registrations of taxis that are being used to transport them for medical reasons. There are also provisions for carers.
- 4.11 The purpose of the school street is to improve safety, reduce risk and improve air quality in the restricted road as well as reduce traffic in general; after all, if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads. Another objective is to improve road safety and perception of road safety not only for pupils attending the school, but also for the residents and their visitors. This can be achieved by minimising volume of traffic past the school and remove the associated parking whilst pupils are arriving or leaving. For a school street to remain effective and to meet its objectives, it is necessary to reduce volume of traffic by reducing number of exemptions. Many delivery services can be made aware of the restricted periods when placing an order and deliveries can be made outside these hours. Trade personnel and other visitors can also enter the road either before or after the restricted periods. Emergencies can be exempt after the event as long as evidence of emergency is provided. Every effort is made to minimise inconvenience but it simply is not possible to accommodate every scenario or eventuality.
- 4.12 The school street restrictions do not prevent residents from accessing their homes, and the system makes provision for exemptions under certain circumstances. Anyone within the restricted road can leave at any time. The contravention is for entering the road. In terms of visitors, there is nothing preventing visitors arriving within the restricted periods as long as it is not in a motorised vehicle. The Council has a number of initiatives that encourages those travelling within the borough to use active and / or sustainable modes of transport and not be so reliant on the use of private motorised vehicles. If the scheme becomes permanent, a newsletter detailing these points will be sent to all the residents.

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

4.14 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. Below sets out the comments received from the Ward Councillors:-

Thank you for the opportunity to comment on the feedback from the statutory consultation for Poplar Primary school before you finalise your report to the Cabinet member. I note that, of 19 representations received, just 7 came from within the newsletter area. This is the lowest level of response from the three school streets schemes consulted upon in Merton Park Ward, and indicates that it is the least contentious. I have received only two complaints about it as the Ward councillor, both replicated in the representations submitted to the consultation.

Suggestions made to improve understanding of the restrictions affecting access to school streets for Merton Park Primary bear repetition for Poplar Primary, especially that no penalty attaches to leaving the school street during restricted hours, only on entering.

*One complaint specific to the Poplar scheme is of parents waiting in their cars just outside the area **with their engines idling**. Nearby residents complain that this is adding to roadside pollution, thus shifting it from the school to their doorsteps. Evidently, anti-idling campaigns have not been persuasive enough to change behaviour, and we would like to see targeted enforcement to stop this. As parents only wait ahead of the afternoon pick up when MP1 is still operational, the presence of CEO's would be highly effective in discouraging idling.*

Not in response to this consultation but elsewhere residents in school streets have mentioned an allocation of 4 exemptions per annum, by prior arrangement. This concession should be transparent and publicised to all residents within school streets; at present the concession seems to be partial. If residents are registered disabled, they should be considered for a more generous allocation of exemptions, to allow visits by friends and relatives and occasional carers without fear of falling foul of the restrictions.

We support the proposed reductions in the restricted hours, which will improve their acceptability to residents in the area.

Officer's comments

Please see above paragraphs.

5. OFFICER'S RECOMMENDATION

5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. A statutory consultation invites objections to the scheme and since only 13.46% of those directly affected have chosen to object, it could be considered that 86.54% of those directly affected do not object to the scheme.

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

- 5.3 It is recommended that the permanent Order is made to retain the school street.
- 5.4 To reflect the change in the school's hours, it is recommended that a statutory consultation is undertaken to change (reduce) the existing restricted hours to 8.15– 9.00am and 2.45 – 3.45pm.
- 6. ALTERNATIVE OPTIONS**
- 6.1 To remove the restrictions. This would compromise if not totally undo all the benefits that have been gained thus far and it would do nothing to encourage a change in behaviour. It would be contrary to the various objectives the Council is trying to achieve.
- 7. TIMETABLE**
- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.
- 7.2 The statutory consultation to reduce the restricted hours will be undertaken soon after Cabinet Member decision is made and residents will be informed accordingly.
- 8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**
- 8.1 All the associated costs are covered by the LSP funding provided by DfT / TfL.
- 9. LEGAL AND STATUTORY IMPLICATIONS**
- 9.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.
- 9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published ETMO. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.
- 9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS**
- 10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, school children and businesses without prejudice toward charitable and religious facilities.
- 10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.
- 10.3 The retention of the restrictions / improvements affects all sections of the community especially the young and assists in ensuring improved road environment and air quality for all road users and

achieves the transport planning policies of the government, the Mayor for London and the Borough.

11. CRIME AND DISORDER IMPLICATIONS

11.1 None

12. RISK MANAGEMENT IMPLICATIONS

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

12.2 The risk of not retaining the improvements / restrictions would be a step backward in terms of Council's objectives and will not be in line with the Council's various strategies and projects.

