

Committee: Cabinet Member Report

Date: 17th August 2021

Agenda item: N/A

Wards: Figg's Marsh

Subject: Low Traffic Neighbourhood (LTN) – Sandy Lane, Mitcham

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 review and the Experimental Traffic Management Order used to the implement the LTNs in Sandy Lane aimed at removing rat running and to encourage safer walking and cycling. Please see plan in Appendix 1.
- B) To consider all the representations received (as set out in appendix 2 and 4) and agrees to proceed with making the LTN permanent by making the permanent Traffic Management Order.
- C) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the review and the Experimental Traffic Management Order on the implementation of LTN in Sandy Lane aimed at removing rat running and to create a better environment for the local residents. Please see plan in Appendix 1.
- 1.2 It seeks approval to make the LTN permanent.

2. DETAILS

- 2.1 In response to a green recovery, DfT / TfL provided funding (subject to a bid process) to boroughs to consider, consult and implement LTNs on a number of identified routes. These routes were identified by some residents and / or were previously known to be popular rat runs particularly during the peak periods.
- 2.2 A low traffic neighbourhood (LTN) is considered within a residential area, bordered by main roads (places where buses, lorries, non-local traffic should be), where "through" motor vehicle traffic could be discouraged or removed. Strategic road closures (bollards or planters) or banned movements prevent through traffic whilst maintaining access.
- 2.3 As part of the LTN programme, during trench 1 of the funding process, the Council was successful in its bid to DfT/TfL in securing funding to design and implement a LTN in Sandy Lane. However, due to extremely tight deadlines set by TfL/DfT, these LTNs were introduced under an Experimental Order.

3.0 SCHEME

- 3.1 The scheme was introduced in September 2020 under an Experimental Traffic Management Order (EMTO) which 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.
- 3.2 The EMTO allowed the Council to meet its extremely tight deadlines but more importantly, it enabled the residents and other road users to experience the restrictions, thereby allowing them to make an informed decision prior to responding to the consultation. Consultees had 6 months to respond to the consultation and residents were encouraged to allow sufficient time to experience the scheme before making representations.
- 3.3 The initial road closure included free standing planters, lockable removable bollards for use only by the emergency services and non-motorised vehicles and double yellow line waiting restrictions to enable drivers to turn around.
- 3.2 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 behavior, any survey at the time would not have yielded a true reflection of *normal* traffic – something that would be required for a meaningful before and after comparison. Notwithstanding this, Streatham Rd is a Local Distributor Rd, a bus route and a primary emergency route and therefore local traffic should use this road rather than attempting to cut through Sandy Lane, Fernlea Rd and Graham Rd and Graham Avenue.

4. CONSULTATION

- 4.1 The consultation on the LTNs began on 7th September 2020 and concluded in March 2021. A copy of the newsletter (attached as appendix 3) was delivered to 904 properties within the catchment area (see plan attached as appendix 5). The newsletter detailed the consultation process; the proposed measures and a location plan. A copy of the newsletter with the plan is attached in Appendix 1.

4.2 Residents were encouraged to submit their feedback on the Council’s website using specific on-line feedback links; however, it appears that many made their representation shortly after the implementation of the scheme which did not allow them sufficient time to experience the improvement. All available information was also posted on the website.
<https://www.merton.gov.uk/covid-19-transport-projects>. Street notices were erected on lamp columns and published in the local papers and the London Gazette.

4.3 The statutory consultation resulted in a total of 17 responses. All responses are detailed in appendix 2. This include properties outside the consultation area. The results in terms of figures are set below

1. Newsletters sent = 904
2. Total number of submissions = 17
3. Total number of submissions removed (blank comments or duplicates) = 0
4. Total number of submissions removed from % analysis = 0 (multiple entries with different comments from same person)
5. Common theme = Much safer for residents especially children and improvement to the quality of life for residents.

	Do you agree with the scheme
Agree	11 (64.7%)
Disagree	6 (35.3%)
Unsure	0

4.4 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. Additionally, although the on-line feedback link did ask views in terms of level of agreement and disagreement with regards to the scheme, within a statutory consultation, objections are invited and should be given due consideration. Although an assumption cannot be made in terms of level of support from many who did not participate within the consultation, a lack of response could be considered that they do not object to the scheme.

