

Committee: Cabinet Member Report

Date: 14th January 2022

Agenda item: N/A

Wards: Wimbledon Park

Subject: School Streets – EMTO results- Wimbledon Park 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

Contact Officer: Mitra Dubet, email: mitra.dubet@merton.gov.uk

Recommendations:

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

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

School	Restricted Roads	Restricted periods Mon-Fri Term times only
Wimbledon Park primary	Havana Rd Wellington Rd	8.00 – 9.15am 2.45 - 4.00pm

- B) To consider all the representations received as set out in Appendix 2 and agrees to proceed with making the existing Experimental Traffic Management permanent.
- C) Agrees to the undertaking of a statutory consultation to change the hours of operation to 8.00 – 9.00am and 2.45 – 3.45pm Mon-Fri term times only (to reflect the schools' new hours).
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the result of the Experimental Traffic Management Order used to introduce the School Street restrictions in September 2020.
- 1.2 It seeks approval to proceed with making the Experimental Traffic Management Order (ETMO) permanent and retain the School Street. This will ensure that the objectives associated with school streets are met and retained.
- 1.4 This report also seeks approval to undertake a statutory consultation to change the hours of operation to 8.00 – 9.00am and 2.45 – 3.45pm Mon-Fri term times only.

2.0 DETAILS

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

Air Quality

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

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

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

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

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

- 2.7 During tranche 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing funding to design and implement a number of school streets throughout the borough. However, due to extremely tight deadlines set by TfL/DfT, the programme was introduced under an Experimental Order. As per legislation, the Council does need to make a decision no later than 18th month of the ETMO coming in to effect.
- 2.8 As part of Merton’s commitment, a report dated 3rd August 2020 titled School Streets– Restricted Vehicular Access -Experimental Traffic Management was submitted to the Cabinet Member for approval to implement a number of school streets. Cabinet Member decision was made to implement the school street 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
Wimbledon Park primary	Havana Rd Wellington 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 29th September 2020 and concluded on 31st July 2021. Newsletters were delivered to all those properties directly affected (see plan in appendix 1). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan is attached in Appendix 1.

4.3 Residents were encouraged to submit their feedback on the Council's website using specific on-line feedback link. All available information was also posted on the website. [Introducing new school streets 2020 \(merton.gov.uk\)](https://www.merton.gov.uk/news/2020/11/19/introducing-new-school-streets-2020). Street notices were erected on lamp columns and published in the local papers and the London Gazette.

4.3.1 In terms of publicising the school streets programme there was an article on School Streets in My Merton magazine [the Winter 2020 edition](#). This copy was distributed to all households in Merton from 19 November 2020. There was also a news article about it in [the Spring 2021 edition](#) which was published on 25 March 2021.

4.3.2 The school was provided with a banner to be attached to the school gate. The banner set out the details of the restrictions and affected roads. The school was also requested to inform and remind parents of the restrictions.

4.4 After removing blanks and those without an address and combining multiple entries from the same person, the statutory consultation resulted in 4 representations from within the newsletter postal area, of which 2 are in support of the scheme and 2 objections. In percentage terms, only 2.8% objected from within the newsletter postal area decided to object.

Additionally there are 36 representations from outside the newsletter postal area, of which 32 are in support, 1 unsure and 3 objections.

All responses are detailed in Appendix 2.

Although not submitted via the formal route, one of the local businesses outside the newsletter consultation area has contacted the Council via their consultants against the scheme and the alleged impact on their business. Several responses and provisions have been made but they remain dissatisfied.

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 2.8% 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. However, due to the 9.30am start of the CPZ, parking associated with the morning drop off cannot be addressed unless it causes obstruction. 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.

- 4.8 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 The local Ward Councillors have been engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report.