13. ENVIRONMENTAL IMPLICATIONS

13.1 When determining the type of schemes to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining improved movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the need to reduce road collisions.

13.2 The restrictions removes traffic from this section of the road that makes it safer and more environmental friendly for residents and visitors.

14. Public Health Implications

14.1 School Streets and Low Traffic Neighbourhoods (LTNs) have important implications for public health in terms of physical activity, air quality and safety by creating healthy and secure neighbourhoods.

14.2 The implementation of School Streets and LTNs encourage the use of active travel options such as walking and cycling and build physical activity into daily routines. The removal or reduction of traffic from certain roads may encourage residents (particularly children) who would not usually consider active travel options to take these up in a quieter and safer environment ([Aldred, R. and Verlinghieri, E. 2020](#)).

14.3 Traffic is a key contributor to poor air quality in the borough which can have important health implications. The reduction of traffic in primarily residential areas or streets with schools can improve air quality in local areas and reduce the risk of developing cardiovascular disease and other health conditions. Studies from Waltham Forest found that in particular, there was a reduction in the amount of pollution caused during the school run where these schemes were in place ([Dajnak, 2018](#))

14.4 Implementation of these schemes have an important role to play in improving our local areas in terms of road safety. Reducing the flow of traffic in residential areas or in areas close to schools can reduce the risk of residents being involved in a serious collision with a vehicle.

15. APPENDICES

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

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

SCHOOL STREETS

Restricted Vehicular access

Poplar Primary School



ISSUE DATE : 25 AUGUST 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 be predominately 'pedestrian and cycle only' zone. Residents who live in the affected roads will be allowed access as will staff who are based at the school; those with special needs children who need to be driven to school would also be exempt. Those who 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 is being introduced at the start of September term and will operate term times only during the published hours under an Experimental Traffic Management Order.

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

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

www.merton.gov.uk

The restrictions and the Order will be in place for a maximum of 18 months. Anyone can object and make representations within the first six months (the statutory/formal consultation period) of the experimental Order coming into force and the implementation of the works. Consultees (mainly residents) 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 on line using the above link. Please note that you may not be able to submit any comments until November 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 are logged with the Council. However, we respectfully request that, if possible, visitors arrange their visits outside the restricted hours.

The quickest and easiest way to apply for School

Street exemption is to use our self-service website which we are in the process of setting up. Please 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.

MERTON PARK WARD COUNCILLORS

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NOTES

1. ALL POSTS FOR SIGN REFS SIGN01* TO BE 89MM DIA, GALVANISED, 40MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
2. ALL POSTS FOR SIGN REFS SIGN02* TO BE 76MM DIA, GALVANISED, 32MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

KEY

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



School Streets

PEDESTRIAN and CYCLE ZONE



Mon - Fri
8.00 - 9.15 am
2.30 - 4.00 pm

Except for authorised vehicles

From within the newsletter catchment area		
Poplar Road South 6338960	Disagree	I have recently lost my husband and have frequent visits from family. I was unaware of the scheme and several family members have been fined. I am strongly against the restrictions as it limits when I can get out and about as I rely on lifts from others.
Poplar Road South 6335947	Disagree	Whilst I would (somewhat) agree with the scheme I am finding it an imposition on family members who wish to arrive at our house and park in our driveway during the restriction time period. We are, after all, the residents of the street. I also notice some parents gaming the system. One particular car, a red mercedes benz, parks most mornings and afternoons astride the Zone sign on the south west side of Poplar Road South (outside 126), partially in and out of the zone, with hazard warning lights flashing in an empty car while the driver delivers and collects her children.
Poplar Road South 6335926	Disagree	This is creating a problem where none existed. We have cars parking at the end of the street with hazard light on. The children are getting less traffic aware. I can have visitors most of the day. In fact my daughter cannot drop off my grandchildren so that I can look after them.
Poplar Road South 6342637	Disagree	My mother lives at xxx Poplar Road South. She is severely disabled and this scheme has blighted her life. She has multiple visits each day from different people to allow her to cope in her home and to allow her to get out... but this is now incredibly difficult with many fines having been issued to visitors. This scheme has been introduced with insufficient consideration of the impacts on the disabled (one permit for a carer being offered just shows that nobody actually considered the requirements of the disabled - who may have 4-5 different people attending each day). My mother's life have been massively impacted (so she is being punished) whilst the parents of children are now just parking 100m up the road... and none of them are getting fines. My mother's carers have received fines and food deliveries have been cancelled (the driver refused to deliver) and if she falls during the hours of this scheme her support workers will also get fined. It is scandalous that her life has been made so much more difficult - she has a hard enough time having an illness (equivalent to motor neurone disease). I have tried to call the people responsible and have left 6 messages - with no response.
Poplar Road South 6330795	Disagree	Has created a parking problem outside my house. Has stopped children being careful about crossing the road, increasing the possibility of accidents instead of reducing them.
Poplar Road South 6330818	Disagree	This restriction is completely unacceptable for the impact it has on the residents, we pay our council tax but now can't have family/friends stay over as they would now not be able to leave or return to the house in their own cars in the restricted times, also we can't have friends or deliveries/taxi's arrive in these times. This has not been thought out properly and put in place without any real need. I feel this has impacted on my human rights to freely leave and return to my own house. I look forward to this scheme being scrapped as soon as it can be. Please let me know when this will happen
Poplar Road South 6345010	Disagree	I live opposite the school and I feel it's unfair that we are not allowed to have a tradesman to visit in the restricted hours. We are looking to do a loft conversion and how on earth are we expected to restrict builders / deliveries? I agree that the traffic flow should be reduced and parents should try to avoid driving (and blocking residents driveways) and thereby reducing emissions.
From outside newsletter catchment area		
Cranleigh Road 6344971	Agree	----
Tolverne Avenue 6347949	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Poplar Primary School. School streets such as this one play a critical role in reducing road danger to children, improving air

