

**Committee:** Cabinet Member Report

**Date:** 17<sup>th</sup> December 2021

**Agenda item:** N/A

**Wards:** Trinity

**Subject:** School Streets – EMTO results- Garfield 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.

<b>School</b>	<b>Restricted Roads</b>	<b>Restricted periods Mon-Fri Term times only</b>
Garfield Primary	Garfield Rd (between Tennyson Rd & Milton Rd) Dryden Rd	8.00 – 9.15am 2.45 - 4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.00 – 9.00am and 3.00 – 3.45pm Mon-Fri term times only (to reflect the schools' new hours).
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

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

- 1.1 This report details the result of the Experimental Traffic Management Order used to introduce the School Street restrictions in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seek approval to undertake a statutory consultation to change the hours of operation to 8.00 – 9.00am and 3.00 – 3.45pm Mon-Fri term times only.

## 2.0 DETAILS

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

### Air Quality

2.2 To assess the level of air quality around schools, in January 2017 the Mayor of London commissioned an assessment of air quality outside 50 London schools. A report was published in May 2018 (the Mayor of London on School Air Quality Programme) detailing its findings of unacceptable levels of air quality during the school opening and closing periods of the day. One of the contributing factor to this poor air quality within London is road transport, of which the Mayor of London has introduced a series of measures to improve the air quality especially around schools, however this still remains a concern. It is considered that without significant intervention, as the Capital grows rapidly with increasing congestion, adverse health and safety implications are set to continue.

2.3 The Mayor's Air Quality report also identified that school travel in some areas often does not contribute substantially to local emissions, as many walk, scoot, cycle or travel by public transport, with much of the road transport emissions emanating from the nearby busy main roads. However, seeking to manage and reduce school related car travel still has an important role to play. Cars picking up and dropping off children near the school gates result in a concentration of emissions amongst larger numbers of children, worsening exposure including the increase in risk of collisions. The recommendations also often focus on delivering broader improvements to the environment around the schools for walking and cycling, and the promotion of sustainable transport including footway widening, kerb build-outs, improved crossing facilities on desire lines and traffic calming.

2.4 The Mayor's Air Quality report highlights that without significant intervention, as the capital grows rapidly with increasing congestion, the air quality levels are forecast to rise considerably, which will impact on adverse health and safety implications. Health implications include triggering or exacerbating chronic diseases such as asthma, hearth attack, bronchitis and other respiratory problems.

2.5 Recommendations in the Mayor's report is for local authorities to try and minimise the level of pollution outside schools by introducing measures to minimise vehicular traffic outside school gates. Due to the pandemic, since May 2020, all local authorities have been encouraged to expedite such improvements.

2.6 In addition to the above, in response to a green recovery, DfT / TfL provided funding (subject to a bid process) for boroughs to consider, consult and implement School Streets so as to reduce congestion, remove the obstructive parking that is often associated with schools; promote active and sustainable modes of travel; improve safety and air quality particularly outside schools. Further information is available on the Council's website [www.merton.gov.uk/schoolstreets](http://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 18<sup>th</sup> month of the ETMO coming in to effect.

2.8 As part of Merton’s commitment, a report dated 3<sup>rd</sup> 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 behaviour, any survey at the time would not have yielded a true reflection. However, it would be a reasonable assumption that if parents are prevented access and parking, there will be less traffic, less congestion, an overall better environment and an eventual change in behaviour.

**3.0 SCHEME**

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

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Garfield Primary	Garfield Rd (between Tennyson Rd & Milton Rd) Dryden Rd	8.00 – 9.15am 2.45 - 4.00pm

3.2 Initially the Council intended to use a default period of 08.15 - 09.15am and 15.00-16.00hrs. However, the restricted hours were based on the schools’ then adopted opening / closing hours. Being mindful of the fact that parents often arrive earlier than the starting and finishing times, it was considered necessary to extend the initial proposed hours by 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 roads as set out within the above table is predominately ‘pedestrian and cycle only’ zone. Residents who live in the affected roads are allowed vehicular access as are teachers and those with special needs children who need to be driven to school. This is via an on-line exemption process. Others who may also qualify for an exemption can also register with the Council; exemptions are subject to meeting the appropriate criteria. Location plan and exemption catchment area are attached as appendix 1.

