

**Committee:** Cabinet Member Report

**Date:** 12<sup>th</sup> January 2022

**Agenda item:** N/A

**Wards:** Merton Park

**Subject:** School Streets – EMTO results- Rutlish 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>
Rutlish	Watery Lane, Manor Gardens and Manor 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 - 8.45am and 2.15 – 3.15pm 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 - 8.45am and 2.15 – 3.15pm 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 programme 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 of normal traffic pattern.

### 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 entry of motorised traffic into restricted roads 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
Rutlish	Watery Lane, Manor Gardens and Manor 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 in 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 \(merton.gov.uk\)](#). 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.
- 4.3.3 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 13 representations from within the newsletter postal area, of which 1 is in support of the scheme, 10 objections and 2 anomalies in that the residents opted for agreeing with the scheme but the comments are negative.

There are also 22 representations from outside the newsletter postal area, of which 15 are 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. With only less than 10% of directly affected residents objecting to the scheme, it can be concluded that the majority of the residents have chosen not object to the scheme.
- 4.6 One of the objectives 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.
- 4.7 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 restrictions causing a nuisance. Much of the problem appears to be on Mostyn Rd, which is subject to a CPZ and The Rush with limited P&D parking bays. The existing restrictions, however, do not appear to deter some of the parents. Parking without a permit is not permitted and illegal parking can be addressed through enforcement. However, due to the 10am start of the CPZ on Mostyn Rd and neighbouring roads, parking associated with the morning drop off 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 and possible changes to some of the existing restrictions, it is considered that there will be a change in behaviour 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 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.
- 4.9.1 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 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 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.
- 4.11 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 respond to the results of the statutory consultation on the school streets scheme for Rutlish School before you finalise your report to the Cabinet member.*

*We note that the level of response to the consultation is above that for Poplar Primary, but below Merton Park Primary. Of the 45 representations received, 13 are from within the area and 22 outside the area. Only one response within the area is in favour of the scheme, whereas 15 of those from outside the area are in favour.*

*Objectors point out that Watery Lane is not the principal access route to Rutlish School, and the restrictions inconvenience residents without reducing car use for the school run significantly, since the main entrance is on Mostyn Road and this is the preferred drop off point. However, it is accepted that Mostyn Road is a distributor road which makes closure to other traffic during the restricted hours a non-starter. Absent further measures such as double yellow lines outside the school, enforcement does need to be stepped up in Mostyn Road to discourage thoughtless parking and reckless U-turns by parents dropping/ collecting children from school.*

*Because of the pressure on parking in Mostyn Road, parents waiting for their children prefer to park in The Rush, Sheridan Road or Church Path. The latter two are quiet cul-de-sacs, but problems arise with parents parking around The Rush when it obstructs access to the Nelson Health Centre, including for ambulances and patients with disabilities. A combination of signage and enforcement is needed to ensure users of the Health Centre are given priority for parking. Obstructive parking around The Rush is made worse when drivers keep their engines idling - please step up enforcement against this.*

*The proposed reduced hours for the Rutlish school streets scheme will bring the hours more closely into alignment with the school day, and will allow unrestricted access for 30 minutes longer in the morning, and 15 minutes in the afternoon. This amounts to a 30% reduction on the restricted hours under the present scheme, and will be appreciated by residents living within the area.*

*Cllr Foley continues to have reservations about the Rutlish school streets scheme at the operational level, specifically as it affects The Rush. He repeats his offer to officers from Traffic & Highways to accompany him on a site visit, so they can see the problems for themselves.*

#### Officer's comments

In addition to officer's comments in section 4.7 of this report, the waiting and loading restrictions in Mostyn Rd and The Rush will be reviewed with the intention of introducing double yellow line restrictions, particularly in Mostyn Rd. This will be discussed with the Ward Councillors first and it would be subject to a statutory consultation and Cabinet Member approval.

As already mentioned, Parking Services already undertake parking enforcement but on a rota basis. Arrangements will be made to concentrate on the most troublesome areas.