		quality and enabling walking, cycling and scooting for a wider range of people of different ages doing the school run. They additionally reduce the number of motor vehicle journeys, lower pollution near the school, and reduce congestion. Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide funds to further enhance the school street - Install planters at the entrance to the school street to narrow the road width and create a gateway into the school street, enhancing its presence - Provide signage at a lower height, and more clearly delineate the zone 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
Windermere Avenue 6313797	Agree	All students are from the catchment. So why does anyone have to drive to drop off kids to school.
Beaford Grove 6313814	Agree	-----
Beaford Grove 6313077	Agree	Really good that it's happening. But to support us kids and mums and dads getting to school in all weathers by foot, can you send some money on improving footways please both on the highway and in Mostyn Gardens? Martin Way footway on the side suffers from severe pooling during wet weather. And there are ruts caused by footway works by the bus stop at top of the hill, close to Merton South train station, which need filling please. My daughter's scooter wheel got stuck in there recently causing her to fall. Existing paths in Mostyn Gardens are in disrepair and we need a path over the grass linking the exit through the scooter park with the exit out onto Martin Way as it's a quagmire now the one way system is in place. Thanks
Cranleigh Road 6260028	Disagree	---
Grasmere Avenue 6340394	Disagree	Since the scheme has started we have had vehicles parking in our road covering our access road and in our access road , this restricts movement in and out of our access road. Also we have had parking in front of our garages. The children who go to Polar School must be in the local catchment area and should be able to walk to school with their parent's therefore eliminating the use of their cars
Crown Lane 6338951	Disagree	Although we do not live on Poplar Road South, we live just 10m away, and MP1 is our allocated parking zone. We hold permits for the zone, and totally depend on this road for parking given that Crown Lane is a busy road with no on- or off-street parking for residents. Despite the fact we depend on access to MP1, neither we nor our neighbours were either consulted nor informed about the introduction of the new regulations. We did of course see the signs, and undertook a little research as to what this would mean. We were led to believe that, as affected residents, we would be exempt to the restrictions. Given the lack of further information, we had no idea that cameras would be introduced, nor that we would need to apply for exemption. We have received multiple fines, simply from going to/from work and home. Furthermore, we are, it would seem, ineligible to apply for exemption as our postcode is just outside the zone. We are very upset by this, and feel victimised by the council. We are avid environmentalists and support action to improve air quality and reduce carbon emissions. But penalising residents who are simply going about their daily business is unfair, amoral, and not in the spirit of the school streets initiative. Furthermore, it gives environmental initiatives a bad name, and risks more general loss of compliance. Our neighbours fear depreciation of house prices as a result, and many have mentioned frustrations about getting workers in due to the restrictions on parking. Again, this is not in the sprit of the school streets initiative. Work around would include: 1) policing via a manned barricade, who can allow entry by those with proof of address. 2) Providing access to exemptions for ALL affected residents (ie anyone with a parking permit for the zone) and stream lining the exemption process for their visitors, deliveries, and tradespeople. As with the congestion zone, the cut off for submitting number plate info for exempted visitors should be 00.00