**4. CONSULTATION**

Statutory Consultation

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

experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. It also allows the Council to make minor adjustments. Consultees had in excess of 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making a representation.

- 4.2 The consultation began on 29<sup>th</sup> September 2020 and concluded on 31<sup>st</sup> 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 \(merton.gov.uk\)](https://www.merton.gov.uk/news/2020/10/introducing-new-school-streets-2020). Street notices were erected on lamp columns and published in the local papers and the London Gazette.
  - 4.3.1 In terms of publicising the school streets programme there was an article on School Streets in My Merton magazine [the Winter 2020 edition](#). This copy was distributed to all households in Merton from 19 November 2020. There was also a news article about it in [the Spring 2021 edition](#) which was published on 25 March 2021.
  - 4.3.2 The school was provided with a banner to be attached to the school gate. The banner set out the details of the restrictions and affected roads. The school was also requested to inform and remind parents of the restrictions.
- 4.4 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in 22 representations of which 5 are from within the affected roads with 3 in support of the scheme and 2 objections.

The remaining 17 representations are from outside the affected roads, of which 11 are in support and 6 are objections.

All responses are detailed in Appendix 2.

- 4.5 When making a decision based on the outcome of a statutory consultation, consideration is given to the validity of objections rather than the number of objections. With only 5.3% of directly affected residents objecting to the scheme, it can be concluded that the majority of the residents do not object to the scheme.
- 4.6 It has been commented that that the extent of the restrictions does not allow for the fact that the school is using the recreation ground gate. Technically, Garfield Primary School's main entrance is not through Garfield Recreation Ground but this entrance is being used to manage queuing in the light of the current pandemic. Although at this stage there are not any plans to extend the restrictions, the situation will be monitored and if considered necessary, the extent of the restrictions will be amended accordingly subject to a consultation, funding and Cabinet Member approval.
- 4.7 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 behaviour of parents and motorists in general. A school street can be an effective method of bringing about this change.
- 4.8 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 behaviour can be addressed through enforcement. Although due to the number of schools and limited staff it is not possible to provide daily enforcement for every school, routine enforcement is carried out on a rota basis with targeted enforcement in some areas. With continued enforcement, it is considered that there will be a change in behaviour albeit at a slower pace than expected.

- 4.9 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.
- 4.10 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 roads fully comply with the Traffic Signs Regulations and General Directions (TRSGD) (2016) and are also included in the Highway Code. School street 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.
- 4.11 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.
- 4.12 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 behaviour. Notwithstanding, in light of issues that have been raised by some residents, the Council has been reviewing exemptions; for example, there are already provisions within the system for residents to enter the vehicle registrations of taxis that are being used to transport them for medical reasons. There are also provisions for carers and household emergencies. In terms of neighbouring roads, Parking Services will pay additional attention in this area to address displacement.
- 4.13 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.

- 4.13 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.
- 4.14 All statutory bodies have been consulted and no objections have been raised.
- 4.15 The local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report.

## **5. OFFICER'S RECOMMENDATION**

- 5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. A statutory consultation invites objections to the scheme and since the majority of those directly affected have chosen not to object, it is recommended that the permanent Order is made to retain the school street.
- 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 behaviour 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 roads 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 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 8.00 – 9.00am and 3.00 – 3.45pm.

## **6. ALTERNATIVE OPTIONS**

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

## **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 pupils, 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 Garfield Primary School



ISSUE DATE : 18 SEPTEMBER 2020

#### INTRODUCTION

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

#### PROPOSAL

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

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

The restrictions will be enforced by a camera.

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

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

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

#### Consultation process

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

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

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

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

The restrictions and the Order will be in place for a maximum of 18 months. Anyone can object and make representations within the first six months (the statutory/formal consultation period) of the experimental Order coming into force and the implementation of the works. Consultees are encouraged to make their comments at least 3 months **after** implementation. Consultees will have 6 months to respond to the consultation. All representations will be considered prior to making a final decision which could include its removal, making some modifications or making it permanent.

