

Committee: Cabinet Member Report

Date: 19th October 2023

Agenda item: N/A

Wards: Wimbledon Park

Subject: School Streets –Wimbledon Park Primary School extn-Lucien Road
Experimental Order

Lead officer: Dan Jones, Director of Environment, Civic and Climate Department

Lead member: Councillor Stephen Alambritis MBE, Cabinet Member for Transport

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 Order used to extend the Wimbledon Park school street to include Lucien Road between Gordondale Road and the cul-de-sac.
- 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 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 include Lucien Road between Gordondale Road and the cul-de-sac within an existing School Street.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street in Lucien Road (part). This will ensure that the objectives associated with school streets are met and retained.

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, in 2020 the Council introduced a school street to safeguard Wimbledon Park Primary school. The restrictions included Havana Rd and Wellington Rd.
- 2.2 In 2022, the Council received a number of safety concerns regarding the school's access in Lucien Road. In agreement with the school, the Ward Councillors and the Cabinet Member, it was agreed to include Lucien Road (between Gordondale Road and the cul-de-sac) within the school street under an Experimental Order.
- 2.3 An Experimental Traffic Management Order (ETMO) which can be in place for a maximum of 18 months allows the implementation of the scheme during the statutory consultation. The first 6 months of this act as the statutory/formal consultation period which enable residents and other road users to experience the restrictions thereby allowing them to make informed representations during the consultation period prior to the Council making a final decision.

3.0 SCHEME

- 3.1 The restrictions were implemented on 20th February 2023. The school street operates Monday to Friday 8.15 – 9.15am & 2.45 – 3.45pm term times only. The contravention is for entering the road during these times; those already in the road can leave at any time. During these periods, the road is predominately 'pedestrian and cycle only' zone. Residents who live in the 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.
- 3.2 As a rule, only those residents within the school street would be entitled to register for an exemption. However, since the part of Lucien Road that is outside the school street restrictions is within the same CPZ, those residents in Lucien Rd between Mount Rd and Gordondale Rd can apply for an exemption purely because they may need to park within the restricted section.

4. CONSULTATION

- 4.1 The statutory consultation began on 20th February 2023 and concluded on 20th August 2023. Newsletters were delivered to all those properties along Lucien Road. 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.
- 4.2 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 : School streets programme 2023 | Merton Council](#)
Street notices were erected on lamp columns and published in the local papers and the London Gazette.
- 4.3 The statutory consultation resulted in 23 representations of which 20 are in support of the scheme and 3 object. No representations were received from the section of Lucien Rd that is within the Experimental School Street. All responses including officer's comments are detailed in Appendix 2.
- 4.4 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 restrictions causing a nuisance and congestion. Since this area is subject to a CPZ and parking without a permit is not permitted and illegal, this behavior can be addressed through parking enforcement. However, due to the 9.30am start of the CPZ, parking associated with the morning drop off cannot be addressed unless it causes obstruction which as reported by some residents, it does take place particularly on double yellow lines. 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 more difficult and congested areas. With continued enforcement it is considered that there will be a change in behaviour albeit at a slower pace than expected.
- 4.5 All those 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 register 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. There has been a request for Gordondale Rd residents to be exempt as they may need to park in Lucien Road. Aside from the fact that the number of available parking bays in the affected

section of Lucien Road is limited, 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 or improve safety.

- 4.6 In the event that there is a demonstration of support, consideration could be given to include Gordondale Rd and the entire length of Lucien Road within the school street.
- 4.7 All statutory bodies have been consulted and no objections have been raised.
- 4.8 The local Ward Councillors have been engaged during the consultation process.

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 those directly affected have chosen not to object, and given the level of support from other road users, it is recommended that the permanent Order is made to retain the school street.
- 5.2 The impact of displaced traffic and parking have been noted and regrettably this is a common theme cross a number of school streets; however, in many cases, these problems can be addressed through effective enforcement.

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 and would be against the level of support received.

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.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 8.1 All the associated costs are covered by the LSP funding provided by 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 programmes and will do nothing to safeguard school children outside the school gate.

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 and obstructive parking 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 STREET WIMBLEDON PARK PRIMARY SCHOOL Lucien Road

27th January 2023

This newsletter is to inform you that in response to some complaints received regarding the volume of school traffic in Lucien Road, and the antisocial and dangerous driver behaviour outside the nursery gate, the Council is proposing to extend the existing Wimbledon Park School Street scheme to include Lucien Road, between Gordondale Road and the cul-de-sac. This means that only authorised motorised access will be permitted during operational periods. Residents who are directly affected and staff who are based at the school can gain vehicular access subject to registering for an exemption with the Council's permit operators. Please see the attached letter and familiarise yourself with the exemption restrictions/criteria.