5. OFFICER'S RECOMMENDATION

- 5.1 When considering the outcome of the statutory consultation, consideration must be given to the nature and validity of the comments / representations and the Council's objectives. A statutory consultation invites objections to the scheme and since the majority of those directly affected have chosen not to object, it is recommended that the permanent Order is made to retain the school street.
- 5.2 It is clear that there are no strong objections from the residents who are directly affected. It is considered that the benefits outweigh some of the inconveniences some residents / motorists may experience. School streets are in line with other policies and initiatives across the Borough and London, and believed to be the right step toward changing behaviour as well as achieving the various benefits. Benefits include improved safety / perception of safety; the removal of the school-associated obstructive parking; reduced risk to all road users; reduced pollution, including noise pollution; improved air quality in the restricted roads as well as reduced traffic in general; after all if parents or other visitors are discouraged to drive during the peak periods, there will be reduced traffic on route to and from the restricted roads.
- 5.3 To reflect the change in the school's hours, it is recommended that a statutory consultation is undertaken to change (reduce) the existing restricted hours to 8.00–9.00am and 2.45-3.45pm.

6. ALTERNATIVE OPTIONS

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

7. TIMETABLE

- 7.1 A newsletter detailing the results of the consultation and Cabinet Member decision will be distributed to all consultees soon after a Cabinet Member decision is made and published. The permanent Traffic Management Order will be made and published soon after.

7.2 The statutory consultation to reduce the restricted hours will be undertaken soon after Cabinet Member decision is made and residents will be informed accordingly.

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

8.1 All the associated costs are covered by the LSP funding provided by DfT / TfL.

9. LEGAL AND STATUTORY IMPLICATIONS

9.1 The Traffic Management Orders would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the experimental order.

9.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published ETMO. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

9.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

10.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The design of the scheme includes special consideration for the needs of people with blue badges, local residents, school children and businesses without prejudice toward charitable and religious facilities.

10.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10.3 The retention of the restrictions / improvements affects all sections of the community especially the young and assists in ensuring improved road environment and air quality for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough.

11. CRIME AND DISORDER IMPLICATIONS

11.1 None

12. RISK MANAGEMENT IMPLICATIONS

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

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



ISSUE DATE : 18 SEPTEMBER 2020

INTRODUCTION

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

PROPOSAL

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

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

The restrictions will be enforced by a camera.

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

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

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

Consultation process

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

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

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

www.merton.gov.uk

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.