Additional notices will also be erected within the vicinity of the proposals to inform residents and road users of the start of the restrictions and the statutory consultation

All available information including updates will be posted on the website. <https://www.merton.gov.uk/covid-19-transport-projects>

All representations must be made online using the above link. Please note that you may not be able to submit any comments until mid-October 2020. A response will **not be** made until the consultation is concluded and a final decision is made. The Council will monitor the situation and will make the appropriate adjustments if and when necessary.

### **To apply for exemptions**

Exemptions will be given to residents, teachers and special needs children. Residents and teachers **MUST** register with the Council to qualify for the exemption. Carers visiting residents who live in the road will also be exempt if their registration details are logged with the Council. However, we respectfully request that, if possible, visitors arrange their visits outside the restricted hours.

All residents affected by the new school streets will receive a separate letter advising you on how to apply. You will be given detailed instructions on

how to make your application for the exemption and once you have completed your application, your vehicle will be covered immediately. You can check the website for updates.

### **ENFORCEMENT**

During the restrictions, enforcement will be carried out using cameras. However, please note that full enforcement will not be carried out until residents are given the opportunity to apply for exemptions. We do apologise for the short notification and the fact that the exemption process will not be available immediately but we believe that starting the process will have some benefits.

#### **TRINITY WARD COUNCILLORS**

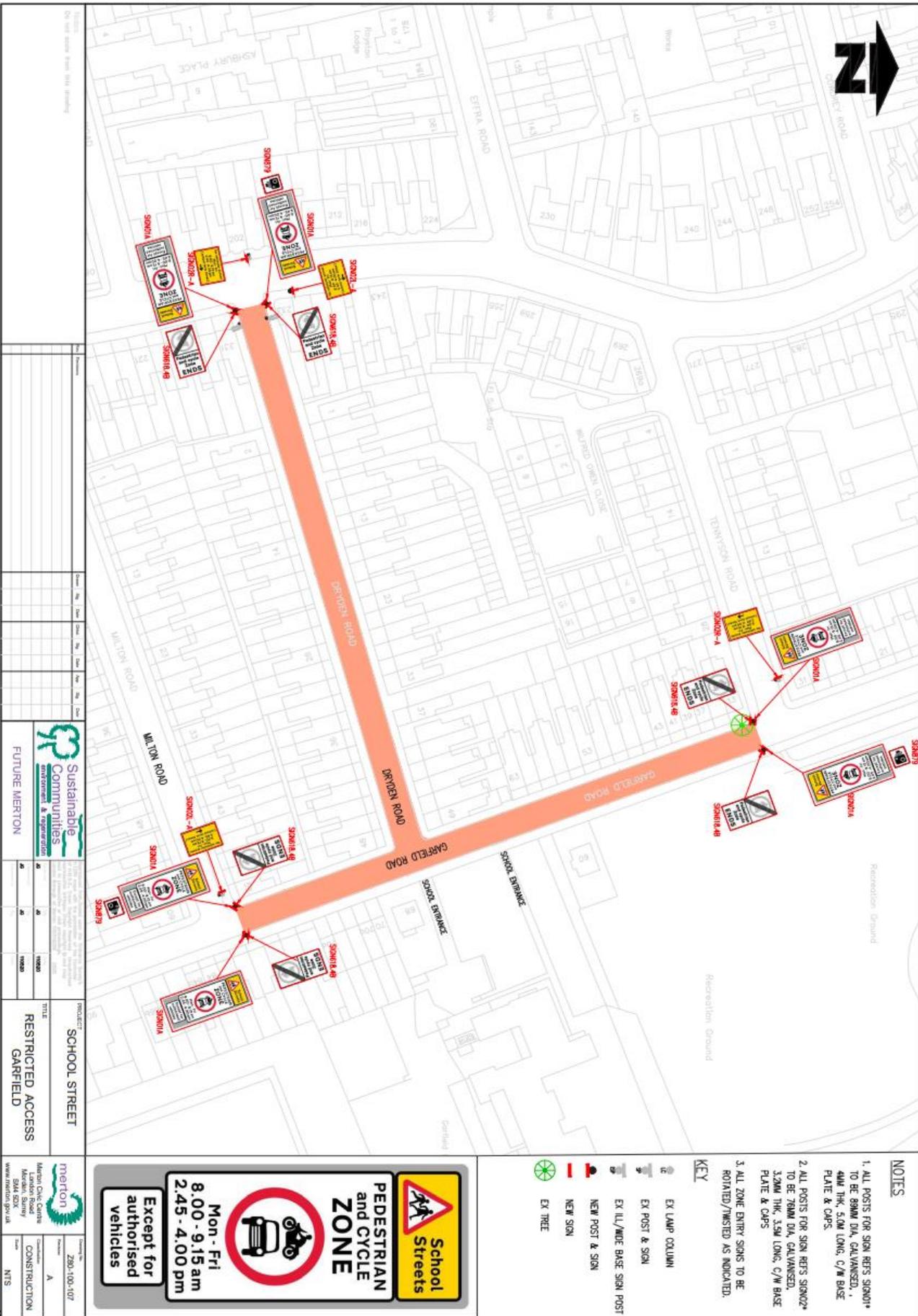
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#### **Cabinet Member for Regeneration, Housing and Transport.**