As a rule, only those residents within the school street would be entitled to register for an exemption. However, as they are within the same CPZ, we will extend this permission to residents in Lucien Rd between Mount Rd and Gordondale Rd as they may also need to park within the restricted section.

In line with the existing school street restrictions, the hours of operation for the School Street will be:

Monday – Friday 8.15 – 9.15am & 2.45 – 3.45pm term times only

Please note that the contravention is against entering during these times, but drivers can leave at any time.

Consultation and implementation

The proposed measure will be introduced under an Experimental Traffic Management Order (ETMO) which will be in place for a maximum of 18 months. The first 6 months of this will act as the **statutory/formal consultation period** during which time the Council will implement the restrictions. This consultation period will:

- Allow the Council to assess and monitor the restriction and its impact
- Enable residents and other road users to experience the restrictions thereby allowing them to make informed representation during the consultation period.

During the 6-month consultation period, and with the scheme fully in force under the ETMO, anyone can object and make representations. Residents are encouraged to make their comments at least 3 months after implementation. Consultees will have 6 months to respond. **The consultation will start on 20th February and close on 20th August 2023.** All representations will be considered prior to making a final decision which could result in removal of the scheme; 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 [Introducing new school streets : School streets programme 2023 | Merton Council](#)

All representations must be made directly to the Council using the <https://consult.merton.gov.uk/survey/924> which is posted on the website. If you do not have access to a computer, please submit your representation in writing to Environment & Regeneration Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX and use ref: **ES/SS/2023/Lucien/WimbPk**

A final decision on the scheme will only be made after the consultation is concluded.

The new restrictions will come into effect at the start of the school's new term on **20th February 2023.**

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.

ENFORCEMENT

During the restrictions, enforcement will be carried out using ANPR cameras. It is, therefore, important that you apply for your exemption as soon as possible. Also, we ask that you let your visitors and deliveries know of the restrictions.

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 this proposal and rearrange certain activities such as deliveries and receiving visitors outside the identified hours during each school term.

We would like to take this opportunity to thank you for your cooperation and participation.

Please be advised that in addition to the school street restrictions, the Council will be undertaking a separate statutory consultation to convert the existing single yellow line within the turning area to double yellow lines and to introduce school KEEP CLEAR zig zag markings across the nursery gate. Please note that this is a separate consultation process independent of the school street consultation, and you will receive a separate consultation document.

WIMBLEDON PARK COUNCILLORS

(Contact details of Ward Councillors are provided for information purposes only)

