

**Committee:** Cabinet Member Report

**Date:** 19<sup>th</sup> January 2022

**Agenda item:** N/A

**Wards:** Abbey & Dundonald

**Subject:** School Streets – EMTO results- St Mary's RC 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>
St Mary's RC primary	Russell Rd, SW19 (between Pelham Rd & car park entrance)	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 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 seeks approval to undertake a statutory consultation to change the hours of operation to 8.00 – 8.45am 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 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
St Mary's RC primary	Russell Rd, SW19 (between Pelham Rd & car Park entrance)	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.
- 4.4 The statutory consultation resulted in 9 representations from within the newsletter postal area, of which 5 are in support of the scheme, 3 objections and 1 unsure. In percentage terms, only 7.5% objected from within the newsletter postal area decided to object.

Additionally there are 14 representations from outside the newsletter postal area, of which 7 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 7.5% 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. 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. 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.

- 4.7.1 This school is next to the entrance to the car park and those parents and visitors who insist on driving do not need to enter the school street as they can park in the car park.
- 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 streets signs and restrictions are no different to any other moving contravention signs that motorists are obligated to abide by. These signs are used across London and motorists should be familiar with them and abide by them accordingly.
- 4.9.1 A full assessment of all school street signage across the borough has been carried out and arrangements have been made to further improve the signage in terms of numbers, position and visibility across the borough. This would be over and above of is actually required and considered as necessary. If the scheme is made permanent, 'Term Time only' supplementary plates will be added to the main entry signs. All advance signs which already include this text are being redesigned as more of a pictorial sign, thereby making it easier for drivers to observe.
- 4.10 All 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 This school street falls within 2 Wards and all 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. One of the Councillors from Dundonald Ward has made the following comments:

*Feedback I have had from residents relating to the school street at St Mary's RC Primary is:*

- *given the schools religious ethos it is felt that a greater number of children travel from further away (compared to other primaries), and therefore are more likely to travel by car. As such, issues outlined by comment 6325177 ("Cars just park in the adjacent roads (Pelham, Derby and Russell). Cars often leave their engines running thus pollution is increased not reduced....") seems more likely to be correct; and*
- *that only installing signage at each end of the school street as legally required means that drivers who are not connected with the school are more likely to drive through 'accidentally' by missing signs (or seeing them too late). I have received similar feedback in relation to other schools, from non-parents.*

#### Officer's comments

To reiterate what has been set out in section 4.7 of this report, those who believe that they need to drive can park in the car park, which is next to the school.

The whole area is within a CPZ and as a result, parents are in contravention of the parking restrictions. Issues regarding those parking illegally in nearby roads can be addressed by targeted parking enforcement.

Wimbledon has excellent public transport links and therefore parents and visitors should be discouraged to use private motorised vehicles. A combination of School Street enforcement and parking enforcement should encourage a change in behavior and attitude.

With regards to signage and driver awareness regarding school street restrictions, as set out in section 4.9 of this report, there are advance advisory signs on each approach to the school street as well as the legal signs at entry points.

## **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 it is 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 from driving 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 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 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  
 St Marys 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.

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.

#### **ABBEY WARD COUNCILLORS**

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- NOTES**
1. ALL POSTS FOR SIGN REFS SIGN01\* TO BE 89MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
  2. ALL POSTS FOR SIGN REFS SIGN02\* TO BE 76MM DIA, GALVANISED, 3.2MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
  3. ALL ZONE ENTRY SIGNS TO BE ROTATED/TWISTED AS INDICATED.

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

Notes:  
Do not scale from this drawing

No.	Revision	Author	Appr.	Date	By	Appr.	Date

110000	110000
110000	110000

PROJECT: SCHOOL STREET  
TITLE: RESTRICTED ACCESS ST MARYS

Address		Comments
Russell Road 6258222	Agree	No comments provided
Russell Road 6325177	Agree	Cars just park in the adjacent roads (Pelham, Derby and Russell) . Cars often leave their engines running thus pollution is increased not reduced. Also a lot of parents ignore the restrictions, and this does not seem to be policed.
Russell Road 6288730	Agree	No comments provided
Russell Road 6277547	Agree	I agree with the aims of the scheme, to reduce the number of car journeys to schools. However, the current arrangement with only half of Russell Road subject to the scheme means that parents are still driving to school but parking in the non restricted part of Russell Road and other nearby roads and waiting there with engines idling. This causes additional inconvenience in areas where residents are not entitled to school streets exemption. Also I have noticed that no restrictions are being imposed around private schools which I strongly suspect feature an even greater proportion of children arriving by car. Could you please confirm what measures are proposed to address these issues?
Russell Road 6268220	Agree	It isn't clear how parents are supposed to drop off children if they can't access the area under restriction. In particular, there is a nursery opposite St Mary's school (Banana Moon). It will be very difficult for parents with very young children to drop them off there if they cannot get access to the front of the premises.
Russell Road 6258345	Disagree	Is there any evidence that the volume of through traffic on Russell Road causes any actual difficulty? Far worse is the problem of parental drop-offs and pick-ups by car. I could see the logic of restricting commercial vehicles, because they are large enough to block sightlines. But this general restriction seems excessive.
Russell Road 6310031	Disagree	I am concerned that a disabled driver, some of the very few blue badge spaces in Merton, are in the Russell Road car park, next to Wimbledon Theatre. I use the car park a lot, for easy access to the Broadway. Does this mean that I will only be able to use it at certain times of the day?
Russell Road 6264615	Disagree	No comments provided
Russell Road 6288276	Don't know	I think you need to witness the impact of this trial. The surrounding streets are now worst so not sure what the solution is. I left my place yesterday on my bike and all this closure has achieved is pushing out the traffic to more roads. Given parking, there was one car stopped on the road and the occupants out having a discussion with someone else and then all the related streets were gridlocked i.e. Pelham, Russell and Palmerston road. While I could navigate through on my bike, I'm not sure this idea is working in practice. Just a thought to maybe view the behaviour before this is rubber stamped. Sadly all the parents drive and walk their kids to the gate and want to park as close as possible. Before this was contained to one street.
<b>Comments from outside catchment area</b>		
Albert Grove 6279847	Agree	I agree in principle however the proposed start time of 8am is too early. I would prefer this to be moved to 8.15am or 8.30am (in line with parking restrictions). This allows parents who work & require car for work purposes (like me) to drop children at breakfast club safely on their way to work. From previous experience the road is quiet at 8am so no need to restrict access at this time.
Albert Grove 6288345	Agree	I support the scheme but I am a GP and I need my car for work. I need to drop my daughter at nursery in Russell road at 8am. It would be better if the morning start time could be moved to 8.30am in line with parking restrictions to allow me to park safely in a bay & take my baby out of the car to nursery. I do not understand why the scheme starts at 8am when school gates do not open until 8.30am when majority of children will attend from.