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REPRESENTATIONS FROM WITHIN THE AFFECTED AREA		
Dryden Road 6321649	Agree	Please ensure that you enforce the scheme properly, or people will ignore it - there are a number of drivers who continue to drive into this area during restricted hours.
Dryden Road 6348026	Agree	These are a great idea but need better enforcement
Dryden Road 6321632 6344860	Agree	No comments provided
Dryden Road 6344191	Disagree	My home is also now my workplace, I have had to recently deal with and care for critically ill family members requiring extensive travel and organisation. I don't own a car and as such have had to rely on renting, private hire, relatives vehicles and public transport. Fitting all this around school streets restrictions has been an 'inconvenience' to say the least. - The signs require an understanding of English, knowing the exact time and local school terms, I have had to spend multiple times convincing drivers it's okay to drive down the street or running off two streets away to try and get a taxi as they refuse to enter the road. This is despite it being outside of the restricted times as most are zero hour, minimum wage workers who don't want to chance a fine or can't understand the signs and sometimes even cause traffic problems because they hover at the road entrance. I've been late multiple times to connecting transport or appointments because of this or stood in the recent 'monsoon level' weather on another street to make sure I am on time. - When I hire a vehicle I need to spend time registering it and I have no idea what the lag time is for when ANPR will recognise the number plate and not fine me. Is it instant or will I receive a fine (which the rental company will give additional charges for) which I will then need to challenge with both Merton and the hire firm? - Visitors have to organise their time around the restrictions (this would include ill family members and health visitors) I'm not sure why the school cannot continue to use its park gates as a permanent entrance removing children entirely from the road and negate the need for this? I'd be very interested to see the specific study of Garfield/Dryden Road and surrounding to understand what positives School Streets actually brings and how many cars it's removed because all it's done for me is add another reason to buy a car so I can at least have registered vehicle access with less ha ..... <i>left incomplete</i>
Dryden Road 6306643	Disagree	I personally am not against the scheme as a whole, I think there could be merits - but I seriously question how macro measures are measured on a micro scale. How does the closure of Dryden Road help with the overall reduction in congestion/pollution/safety across Merton? No traffic studies have been taken in Wimbledon Poets estate, so if Haydons Road see a decrease on traffic counters how do you know if closing Dryden Road has had a negative or positive effect, or in fact any effect at all. Is there any evidence that supports the claim these local restrictions on Garfield have any positive effect? I also have the following points: I have spoken to a school governor for Garfield School who confirmed very little consultation happened between them and this scheme. There's no enforcement, the residents have had to put up with the rigmarole of applying to Ringo for passes, yet the road continues to be used during closed hours. Despite what was said on the call Google Maps and similar won't just update themselves to these restrictions. Those traffic apps are reliant on recognised open data sources such as the DfT Street Manager, this information is not. Children congregate in the park to go into Garfield School so I'm not sure why you would want to encourage the road for this purpose. The school faculty car-park empties directly onto the end of Dryden Road, so they will simply be given permits and continue to use the road. Crossings for Haydons Road to get onto the estate are located next to the two access roads that won't have restrictions placed on them, meaning more traffic is forced down the primary access roads used