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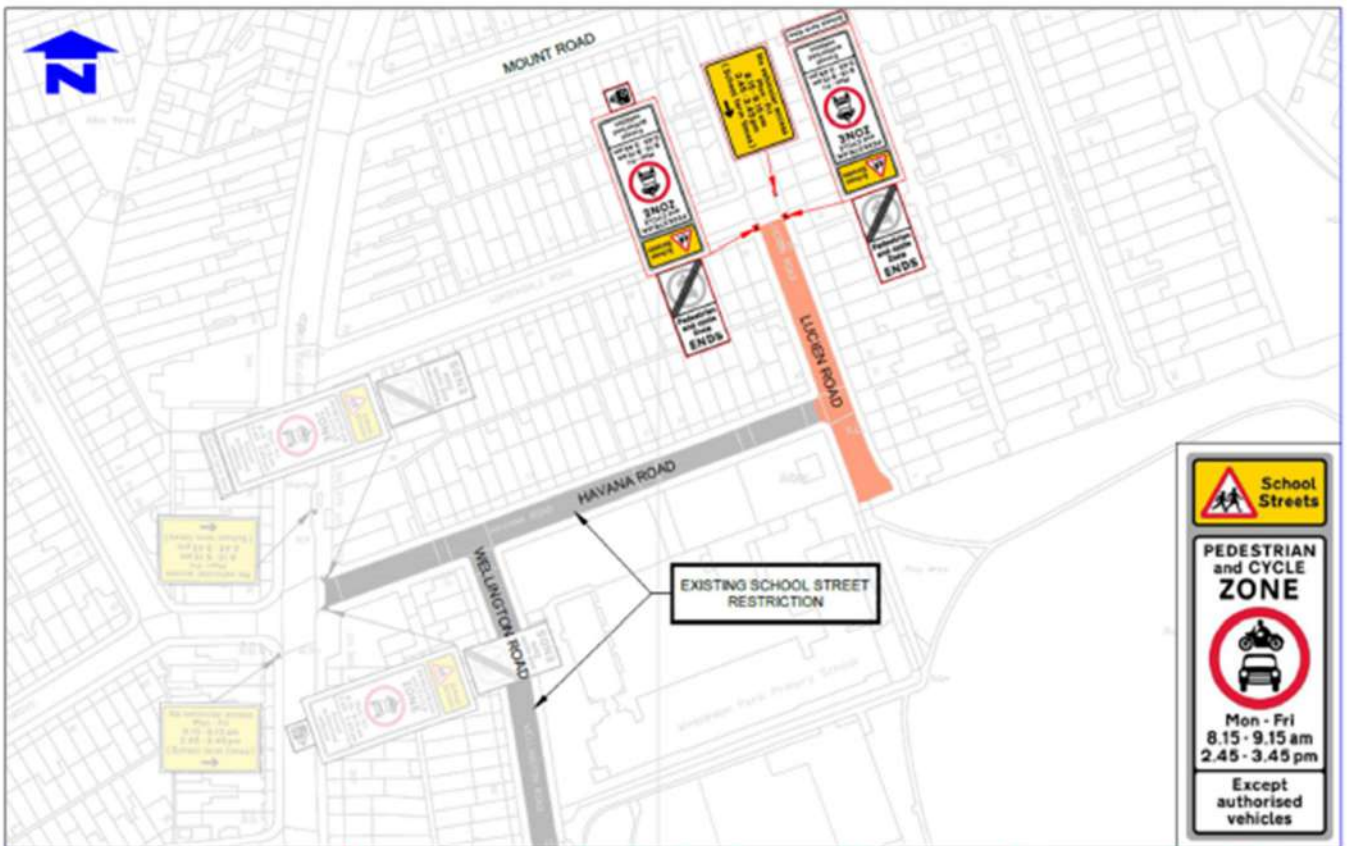
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<p>Lucien Road <i>Not within school street</i></p>	<p>OBJECTION: Two way traffic on Gordondale Road and up to ' the start of the new controlled zone in Lucien Road during the controlled zone times has caused traffic congestion. Traffic coming down Gordondale Road have to turn left into Lucien Road, Traffic coming up Lucien Road (from Mount Road) now have to turn right into Gordondale Road and to avoid the controlled zone, cars of Parents/ Carers are now parked illegally on double yellow lines, on all four corners at this junction (during the controlled times) which is resulting in cars having no space to turn anywhere. Cars/ vans are meeting Head to Head, having to reverse back down either road to try to avoid gridlock and allow traffic to flow - not very successfully. It will only be a matter of time before there is a traffic accident. Parents / carers are also parking in any available residents bays without valid permits. There appears to have been no monitoring of the disruption this has caused at this junction, during this consultation period to date. On the odd occasion when traffic wardens have been seen, they are completely ignoring illegally parked cars that are responsible for the disruption on the junctions mentioned and are only concerned with traffic entering/ parking in the newly controlled area of Lucien Road. I have witnessed traffic wardens, when traffic has been backed up on both roads, walking past. My house is directly at the bottom of Gordondale Road, on Lucien Road, so the congestion being caused is very visible on a daily basis, and is very obvious at the start/end of school day from approximately 8.25am/3.25pm. The visitors parking area (which is now in the controlled zone of Lucien Road) is obviously no longer accessible for parents/ Carers collecting their children. It should be noted that the issues I have highlighted would not have been an issue in Havana Road, as that Road was and still is a controlled Road, and allows only authorised vehicles on the road at the controlled times, clearly this i</p>
<p>Gordondale Road</p>	<p>Objection Traffic has not been reduced, only moved to the boundary of the zone. It is causing congestion down Gordondale Road and cars are parking on the double yellow lines at the corners of the road at drop off and pick up times. Residents of Gordondale Road were not consulted even though they were impacted by this decision.</p>
<p>Gordondale Road</p>	<p>Objection While in principle I do not object to the proposal - I do object to impact on surrounding residents. This has pushed traffic into nearby roads which means that we as residents in the immediate vicinity cannot get parking in the morning. the area should be extended to cover Gordondale and Lucien Road so that those residents can park in their roads.</p>
<p>Officer's comments The objective of a school street is to remove traffic and illegal and dangerous parking that is often associated with schools. In this case, the traffic and parking from outside the nursery had to be removed. It is noted that there is invariably a displacement effect, much of which can be addressed by the enforcement of the illegal parking both on yellow line restrictions and with permit holder bays (without a permit). Parking services will be asked to take stringent enforcement so that offending motorists acknowledge that the contravention have consequences. It is recommended that the school street is made permanent; however, should there be support, consideration could be given to include Gordondale Road and the remaining section of Lucien Rd within the school street.</p>	
<p>Representations in support</p>	
<p>Havana Road</p>	<p>The space was unsafe with the amount of children coming in while cars were reversing carelessly. The area feels much more safe and secure now for children. Thank you for introducing this.</p>
<p>Acuba Road</p>	<p>This is a huge improvement in the original area so cars no longer need to do 3 point turns near the nursery . There was a near miss of a child being crushed in January . Now even drivers can enjoy a short walk in the fresher air to school in the morning without fear of them or their child being crushed. I would like the zone to be operational from 8am for the early school activities but overall this is Joe a great scheme from all directions.</p>
<p>Haslemere Avenue</p>	<p>It is so dangerous and I have seen several near misses</p>