Cranleigh Road 6345027 6267917	Agree	Same person - It has improved the pedestrian environment hugely on Russell rd and encouraged active travel. Definitely an improvement. However because it is not clear enough to cars entering the zone that traffic is restricted eg no use of moveable bollards or similar it is still not as safe as it should be for children as cars still travel at speed down the road while children come out of school and think the road is free of cars so step out into the road. Hopefully fines will minimise this but there are still numerous delivery vans and drivers who haven't seen the signs. ----- The measures haven't been implemented yet and it is very dangerous at school home time and drop off as children with parents are on the roads to allow social distancing with cars driving through the same space.
Florence Road 6334050	Agree	No comments provided
Strathmore Road 6306838	Agree	A great idea! But, it needs to be enforced! Many vehicles completely ignore the signage and restricted times - there is without a doubt many more vehicles, cars, vans and lorries travelling within the prohibited zone within the restricted time! As Covid further affects the school's dismissal routine (dismissing children from school gates as oppose to the playground), there is a greater risk to both children and parents especially with many drivers ignoring the restricted times! Between building work and road improvements at the end of Russell road (junction with the Broadway) - commercial building traffic (vans, lorries etc...) is phenomenal! It is not obvious that there is enforcement with cameras anyway at all! However, with enforcement, the scheme is likely to work. As it stands, as there is no or little enforcement, it is not working.
Tolverne Road 6347114	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at St Mary's 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. - 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
Woodlands 6337685	Agree	I think that during the closed periods some form of signage / cones on the road need to be in place as the signs on the posts at the side of the road do not make clearly tell road users that the road is closed to traffic.
Pelham Road 6343484	Disagree	All street schools do is move the problem to neighbouring streets causing more congestion as cars are parked for longer as they are further away from the school gates. Parents park in metered bays, without paying, reducing revenue for tax payers & resident bays, reducing parking available to residents who have paid for permits. The signage on the restricted road are completely inadequate and communication about the introduction of school streets has been extremely poor. They are a complete waste of Borough money, time and resources.
Barnard Road 6282247	Disagree	I am a resident of Barnard Road (CR4 2LB), and using this road regularly because i am doing taxi.

Greenwood Close 6325402	Disagree	Some parents, like myself, do not have an option but to drive due to distance and having 3 young children. A school like St Marys has a much wider catchment area than most state schools. When we are trying to drop the children off very quickly so we are not in the way of local traffic, we now can't do that which can be very difficult when you have young babies in the car. It is a huge struggle and cost to find a park to pay for, get 3 young children out of the car and get them to school. I do understand the purpose of the scheme but have noticed all that is happening is parents are just blocking up other areas around the blocked off road. This has caused many potential accidents and is extremely dangerous when people are parking at junctions, etc. Many won't pay for parking when it takes 1 minute to drop off their child. I think the scheme needs to be looked at school by school and don't think it is a good solution for St Marys.
Hardy Road 6325044	Disagree	No comments provided
Haydon's Road 6288012	Disagree	I have owned a property on Haydon's Road for 30 years and bought the premises with full vehicular access to my property via Dryden road. I had no notification these restrictions were coming, till I saw a sign up. The subsequent communication with Merton Council has been hostile, rude and unhelpful. The permit application process means I am unable to get a permit to access my own property. This is completely unacceptable. My daughters have been told they are unable to have any car access, whilst the restrictions are in place, they therefore can't take me to the many hospital appointments I need to go to due to my health conditions. This is unacceptable I also own some garages in Dryden Road which have been successfully rented till now, no one can get permits, so I have lost tenants and it is making my business fail. This is unacceptable.
Kirkley Road 6341940	Disagree	The signposting for the closures is terrible. The signs are at lorry height and in some cases obscured by other signage. Local residents will probably get used to the change (mainly as a result of getting a fine) but visitors to the area will be caught out.
Monkleigh Road 6303993	Disagree	This has just made all the traffic to divert to Pelham and Palmerston Road creating a big congestion which is not at all safer for all the kids and parents walking to school.