		by pedestrian children. If there is congestion then surely you're just moving a problem, not solving it? The consultation is awful, it's clear you want to impose measures with as little public consultation as possible and it's quite clear talking to councillors and Merton Council Depts that this is not a joined up scheme even within the Council
		<b>REPRESENTATIONS FROM OUTSIDE THE DIRECTLY AFFECTED AREA</b>
Milton Road 6267602	Agree	My only comment would be that this restriction will result in more parents parking in our street. Also that some parents have been literally stopping at the end of our road & letting their children out & then driving off (causing a build up of traffic)
Milton Road 6271492	Agree	I live on Milton Road and regularly have to park on Garfield Road due to their not being enough spaces on Milton Road. This is especially true if I return home during school pick up and drop off times as non residents (i.e. parents) park on our road to pick up and drop off their kids. We cannot apply for exemptions from the School Safety zone as we do not live on a closed street. Signs has now gone up where Milton Road and Garfield Road meet and I will now receive a PCN for parking within my allowable zone (H2) within the restricted times. We received no communications about the introduction of the school streets scheme, which i do support but think the exemptions should be better thought out, see below. I believe you should offer exemptions to anyone who holds a valid parking permit for the zone as residents should not be penalised for parking where they have the right to, have paid for and are allowed to. My permit covers the hours of the school exemption, from 08:00 to 18:00. The new restrictions reducing parking for 2 hours every day in total, therefore reducing my parking by 20%. I am not stating that the permit entitles me to an exemption but that the exemptions should be changed to cover anyone with a parking permit where they apply. This is especially true due to the increased demand on non closed streets in the zone due to the restrictions and the increased demand due to the school run at the same time. If you will not grant exemptions please issue a 20% refund for parking fees and reduce fees by 20% if the scheme is extended in the future. Looking at zone H2 maps and the parking terms and conditions on your website it states I am allowed to park in H2 between 08:00 and 18:00 and should therefore not receive a PCN. As an extra measure please ensure parking wardens patrol the roads around the Garfield school during the hours of restriction to deter spaces being taken by non residents who have not paid, freeing up space for residents
Croft Road 6317431	Agree	The restricted area should be extended further as the school cars can still get close to the school and cars are still turning around close to the school which is dangerous. This also causes more pollution. We need to see more cars fined to prevent car drop offs.
Cromwell Rd 6338517	Agree	No comments provided
Deburgh Road 6294891	Agree	It has significantly reduced the amount of traffic outside the school gate. It feels safer, especially with more lingering on the pavements due to staggered collection times. However I have not yet seen the camera in action and some parents will not comply until fines are give out. Unfortunately the clear roads gives them licence to drive outside at speed outside of the school. I also wonder if this is a point for the council to consider making the poets roads 1 way to help avoid congestion/reversing. This was a problem before school streets but people are now being limited to a smaller number of roads to go up/down, it is happening more.
Deburgh Road 6348307	Agree	Although I don't have children at the school, Garfield Road is on one of my commute routes (avoiding the truly hellish Haydons Road), so I often end up going through this school zone either on foot or on bike during the half hour before school starts. The school zone has been such a positive revelation - not having to negotiate around cars (often making dangerous moves), avoid car doors being opened in my path, or kids darting out from between cars makes this so much safer and more pleasant, and takes a stressful part of my commute away. I note also that the general atmosphere