Haslemere Avenue	We have seen cars almost run down 3 and 4 year Olds. It's ridiculous!
Haslemere Avenue	Our children attend Wimbledon Park Primary School and prior to February 2023 there was a significant amount of traffic down Lucien Road, driving parking and turning, at the time when the youngest children at the school are arriving and leaving. This was dangerous and difficult to navigate as a parent. Cars would also leave their engines running right next to the queue to the entrance for the nursery. Since the rules changed in February the road has been much quieter and nicer to use as access for the school, without fumes and cars in the space. It is important for the safety and wellbeing of the children that this continues.
Mount Road	My children have been nearly hit by a car making a u turn in front of the nursery and some aggressive drivers on Lucien road.
Mount Road	I'd like the street to be closed during drop off and pick up because there are just too many children for it to be safe to have vehicles. I've seen a child nearly hit by a reversing car!
Gordondale Road	Gordondale Road SW19 residents do park on Lucien Rd so need permits to drive in and out without getting fines!
Ryfold Rd	This is much safer for our little ones at drop off at the nursery
Braemar Avenue	Pollution and road traffic accidents pose risks to health. The provision of school streets is one way to help reduce traffic immediately beside our school, encourage active travel and create a safer, more pleasant journey to/ from school for many children, parents and carers.
Wellington Road	Fully support Lucien Rd being included in the safer school streets scheme. Makes it so much safer for the youngest pupils of Wimbledon park primary who enter and exit from the Lucien Rd entrance. They are only 3 and 4 years old so not always confidently road aware and I have seen so many cars makes dangerous 3 point turns right in the entrance with little awareness of these children.
Wellington Road	Best decision ever. Kids don't need to fear for their lives (nor do parents) and they don't need to breathe in toxic fumes from stagnant vehicles doing a quick drop off. Safer all around!
Wellington Road	My child goes to the Wimbledon Park primary school and I think this is the safest option
Wellington Road	The heavy traffic of cars dropping off children at the Lucien Rd school entrance, including 3 point turns in this restricted space, is unsafe and unacceptable. I fully support the school street proposal
Durnsford Rd	Recently moved to the area and my son attends Wimbledon Park Primary School and this really shows a difference and safety
Durnsford Avenue	One observation I have noticed is that cars are habitually parking on blind corners of Ashen Grove and Durnsford Ave during drop off and pick up times. There are plenty of parking spots available yet they are choosing to park illegally rather than take some time to find parks. I find this impedes my visibility when I am trying to cross my children safely.
Revelstoke Road	My son attends the local primary school. Having this in place increases the safety of my child and all the others who attend the school. Cars do crazy 3 point turns or sit idly on the corners. This is a safety hazard as well as environmental.
Durnsford Road	With big numbers of children going to Nursery and Reception it is very dangerous when the vehicle are driving Lucien Road.
Wolseley Avenue	For the safety of the school children it's important to keep the road closed.
Strathmore Road	The amount of cars that turn their cars around at the end of Lucien Road where the arrival gate to both the nursery and reception classes is so dangerous. They frequently perform three point turns that go up onto the pavement, posing a serious risk to young children being dropped off / picked up at nursery / school.