<p>Aragon Road 6338098</p>	<p>Disagree</p>	<p>I have to take my car to my work due home visits. I have to drive 7 miles to my work from school nearly it is takes at about 40 mins during the peak hours. Usually i drop my child at school and go to my work. I request the council to start the schools earlier than usual time at least 7:30 AM and this will reduce the traffic in the local area. The decision makers ever thought vulnerable people who lives in this street? During this restricted time periods how can they get help from family or friends? I knew some vulnerable people couldn't go to the hospital appointments due to this scheme in place. It is clearly breach of basic human rights of people who lives in this street. Also this scheme not going to reduce traffic in stead of traffic congestion. I am not clear why council trying to implement this scheme during this pandemic? Council should try some other business proposals instead of school street restriction.</p>
<p>Hartland Way 6330908</p>	<p>Disagree</p>	<p>If the intention of school streets was to reduce air pollution from vehicles it has had the opposite effect as drivers of vehicles (parents dropping off children local drivers AND delivery vehicles) have taken to idling their cars (leaving their engines running), often while stationary under the "no idling" signs or in their driveways or on roadside parking. Some parents are parking and sitting in their vehicles for up to 20 minutes with their engines running while they wait for school to open or their children to go in to school. This creates more air pollution than any traffic driving past. Sadly most of the idling is happening as close to the school as possible. Drivers are also driving up Poplar road and then doing a 3-point turn to drive back down the road to avoid the ANPR cameras. This has made it more dangerous as cars are now trying to drive back down the opposite direction of the one-way system which is not safe. Traffic has reduced a little, but the increased air pollution and 3-point turns has made it more dangerous for the children. Parents and children are also wandering all over the road and it's made the parents and children less aware of vehicles as they mistakenly seem to think the road is pedestrianised traffic free - which it is not. The school receives food deliveries in the morning and we regularly see the vehicles idling while doing the delivery. Local people can't always control delivery times. Air pollution appears to have got worse and although the road is less busy it is a lot less safe for the children. The idea of school streets has merit, but it is increasing air pollution which is a real worry. Without regular monitoring in the road to reduce vehicles idling unnecessarily, the scheme won't achieve the objective of reducing air pollution. I think the scheme needs to spend more effort educating drivers about the dangers of air pollution in general as closing the road to non-local traffic doesn't reduce air po –left incomplete</p>
<p>Schoolgate Drive 6252830 6336550</p>	<p>Disagree</p>	<p>Same person - The scheme is a good idea in principle but not without offering alternatives. Some parents live further and need to get to work as well so dropping off by car is not a luxury but a need. We are asked to walk, this takes us 20/30 minutes, ride à bicycle, without proper security in place for kids (It's dangerous for kids to ride on road next to cars and it's dangerous for pedestrians if the kids ride on the pavement, there is no cycle lane the whole way), and for scooters, currently we can't leave the scooters (or bikes) at the school. This is not well planned except for people living just next to the school. If you had a dropping area where the parents just stop, let the child out, and is supervised by a school attendant to let them on the school ground, then the car goes and the next car leaves their child and so on, there would be no worries. It would take a few seconds per child and the flow would be steady. Please do offer stress free solutions for parents who are already stressed with the whole drop off/pick up and still have to go to work. I'm not against the scheme if alternatives are in place!</p> <p>-----</p> <p>This scheme doesn't offer alternative solutions. I live 20 mins walk from the school, 40 mins round trip walking x2 per day. I work full time so it makes me arrive late at work. The drop off/pick up is a stressful thing for parents. Your scheme is making it more stressful. The scheme was introduced during covid: scooters can't be left at school. I have two kids at the school so can't carry 2 scooters back home. It was very bad timing. When I dropped off by car, the</p>

		<p>problem was: The cars used to do U-turns to drive back the other way, which indeed could be dangerous, cars would park idly so polluting instead of parking to let their kids go in, the pedestrians used to cross the road where-ever, never actually on the area reserved for them. Now, the cars are still idling at the beginning of the street so the kids can get out, there are still doing U-turns and the pedestrians are still crossing where ever. Your solution was to push people to walk or cycle. Walking can be far for some parents who do not live nearby and cycling is very dangerous for children in the area. There are very limited cycling lanes available, and I would never let my 8 and 11 years old children cycle on the road even with cycling lanes in place if there is no real separation with the cars. So you replaced one problem of security by an other. My suggestion would be: Make school roads one way only so there is no risk of U-Turns. Make clear markings for pedestrian crossing with the yellow beacons, and let cars drive by, stop the engine to let the kids out and go through the gates where a teacher let's them through (no adult on premises) like a drive through system. The cars would not be there long at all (at the moment the parents have to bring their children through so are leaving their cars). So yes the cars would still drive down the street but only one way and without idling and securely. Simple and fair of all.</p>
London Road 6340247	Disagree	<p>I'm one of the parent, drop kids and going job just after. There is not enough space in side road. If we not block any pavement or driveway then councils should not restricted in particular school drop or pick up time.</p>