		outside the school gates seems so much better than before - previously it did seem fairly stressful for students, parents & school administrators. Now, without the stress of cars and parking and the danger, and with more students/parents seeming to walk and cycle, the whole atmosphere seems much more jovial and pleasant - especially on a sunny day, it's almost a party-like atmosphere as staff welcome students into school. Surely a much better start to the school day and mind set for learning! I do very much hope it will be kept in its current form.
Deburgh Rd 6348304	Agree	I frequently run past Garfield school during the afternoon and the improvement in safety from eliminating / reducing motor vehicle traffic around school closing time seems significant, and importantly seems to have encouraged a wider selection of modes to get to/from school amongst the students.
Florence Rd 6347881	Agree	Don't listen to the small minority of selfish motorists who object. If need be remove their right to vote
Northway 6302350	Agree	No comments provided
Tolverne Rd 6347046	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Garfield Primary. School streets such as this one play a critical role in reducing road danger to children, improving air quality and enabling walking, cycling and scooting for a wider range of people of different ages doing the school run. They additionally reduce the number of motor vehicle journeys, lower pollution near the school, and reduce congestion. Additionally, we would encourage Merton to take further measures to enhance the visibility and effectiveness of the school street: - Ensure consistent enforcement with the use of permanent cameras; these could pay for themselves and provide funds to further enhance the school street - Create new areas of trees and soft landscaping into the carriageway space - these could be parklets, pocket parks or planters to improve the air quality, sustainable drainage to reduce risk of flooding. - Permanently close Garfield Road at the junction with Tennyson Road to motor traffic (pedal cycles permitted) to permanently remove through traffic and improve safety for children throughout the day - Install planters at the entrance to the School Street area 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
Woodley Close 6305673 6348186	Agree	I do think that there should be a discretion for families that do not live within reasonable walking distance. Similar to the grace period that was in place for 10 minutes to drop and collect children. ----- There should be allowances made for families already in in school who are travelling from a particular distance. Either exemption or discretionary parking.
Milton Road 6259773 6279899 6280619 6280620	Disagree	Garfield Road and the rest of the grid are very quiet streets and the alleged reasons for Schoolstreets:- air pollution & road safety are not relevant here. The most likely cause of road traffic accidents is the access to the teacher's staff car park from Garfield road. The parents all congregate in Garfield park, where the entrance to the school is located. There is, therefore, no danger to children or their parents from cars nor are they affected by air pollution. Having contacted the School directly to enquire why they're supporting Schoolstreets when they've already got near perfect conditions for pupils, I'm told that the initiative is purely from Merton Council and that they don't support it's introduction. The restriction of the school street is, therefore, simply there to penalise mostly local residents who will probably forget that the zone is there when it's first introduced. There's no justification for it, it's not supported by the school & residents were not consulted. It's simply anti-car ----- It's very clear that there is no justification at all for a School Street at Garfield Primary School. 1. You measured the air quality there in Autumn 2019 and decided not to continue monitoring for 12 months as NO2 levels were below 30ug/m3 2. Your solicitor has confirmed that there have been no road traffic accidents in the area 3. The entrance to the school is from Garfield Recreation ground, where the pupils wait. There

are 4 entrances to the Recreation ground, of which 3 remain unrestricted by the School Street scheme. The restriction of just 1 entrance is pointless. 4. The headteacher - Michele Thomas - has said that she is not only not in favour of the School Street outside Garfield, but she is actively campaigning against one near to where she lives. 5. As well as the neighbouring recreation ground, Garfield pupils have a large playground overlooking the river Wandle and have plenty of physical activity, unlike many schools in the borough that have no School Streets. The only legal reasons for making a traffic order permanent are set out in Section 1 of the Road Traffic Regulation Act 1984. Road safety is covered, air quality & a supposed desire to improve pupil's physical activity is not. Your implementation of School Streets is wholly irrational as you've just chosen roads that have little traffic (and hence good air quality and no road traffic accidents), whilst ignoring schools on main roads where there are problems.