4.5 All statutory bodies were consulted. Emergency Services did raise concerns regarding the use of lockable bollards that would impact their response time. At the time, funding was not available for ANPR camera enforcement; however, due to ongoing concerns raised by the Emergency services across London where many local authorities were also implementing LTNs, TfL / DfT agreed to provide the funding required for ANPR cameras. The use of an ANPR camera simply means a change in nature of enforcement which facilitates concerns and objections from Emergency services. Following a successful bid for additional funding, the Council was able to secure the necessary ANPR cameras which were installed. This addressed the objections and concerns raised by the Emergency services and some of the residents. The objections based on emergency access as raised by some residents can therefore be considered as addressed and thereby overruled.

4.6 Following the completion of the statutory consultation in March 2021, during June / July 2021 the Council carried out a further engagement with the residents via a questionnaire. In June a newsletter was delivered to all the properties within the catchment area and residents were asked to

complete a simple on line questionnaire. Hard copies were also made available upon request. A copy of the newsletter is attached in appendix 3.

4.7 The outcome of the review / questionnaire are set out below and all comments are detailed in appendix 4.

1. Newsletters sent = 904
2. Total number of submissions = 52
3. Total number of duplicated submissions removed = 0
4. Total number of blank submissions removed from = 5
5. 2 objections from outside the catchment area.
6. Common theme = Much safer for residents especially children and improvement to the quality of life for residents.

Outcome as submitted in terms of numbers of Yes and No

Agree	21	44.7%
Disagree	23	48.9%
Unsure	3	6.4%
Total	47	100%

			Do you agree with the Low Traffic Neighbourhood covering Sandy Lane					
	Total Resp	Response Rate	Agree		Disagree		Unsure	
Beaulieu Close	0	0.0%		0		0		0
Elmfield Avenue	1	4.5%	1	100.0%		0.0%		0.0%
Fernlea Road	9	10.8%	9	100.0%		0.0%		0.0%
Fowler Road	0	0.0%		0		0		0
Graham Avenue	4	3.8%	1	25.0%	3	75.0%		0.0%
Graham Road	4	3.8%	3	75.0%	1	25.0%		0.0%
Guyatt Gardens	0	0.0%		0		0		0
Harbour Close	1	8.3%		0.0%	1	100.0%		0.0%
Hasty Close	0	0.0%		0		0		0
Ormerod Gardens	0	0.0%		0		0		0
Pearson Way	1	1.9%		0.0%	1	100.0%		0.0%
Priestley Road	1	3.1%	1	100.0%		0.0%		0.0%
Rialto Road	1	1.4%		0.0%	1	100.0%		0.0%
Roper Way	0	0.0%		0		0		0
Sandy Lane	4	7.0%	1	25.0%	2	50.0%	1	25.0%
Slade Way	4	4.7%	2	50.0%	1	25.0%	1	25.0%
Spring Grove	7	6.7%	1	14.3%	6	85.7%		0.0%
Stepney Close	0	0.0%		0		0		0
Summerhill Way	5	10.6%	2	40.0%	2	40.0%	1	20.0%
Tide Close	3	6.5%		0.0%	3	100.0%		0.0%
Total	45	4.9%	21	46.7%	21	46.7%	3	6.7%

4.7.1 As already mentioned, the outcome of this type of consultation is based on comments i.e. the reasons for resident's objections. Although the slight majority do not support the scheme, after a closer analysis of the comments, it has become clear that 6 of these objections are either against the School street rather than the LTN and one because of emergency services which is no longer an issue due to the fact that the physical obstruction has been removed and emergency services have not raised any objections. Therefore, if one is minded to look at the figures alone, with 7 objections removed, that would leave majority in support of the LTN.

Outcome in terms of numbers of Yes and No after analysis of comments

Agree	21	44.7%
Disagree	16	34.1%
Unsure	3	6.4%
Invalid	7	14.8%
Total	47	100%

4.7.2 In addition to the above, one objection was received from Jersey Road and one from South Park Rd both of which are outside the consultation area.

4.8 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 a statutory consultation and the review, consideration must be given to the nature and validity of the comments / representations. Given the extremely low response rate during both the statutory consultation and the review, the contents of the comments received and in the absence of overwhelming objections, it is recommended that the LTN in Sandy Lane is made permanent. It is considered that the benefits outweigh some of the inconvenience some residents may experience.

6. ALTERNATIVE OPTIONS

6.1 To remove the LTN will result in an increase in volume of traffic through these roads, an increase in speed and will do nothing to meet the Council's various objectives in terms of improved air quality and environment.