## **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 - 8.45am and 2.15 – 3.15pm.

## **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 programmes.

## **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 Rutlish 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](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 (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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**School Streets**

**PEDESTRIAN and CYCLE ZONE**

Mon - Fri  
8.00 - 9.15 am  
2.45 - 4.00 pm

Except for authorised vehicles



From within the newsletter catchment area		
Manor Gardens 6314429	Agree	I do agree with the scheme but have reservations about the access for other vehicles as there is only one way in or out. Maintenance and service; deliveries of any kind; access for the vulnerable being picked up or returned by taxi or minicab. These kinds of things need to be taken into consideration or many residents will be against the scheme. The safety of the children is paramount, but the council and school need to inform parents not to cause blockages in The Rush that stop disabled patients having access to the Nelson Health Centre parking places. Their children should come on public transport or walk or in the case of vulnerable children, perhaps to have a drop off point at the end of Sheridan Road. The lads could also be encouraged to walk on the [only one] pavement too, but this is unlikely that boys will remember as they are a bit like deer.... We do appreciate this is a difficult issue but it would be good if someone could look at ways of making the difficulties easier for us all and not costing more money, then Merton wouldn't have residents against projects that are to protect the young. We would like more notices to stop cars idling all around the streets of Merton please! I have only noticed one so far in Church Path. Thank you.
Manor Gardens 6318678	Agree	<i>Manor Gardens and Watery Lane are both cul-de-sacs with no other access so all residents will be cut off from builders, childcare , deliveries , health workers etc during the restricted hours .</i>
Manor Gardens 6318676	Agree	<i>There has been no study undertaken and hence no data has been collected upon which to base the proposed closure. In fact it will create problems for residents of Manor Gardens &amp; Watery Lane e.g. relatives , tradesmen , deliveries etc may well refuse to arrive during the restricted hours. If they do arrive during restricted times they may well pass on any fine they receive to the affected resident.</i>
Manor Gardens 6332644	Disagree	There are two entrances to Rutlish School - one on a main thoroughfare (Mostyn Road) where there is significant flow of traffic, and one on Watery Lane / Manor Gardens, where there is almost no traffic since Watery Lane and Manor Gardens are both roads with a dead end and hence no through traffic at all. By far the larger risk to children is on the main Mostyn Road thoroughfare. It would therefore be much safer for school children if Mostyn Road was closed to traffic during arrival and leaving times, rather than Watery Lane and Manor Gardens. In addition, the burden on residents in the Safer Streets areas is very high, as it compromises the ability for tradespeople and delivery services to visit (many of whom are not able to specify a slot that does not include hours of the day when the Safer Streets exclusions are in operation). While there is a permit application process, this is limited only to the cars or residents or their carers. Permits for residents that enable them to (on a suitably limited basis) provide access to tradespeople and delivery services would alleviate this burden.
Manor Gardens 6312253	Disagree	If we are to have such a scheme then there must be exceptions - will there be exceptions? I think the following should fall under the exceptions category - visiting tradesmen (plumbers, electricians, etc...), food and medicine deliveries, visiting carers or medical staff, visiting family, and taxies picking up residents.
Watery Lane 6345455	Disagree	Traffic in Watery Lane and Manor Road is not a problem. It is not a through route, and only those engaged in access to Rutlish School and some potential others (see below) come into the road at morning and afternoon times. The proposed restrictions are a real nuisance for residents, since they curtail the access to Watery Lane properties for those with a legitimate requirement to come in - workmen, other services, deliveries, etc. If this system is imposed on us, we need to have a means of obtaining permits during the restricted hours for this form of legitimate access.
Watery Lane 6259811	Disagree	We are reliant on 3rd parties to assist us in the care of our young family – they are not registered as carers under the terms outlined via the link you have sent so they could not provide the requisite documentation for exemption. There is a fundamental safety issue to the extent we need to leave / enter our house during these times given the volume of school children playing in the street / riding bikes etc around our toddler, an imminent new-born. The above safety concern is amplified given we also have elderly