WIMBLEDON PARK WARD COUNCIL- LORS

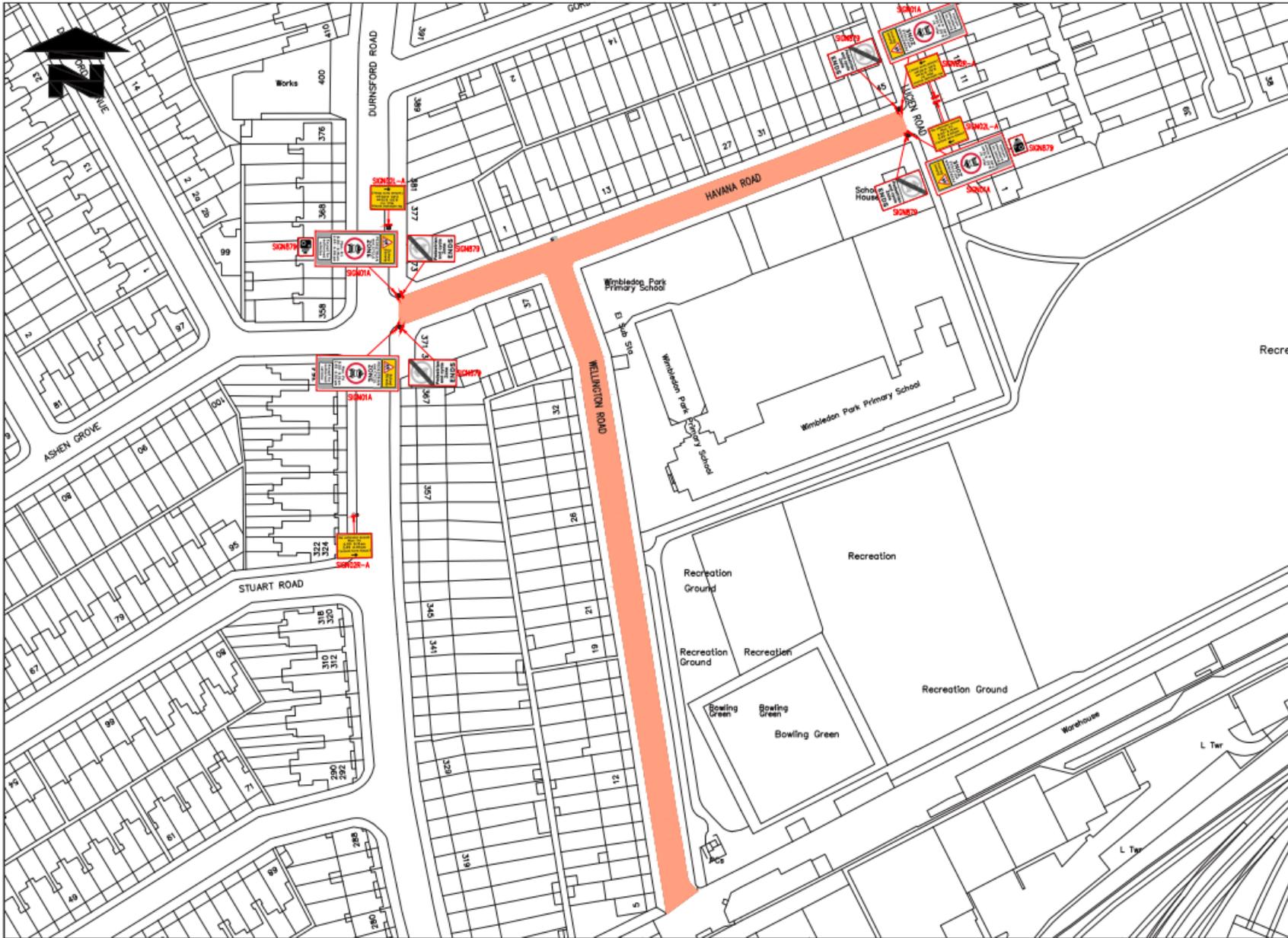
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- NOTES**
1. ALL POSTS FOR SIGN REFS SIGN01* TO BE 89MM DIA, GALVANISED, 4MM THK, 5.0M LONG, C/W BASE PLATE & CAPS.
 2. ALL POSTS FOR SIGN REFS SIGN02* TO BE 76MM DIA, GALVANISED, 3.2MM THK, 3.5M LONG, C/W BASE PLATE & CAPS
 3. ALL ZONE ENTRY SIGNS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