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My comments are around the restrictions being wholly disproportionate. Road traffic accidents 1. Your solicitor has already accepted that there have been no road traffic accidents in the School Streets, and TfL collision map accepts this 2. For London in it's entirety, there were 0 pupils killed in 2018, according to TfL stats. 3. The entrance where the pupils congregate is inside Garfield Recreation ground. Of the 4 entrances to the park, 3 are outside the School Streets restricted area. About 50% of the area between where the School Street starts in Garfield Road and the park entrance is bollarded. 3. Looking at the Garfield school catchment area, Dryden road would be a very unusual choice for a school pupil or parent to take to get to Garfield school. Most pupils either live north, east or south of Garfield school. It is only the southern approach that is restricted. Dryden road protects the western approach which very few pupils would take. Air pollution 1. According to Guys Hospital trust, only 16% of London's air pollution today can be attributable to personal transport. Higher figures often quoted by cycling campaigners include the whole of road traffic which includes buses, HGVs, vans, construction traffic, motorbikes & emergency vehicles 2. The reason for car's relatively low air pollution is due to emission controls on engines having had an effect to dramatically cut pollutants over the years. 3. Nobody dies of "air pollution", they die from respiratory diseases which take decades to reveal themselves. Today's respiratory disease deaths are primarily caused by tobacco smoking which was prevalent in the UK from the 1920s to 1970s. Other significant causes are mining and industrial pollution. 4. Garfield School's air quality was monitored by yourselves in Autumn 2019 and was found to be low enough that it did not require monitoring. The air quality monitored was at the roadside, which the pupils are in just a minute or 2 a day.

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My comments are in regard to the cost of implementing the scheme being wholly disproportionate 1. Garfield Road & Dryden Road are in a natural low traffic neighbourhood as they're in a grid with 1 side of the grid having entries from Haydon's road and the other side being blocked from having roads due to the river Wandle. Satnavs don't therefore direct traffic on to our streets due to there being no advantage in travel time. 2. The upfront cost of an ANPR camera to monitor traffic for infringements would be £30,000. There are also costs that need to be added for maintenance, monitoring & processing. It is highly unlikely that you will obtain back these costs in penalty charge notices, where most people pay £65, as PCNs will tail off over time, and there's little in the way of new unaware motorists to catch. 3. School Streets are part of other anti-car measures - LTNs & segregated cycle lanes and not providing permits for new build developments - whose purpose is clearly to drive cars off the roads (since air pollution, road traffic accidents or physical activity claims just don't stack up). However, motorists don't pay a "road tax" currently, they pay for:- i) Vehicle excise duty ii) Fuel duty iii) Residential Parking Permits iv) Street parking charges v) Penalty Charge Notice fees vi) Congestion Charge fees vii) ULEZ Charge fees viii) MOT These various fees & penalties pay not only for roads but for a large amount of council & central government vital public services. As motorists tend to have higher incomes, this is seen as a more proportionate mechanism for raising revenue than raising Council tax. As well as the direct effect of reducing cars, you also have to factor loss of corporation tax & VAT due to impact on motor & insurance industry.