		parents who need to get to/from our house during those times. We have a drive that can accommodate 3 cars without charge/permit – if we (or our visitors such as elderly relatives or carers) have to park elsewhere we/they are a) likely to be charged & b) unlikely to find a space nearby given most street spaces are permit during the times specified
Watery Lane 6318327	Disagree	1. This feels like a sledgehammer to crack a nut. Watery Lane is already a very narrow and restricted street, taken over at school opening and closing hours by pedestrians (mainly pupils) and traffic is never heavy. The addition of these regulated restricted hours is not necessary, and without the restrictions, there have rarely been days on which traffic in the Lane has built up to impossible or dangerous levels. 2. If the restricted motorised access order is brought in, there must be provision for access during the restricted hours not only for householders but for their legitimate visitors as and when required on occasion - carers, family, tradesmen, delivery drivers - to name but a few. It is unreasonable, for example, to prevent tradesmen not to have access to a property on which they are temporarily working between the hours of 08.15 and 09.30, which is probably when most such work will begin. It will not be enough to claim that any such access will be judged on appeal after the issue of a Contravention notice: if this is patrolled by SERCO, there is often a presumption that the issue of the CN is correct and needs special pleading to be altered.
Watery Lane 6318539	Disagree	1) I only heard about the cut-off date for the consultation at a meeting of MPWRA, having received NO communication from the council. An “implied” cut-off date based on 6 months from the start date of implementation of the scheme is not good enough, especially when on the initial letter you state that “You may not be able to submit any comments until November 2020” - was that done in the hope (given no further communication from you) that we would forget about this? 2) One of the reasons given for the scheme is “... in response to Covid-19 pandemic”. No justification whatsoever is given for this, so I would suggest that this is a totally spurious and disingenuous non sequitur. 3) I am disappointed that there was no consultation before the implementation of this scheme, especially since there was some (limited - and which did not extend to notification to my address) of a nearby LTN scheme. 4) If there had been prior consultation on this, we could have pointed out that the commencement of afternoon restriction period coincides with normal school leaving time. A parent could thus enter 1 minute before that time and, as a vehicle already inside the restricted area before the start of the restriction period, be allowed to leave. This completely negates the effect of afternoon restriction period. I would suggest that the afternoon restriction period start at least 30 minutes before school leaving time - that way, you could catch any parent coming to collect a pupil with a parking charge if they choose to slip in early. 5) So far, we have received no confirmation (of either acceptance or rejection) of application for exemption for our car (registration number HK12 KNG) This was registered via the application in my wife’s name (as she is the registered keeper, and the CPZ permit is in her name. 6) Overall a badly thought out, consulted and implemented scheme, which serves little purpose and to which I object. 7) 2000 characters is not enough for a response!
Watery Lane 6312262	Disagree	The road closures make for isolated vulnerable people requiring taxis or other motor assistance during these hours. Delivery drivers, removal vans and visitors do not have an appropriate place to park during these hours and the Rush offers no additional parking due to its close proximity to the Nelson Health Centre.
Watery Lane 6318327 6345455	Disagree	Same person - 1. This feels like a sledgehammer to crack a nut. Watery Lane is already a very narrow and restricted street, taken over at school opening and closing hours by pedestrians (mainly pupils) and traffic is never heavy. The addition of these regulated restricted hours is not necessary, and without the restrictions, there have rarely been days on which traffic in the Lane has built up to impossible or dangerous levels. 2. If the restricted motorised access order is brought in, there must be provision for access during the restricted hours not only for householders but for their legitimate visitors as and when required on occasion - carers, family, tradesmen, delivery drivers - to name but a few. It is unreasonable, for example, to prevent tradesmen not to have access to a property on which they are temporarily working between the hours of 08.15 and 09.30, which is probably when most such work will begin. It will not be enough to claim