Revision	By	Date	Check	By	Date	App	By	Date

PROJECT: SCHOOL STREETS
TITLE: RESTRICTED ACCESS WIMBLEDON PARK

Drawing No:	Z80-100-110
Revision:	A
Classification:	CONSTRUCTION
Date:	NTS

From within the newsletter catchment area			
6317717	Havana Road	Agree	I strongly support the scheme to help keep children safe. Havana road is used as a cut through and vehicles often drive too fast. I would like to see enforcement cameras to assist the scheme and reduce speeding. Wellington road also has large vehicles using it and often lorries struggling to turn between Wellington and Havana road and the maneuvers take up to 5 minutes and are very dangerous with children going to and from school. I have been surprised whilst working from home at the volume of large vehicles and before the scheme many were blocking the road at drop off and it was very dangerous. As a resident on the road we are warn people visiting e.g plumbers etc and it is not an issue.
6317954	Havana Road	Agree	Excellent scheme, but a camera needs to be installed to ensure it's enforced.
6254650	Wellington Road	Disagree	Will restrict grocery deliveries, family help, single parents needing access to children, and it means that large vehicle traffic from Wellington Works and the plumbing outlets will simply bottleneck at times outside of the restricted hours. It is a terrible idea for this area
6256339	Wellington Road	Disagree	What thought has been given to the wellington works on wellington road by Wimbledon Park Primary? There are very heavy HGV's that cause noise and significant pollution on the road and I fear that it will only move delivery times to earlier/later in the day causing more congestion. HGV's are already reversing down the road at 6am and with the additional restrictions this will only get worse. Can you also let residents know if there will be exemptions for all other traffic that use the wellington works. For example the London Door Company has a number of vans, so will these be excluded? If so then I can't see any benefit to this scheme as traffic will continue to pass through the road.
From outside the newsletter catchment area			
6318365	Gordondale Road	Agree	The scheme overall is good putting the safety of young children first.
6318148	Mount Road	Agree	No comments provided
6318553	Mount Road	Agree	It's a good scheme. However the problem is now how busy and congested the surrounding streets are - Gordondale & Lucien Road in particular are actually pretty dangerous in the morning with cars everywhere, reversing, etc. Mount Road is just about alright.
6321752	Mount Road	Agree	It helps on the school road but It is actually potentially making things more dangerous - cars are regularly doing u- turns on Lucien road to avoid the sch restrictions- twice my 4 and 5 year olds have narrowly avoided being knocked over as ppl do this. I think the signs are not clear enough further down the road to stop cars turning into Mount road and Lucien road and Gordondale road.
6318148	Mount Road	Agree	No comments provided
6317815	Mount Road	Agree	No comments provided
6317747	Ashen Grove	Agree	It is much safer for our children, especially as often large trucks try to squeeze down the narrow roads and that, due to social distancing, children come in and out of many different entrances directly onto the pavements which get very crowded as often spill into the road.

6317772	Stroud Road	Agree	I support this and hope the Council will publish information about its benefits (less air pollution around schools and traffic related risk) so that people in doubt understand what this means
6317686	Stuart Road	Agree	It would be good if the signage were clearer, there still seem to be quite a number of vehicles accessing the street.
6317678	Brooklands Avenue	Agree	Great idea - so many children moving around the streets, it's really good to reduce vehicular access. Difficult to police though - so many cars ignore the signs.
6255893	Brooklands Avenue	Agree	I think it's an excellent idea
6317779	Braemar Avenue	Agree	Safer environment for kids, both with less likelihood of road traffic accidents and lower pollution levels. I just with more could be done to make more roads in our neighbourhood safer for children.
6317784	Braemar Avenue	Agree	No comments provided
6282382	Melrose Avenue	Agree	This is an excellent scheme at long last. I would like to see stricter enforcement especially monitoring the commercial vehicles who use the road. The vast majority of children walk to this school so there really shouldn't be any need for traffic on the road. I would like to see further traffic calming measures in the busy Durnsford rd as well as the implementation of low traffic neighbourhoods on most of the grid roads. I know the vast majority of parents at the school are supportive of this school street which has had a huge difference for the safety of our children at drop off and pick up.
6317788	Melrose Avenue	Agree	The level of traffic around the school is high due to plumbers merchant and industrial space at the end of Wellington road. Parked cars and turning vehicles pose a significant risk to children and parents. The pavements are very busy at the best of times and current social distancing exacerbates this and forces people to step into the road.
6317752	Revelstoke Road	Agree	It is soooooo dangerous around WPPS. It is deadly, the amount of alterations I've witnessed over 5 yrs is at least once a month. Parents who are selfish, articulated lorries moving through families because they are unaware of the school. Business Van's stuck because of poor parent driving. SERIOUSLY someone will die or be hospitalized because of the over crowding drop off and pick up crowding.
6317758	Dawlish Avenue	Agree	This has made such a difference to the immediate area outside the school- some vehicles use Lucien Road to park and then undertake 3 point turns outside the nursery to exit the road so further thought on this would be welcome as this can be a bit precarious. It would really help if the vehicle gates to the rec were opened to support a better flow of pedestrians during the school run to avoid queueing onto the road.
6261337	Durnsford Road	Agree	Hello, I just came back from the school pick up and there was car traffic on Wellington Road (Wimbledon Park Primary): a Royal Mail delivery, a BT van and a school run parent. Last week there was a taxi driving up and down the road. Is the restriction from 2.45 to 4pm enforced in any way? Will there be fines for that? There was a lot of parents and children thinking there would be none or very minimal traffic and the drivers were oblivious that they shouldn't be there.
6317702	Durnsford Avenue	Agree	It is significantly safer and cleaner. Please make this a permanent feature.
6317521	Durnsford Avenue	Agree	My child and I walk to Durnsford Park daily and despite there being a busy primary school, there is a large amount of motor traffic on Havana Road and Wellington Road, despite Wellington Road being a "no through road". Havana Road seems to be used by motorists to cut around the part of Durnsford Road that may have other motor traffic. This is very antisocial