		<p>Neither the central government, TfL or Merton Council's 80% Active Travel Strategy provides any indication as to how this lost revenue stream will be made up. The strategy isn't actually a strategy</p> <p>-----</p> <p>I have already been in a long communication with xx your solicitor. The restriction of Garfield Rd &amp; Dryden Rd is irrational because:- 1. The main school entrance is in Garfield Recreation Ground, at least 20m from the nearest road (Garfield Rod). The access to that entrance is from 4 main routes (park entrances at Caxton Road, Tennyson Road, Wandle Trail &amp; between Dryden &amp; Tennyson Road). With the exception of the last entrance, all other entrances remain outside the restricted zone. 2. Merton Council haven't monitored air pollution or taken traffic counts. You've confirmed that there have been no road accidents in the neighbouring area. The 'Poets' grid (Caxton, Tennyson, Dryden, Milton, Cowper &amp; Garfield Roads) form a natural low traffic neighbourhood (LTN) as through traffic doesn't occur due to the natural barrier of the River Wandle. 3. Merton Council has not restricted access to High Path, which had a road traffic accident as recently as 2018 and whose pre-existing primary school (Merton Abbey) was listed as 1 of the 50 most polluted schools in London in the same year. Despite this problem, in 2018, Merton Council ignored air pollution &amp; road safety objections to the construction of the Harris Academy on the same road stating that the installation of an Air filtration system would alleviate any air pollution concerns and that an improved pedestrian crossing would alleviate concerns about 1150 pupils needing to cross the A219 to get to the school playing fields (at the Abbey Recreation Ground). The decision to restrict access to the school by use of ANPR cameras is wholly disproportionate and a serious misuse of taxpayers money because:- 1. The restricted area is within an LTN so there is little through traffic which would incur penalty charge notices. 2. It would have been more cost effective to use a traffic warden, a mobile traffic unit for whole borough or a single ANPR camera trained on the existing restricted parking</p> <p><u>Officer's comments</u></p> <p><i>There have been extensive communication from this objector and officers have responded accordingly. The objector does not appear to acknowledge the fact that school streets are part of a wider programme in tackling a number of traffic and environmental issues across the borough and it is in line with all other related projects across London.</i></p>
Milton Road 6262987	Disagree	-----
Milton Road 6261103	Disagree	<p>1. As working parents, we drive to drop off our son to school not out of choice, but out of necessity. So that he can get to school on time, and we can get back and start working on time too. 2. Public transport could be an option for some parents, however, 200 has been on diversion for ages and it's not clear when the diversion will finish. It means the 200 bus from Colliers Wood direction don't stop anywhere near the Garfield School and our home. So taken that option away from those that can use the public transport. 3. With COVID 19, some parents drive instead of travel on public transport to reduce the risk of catching the virus. To introduce restrictions under the current situation shows zero sympathy and consideration for the vulnerable people out there. 4. The restrictions will put more pressure on the already heavily congested Haydons Road, making traffic including bus services, ambulance services, etc to slow and stall. 5. The restriction will not reduce pollution or making the school trip safe. On the opposite, it will cause more traffic congestion, making it difficult for a population of kids to travel to school.</p>
Haydon's Road 6288244	Disagree	<p>I own 12 garages at 7a Dryden Road with access between 7 and 9 Dryden Road. I have been unable to obtain permits as what you are asking for is IMPOSSIBLE for me and my tenants to provide. To apply and get a permit you say:- ' You are required to provide both proof of your residency and proof of your vehicle ownership/use' You are asking for 'proof' I live on Dryden Road and my vehicle is registered at Dryden Road. There are no documents I can produce or give you as I (and my tenants) do not live on Dryden Road. I live on Haydons Road all my documents will relate to that</p>

		<p>address. My tenants live all over the UK and store their cars/goods at my garages, none of their documents prove residency on Dryden Road or the car is kept in Dryden road, to the contrary their cars probably aren't kept in Dryden Road. They still should have the right to visit their garage whenever they want. Your current 'permit application' system is not fit for purpose as myself and my garage tenants, can't provide the documents you are asking for. I bought the property (over 30 years ago) with vehicular access via 7a Dryden road. (photo of my title deeds showing my garage area (boundary red) and access (blue) attached) and you are making it IMPOSSIBLE for me and my tenants to comply with your 'scheme', which has been forced upon us. This matter has been raised on numerous times with the permit department &amp; I keep being asked for the same documents. Please can someone help. When you have a solution please let me know and I will try my best to comply and inform my tenants how to. Some tenants are so concerned by these restrictions they are considering leaving - my business is now suffering. Till such time you find a solution whereby we can successfully apply and get permits and it is not 'impossible' for me and my tenants to comply, I expect an exemption for our cars from any restrictions. FYI There are another 40 garages in this location. Very disappointing no consultation.</p>
East Rd 6313768	Disagree	No comments provided
Philips Close 6309871	Disagree	<p>I disagree as my Nan is my child care support on Dryden road. I work at St. George's hospital and my husband works in South Wimbledon. I am pregnant and we have one car to share. I cannot take the kids on my own to my Nans and as I start work at 9 we need to drive down this road to drop the kids and all their stuff off where I then walk to work and my husband goes off. We then need to pick them Up. This is not practical for us and not fair for us to get fined and myself to be expected to be dropped further down somewhere to carry the kids and the stuff pregnant to my Nans house. You need to support these circumstances. It is not fair. My daughter also goes to Garfield nursery but my Nan has to drop her off as I need to get to work on time. Everyone has different circumstances and lifestyles and this needs to be considered.</p>