		<p>that any such access will be judged on appeal after the issue of a Contravention notice: if this is patrolled by SERCO, there is often a presumption that the issue of the CN is correct and needs special pleading to be altered.</p> <p>-----</p> <p>Traffic in Watery Lane and Manor Road is not a problem. It is not a through route, and only those engaged in access to Rutlish School and some potential others (see below) come into the road at morning and afternoon times. The proposed restrictions are a real nuisance for residents, since they curtail the access to Watery Lane properties for those with a legitimate requirement to come in - workmen, other services, deliveries, etc. If this system is imposed on us, we need to have a means of obtaining permits during the restricted hours for this form of legitimate access.</p>
Watery Lane 6298506	Disagree	<p>Watery Lane is a deadend street. Since the introduction of the School Street, parents have continued to drive to drop-off and collect their children who attend Rutlish School. Many enter Watery Lane. Many park their cars in the middle of the road, in The Rush - it causes traffic bottlenecks and is a nuisance to local residents and businesses. Many parents are parking their cars in Church Path, Manor Road, Sheridan Road, Mostyn Road and surrounding roads to Rutlish School. The parents have caused traffic problems, park illegally, they make u-turns and other manoeuvres that are driving offences on the local streets. They leave their car engines running as they wait to collect their children. Not at all very good for the local environment and air quality. Not one teacher from Rutlish School has been out to patrol The Rush, Watery Lane to stop parents from entering during enforcement times and other surrounding streets -- to witness what is happening, and to discourage parents from driving their children to the school. I have not seen anyone from Merton Council or the Committee that put this proposal forward patrolling the area. No cameras have been erected at the entrance to Watery Lane to enforce the School Street scheme. One of the street signs you cannot even see/read as it is blocked by a large van. I have not seen an increase in students using bikes or other modes of transport. As a local resident it is very inconvenient that access to my property for grocery deliveries, furniture and appliance deliveries, or utility services, contract repairs, etc. are restricted by these enforcement times. Many will only give a window for works such as between 8am and 1pm or 1pm to 5 pm -- why would they be fined when they are trying to provide a service to me as a resident? Watery Lane should not be part of the scheme and alternative solutions should be investigated. The scheme has not well planned or thought through and a waste of tax payers money.</p>
Watery Lane 6304298	Disagree	<p>It seems to me that designation of Watery Lane as a school street does not contribute to achieving the stated objectives and is an inappropriate use of public resources. Whilst I recognise the need to encourage active lifestyles and to create healthy and pleasant environments for everyone, in this case the scheme has not influenced parental behaviour and has in fact contributed to increased problems and indeed danger, congestion and pollution in surrounding areas. Watery Lane is a comparatively quiet and safe street with no through traffic. Many school children use the road to access the school safely on foot or on cycles daily. It is used generally only by vehicles on legitimate business, with the exception of a small number of parents who continue to drop their children at school, or when attending parents meetings. The implementation of this scheme in Watery Lane has had little impact on traffic, as the street is already quiet . My observations in the surrounding area, suggest that it has served only to move the problem to neighbouring streets (e.g. Mostyn Road, Manor Road, the western ends of Church Path and Sheridan Road) where there is increased congestion, as parents stop, turn, reverse, etc, which at times causes inconvenience to residents and danger to children and pedestrians. The Rush, which is already often congested, has become significantly worse and at times it has not been possible to access Watery Lane from Kingston Road. There does not seem to have been any impact on parental behaviour, and a minority of parents continue to drop their children in the vicinity of the school. Whilst generally it is possible to avoid using the lane at this time, the restriction does at times impact residents. It is not always possible for residents or others requiring to access the road for legitimate reasons (e.g. contractors carrying out routine maintenance work, taxi's taking residents to hospital appointments, childminders, etc) to do so, essential ....<i>incomplete</i></p>

**From outside newsletter catchment area**

Aylward Road 6253107	Agree	You should include Aylward Road and part of Cannon Hill Lane as many children wealk to school amd I have noticed more children cycling to school. At the moment motorists use Aylward Road/Canonhill Lane as a short cut to get to the A3 also to avoid driving on the main road. I strongly feel that the council should include these roads to the existing scheme and review after 18 months. I have observed children struggling to cross the road especially at tgh junction where Aylward Road meets Casnnonhill Lane. (children cut across the Rutlish recreation grounds to get to Rutlish school).It is important that you consider the number of children enrolled in a school to assess these situations.
Mostyn Road 6329779 6337933	Agree	Same person - Parents of pupils at Rutlish school cause mayhem at the start and end of each school day with significant numbers blatantly flouting both the prescribed restrictions (Yellow Zigzags) and huge numbers doing U turns at utterly inappropriate places with no regard for other vehicles or pedestrians. There appears to be no control on their activity and any control would now be welcomed. This problem has existed for over 30 years and continues to get worse and worse.
Mostyn Road 6329779	Agree	Parents of pupils at Rutlish school cause mayhem at the start and end of each school day with significant numbers blatantly flouting both the prescribed restrictions (Yellow Zigzags) and huge numbers doing U turns at utterly inappropriate places with no regard for other vehicles or pedestrians. There appears to be no control on their activity and any control would now be welcomed. This problem has existed for over 30 years and continues to get worse and worse.
Mostyn Road 6337933	Agree	-----
Kenley Road 6252750	Agree	Please can you fine parents who drive children to school
Henfield Road 6247498	Agree	The only way we are going to achieve our climate and air quality goals is to reduce vehicular traffic. Schools are an important start for (1) the health of young people and (2) behavioural change in our young people
Kingston Road 6302266	Agree	-----
Westway 6260565	Agree	---
Northway 6302375	Agree	---
Carlton Park Avenue 6346870 6302758	Agree	My son is starting school this September and I would like to encourage him to cycle or walk to School. Having the area a designated school street would help facilitate this. Without a school street I am not comfortable with him travelling independently as I do not believe the nearby streets are safe dues to excessive though traffic. ----- As a parent of a child attending Rutlish School I believe the Scheme will discourage excessive rat run traffic in the area. All through traffic should use the nearby B285 and B286. A scheme similar to Fulham councils "TCPR" might work even better, where only registers local traffic is allowed on residential roads.
Carlton Park Avenue 6346870	Agree	My son is starting school this September and I would like to encourage him to cycle or walk to School. Having the area a designated school street would help facilitate this. Without a school street I am not comfortable with him travelling independently as I do not believe the nearby streets are safe dues to excessive though traffic.
Carlton Park Avenue  6302758	Agree	As a parent of a child attending Rutlish School I believe the Scheme will discourage excessive rat run traffic in the area. All through traffic should use the nearby B285 and B286. A scheme similar to Fulham councils "TCPR" might work even better, where only registers local traffic is allowed on residential roads.
Merton Hall Road	Agree	I would like to request that the restrictions are extended to Wimbledon Chase Primary School on Merton Hall Road. I have seen countless near misses involving drivers going