			behaviour, creates danger for pedestrians and non-motorist road users, and increases air and noise pollution. That this happens outside a primary school makes it even worse. I am very much in support of School Streets projects, this one specifically, as we intend our child to attend this school when he is old enough. You have my full support restricting motor traffic around all schools.
6257037	Acuba Road	Agree	Whilst I support completely the school safe streets campaign for keeping children safe from motor vehicles and their pollution I think the Wimbledon Park scheme has been poorly thought out by not beginning at the Lucien Road junction with Gordondale road. I've already seen cars reversing long distances down Lucien road and an increased number of cars performing 3 point turns at the nursery entrance at the end of Lucien road. Unfortunately the council has made it more dangerous and reduced air quality through poor implementation of a great idea. Please amend the scheme immediately before someone gets hurt and start the zone at the junction of Gordondale and Lucien which will also improve the flow of traffic.
6317765	Malborough Road	Agree	Great idea. Much better for children's health and safety
6324319	Oakhill Court	Agree	I grew up on Wellington Road, went to school at Wimbledon Park Primary and often visit my parents who still live there. The speed and number of vehicles that drive along Wellington Road to the industrial estate and the general traffic on the road at school times is a big concern. The council have a duty to provide a safe way for students, parents and teachers to travel to the school safely and to encourage active travel. I strongly support this scheme.
6317829	Ravensbury Road	Agree	No Comments provided
6257685	Ravensbury Road	Don't know	It is unclear how this will be fairly enforced - it is easy to put up a camera and fine people but the signage needs to be very clear so that people who have been driving down those streets regularly or are following satnav are aware - additional traffic management - chicanes?, differentiated road surface - might help
6347934	Tolverne Road	Agree	This response is on behalf of Merton Residents Transport Group (MRTG). We strongly support the school street at Wimbledon Park 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 - 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 - 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. 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
6255832	Lavenham Road	Agree	No comments provided
6257258	Trentham Street	Agree	No comments provided

6317675	Trentham Street	Agree	It would be great to have the scheme enforced as I have witnessed numerous dangerous driving instances on what are fairly narrow streets that are very crowded with children during drop off and pick up times.
6316669	Pirbright Road	Agree	It has to be made permanent for us all to benefit from cleaner air. Durnsford Road just around the corner from the school is so suffocating, any action from the council to offset that is welcome. Perhaps better signage is needed though as we often see rule breakers or just random cars who don't realise they are on a school street.
6317728	Engadine Street	Agree	It makes it so much safer for the children crossing roads around the school, especially due to no delivery lorries or Weston Waste vehicles
6317794	Loxley Road	Agree	There are aspects of it that have made it more dangerous than before, the road is not closed off and it relies on drivers noticing the signs. I have frequently seen cars driving down the school road totally unaware it is closed and children crossing not expecting to see a car...it needs to be one or the other to be safe
6261196	Ryfold Road	Disagree	I drop my children to school and then drive to work as there is no easy option for me to get to work by public transport.
6313772	East Road	Disagree	No comments provided
6311592	Woodside SM1 3SU	Disagree	No comments provided