6346513		over the 20mph limit and Wimbledon Chase students crossing Merton Hall Road. Furthermore, I have witnessed an accident between a car and a Rutlish student on a bicycle on Merton Hall Road. I would therefore recommend that the Experimental Order is also applied to Wimbledon Chase Primary School on Merton Hall Road.
Cromwell Road 6347863	Agree	I am a governor at Rutlish School and the parent of a student at RR6 who uses this route. I want to be sure that my child, and all children at this school are safe as they travel to and from the site. I would like to see further measures introduced to secure even more school streets in the vicinity to improve the safety of students accessing the site from whatever direction and via every entrance, including Mostyn Road. Rutlish School has a large number of students who cycle to school, and runs a bike maintenance scheme for students. It is a bike friendly school, benefiting from the school streets principle, which I thoroughly support.
Tolverne Road 6347950	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Rutlish 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
Mostyn Road 6310889	Disagree	There's not a lot of information about this or evidence as to why it will be successful. Basic lack of information.
Kenley Road 6314491	Disagree	It will push traffic to the school entrance at the junction of Mostyn Road and Kenley Road. These roads already suffer from excessive traffic when stressed parents drive, park and U-turn erratically to drop off their late boys and get to work. Kenley Road needs to be kept safe for boys to walk to the public transport hub of Morden. Mostyn and Kenley Roads are already under threat of increased traffic due to a proposed LTN. Boys walking down Kenley Road frequently push each other into the road when fighting; if they are bullying a Year 7, it is the Year 7 who gets pushed into the road. Boys also run into the road without looking if they spot a K5 bus they can catch to Morden. Many boys cycle down Kenley Road, sometimes two on a bike. Trainers and rucksacks are thrown into the road as part of the bullying of a Year 7. It is a truly terrible idea to concentrate the traffic created by school parents at one entrance, especially if the LTN were to go through: the two schemes cannot have been considered in conjunction.
Stratton Close 6345040	Disagree	---
Sheridan Road 6335646	Disagree	Wrong streets chosen. Watery Lane and Manor Gardens never were much used by the Rutlish School run. It has just made life hard for local residents and their visitors. The drop off streets are Sheridan Road (cul de sac end) and Church Path (private road). Mostyn Road and Kenley Road are the main drop off streets but as they are a bus route nothing can be done about them.
Wilton Crescent 6308990	Disagree	If this applies to Mostyn Road then this would cause chaos as it is one of the main routes in the area (including having a bus route). This would move cars onto the surrounding streets which are not suitable for larger volumes of traffic and are themselves subject to traffic consultations.
Downside Close 6254459	Disagree	I have my worries as I have three children in two different schools two of those children are special educational needs as I enter any roads in merton I will get fines and I do feel it is not fair .it will make my life very had in The morning and In The afternoons.
Morden Road 6257772	Disagree	If people have to walk from surrounding areas then they will be still be adding to congestion when they are dropped off from cars. Also we do have a problem with cyclists riding two abreast.