7. TIMETABLE

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

8. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

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

9. LEGAL AND STATUTORY IMPLICATIONS

9.1 The Traffic Management Orders would be made under Section 6 and Section 45 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 draft 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 draft order. 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.

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.

11. CRIME AND DISORDER IMPLICATIONS

N/A

12. RISK MANAGEMENT IMPLICATIONS

12.1 The risk of not acting in line with the majority feedback received (allbeit very marginal) could lead to dissatisfaction amongst the very few objectors.

12.2 The risk of not doing anything would be that volume of traffic and speeding traffic will increase; it will not address all the various objectives regarding improved air quality and safer improved environment.

13. ENVIRONMENTAL IMPLICATIONS

13.1 The removal of rat running / reducing volume of traffic will ensure a reduced road safety risk; a better environment for residents and vulnerable road users; a reduction in noise and pollution.

14. APPENDICES

14.1 The following documents are to be published with this report and form part of the report.

- Appendix 1 - Newsletter and plan – statutory consultation September 2020
- Appendix 2 - Representations to statutory consultation September 2020 - March 2021
- Appendix 3 - Newsletter- Review June / July 2021
- Appendix 4 - Representations to Review questionnaire June /July 2021
- Appendix 5 - Consultation area plan



Traffic & Highway Services
 London Borough of Merton
 Merton Civic Centre
 London Road
 Morden SM4 5DX

Direct Line: 020 8545 3054
Fax: 020 8545 3038
Our Ref: LTN-Sandy Lane
Date: 27 August 2020

**COVID-19 LOW TRAFFIC NEIGHBOURHOODS (LTN)
 SANDY LANE NEAR ITS JUNCTION WITH FERNLEA ROAD EXPERIMENTAL ROAD CLOSURE**

Proposed Road Closure

As part of Merton’s response in maintaining social distancing, removing rat running and to encourage safe walking and cycling, we will be introducing a temporary road closure on Sandy Lane near its junction with Fernlea Road. The proposal will include free standing planters, lockable removable bollards for use only by the emergency services and authorised vehicles and double yellow line waiting restrictions to enable drivers to turn around without obstruction from park vehicles.

Consultation process

The proposed measure is being introduced under an Experimental Traffic Management Order:

- This allows the Council to implement the restrictions during the consultation period.
- It allows the Council to assess and monitor the restrictions 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 (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 any necessary modifications or making it permanent.

Street 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. All representations must be made on line using the following link. Please note that you may not be able to submit any comments until end of September 2020. <https://www.merton.gov.uk/covid-19-transport-projects>

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.

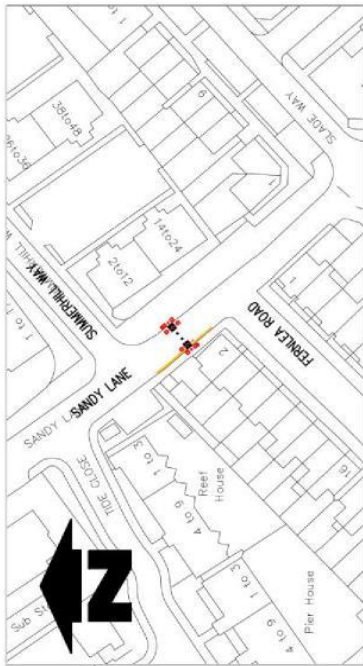
Date and Time of Works

Implementation of the proposal may be as soon as **7 September 2020**, weather permitting. See the general layout plan overleaf.

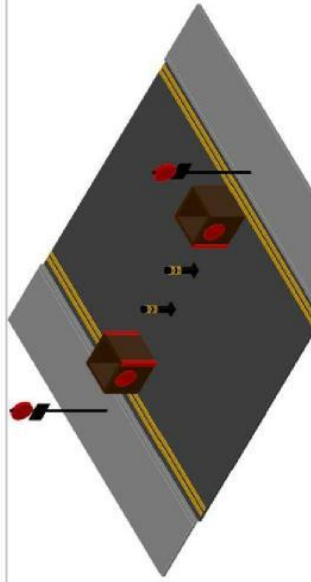
Further Information and Contact Details for the Works

The people looking after these works are:

James Geeson Merton Council Engineer: 02085453054
 Gus Smith FM Conway Ltd, Contract Manager 07748632920 / 02086368822



OVERVIEW
(SCALE 1:1000)

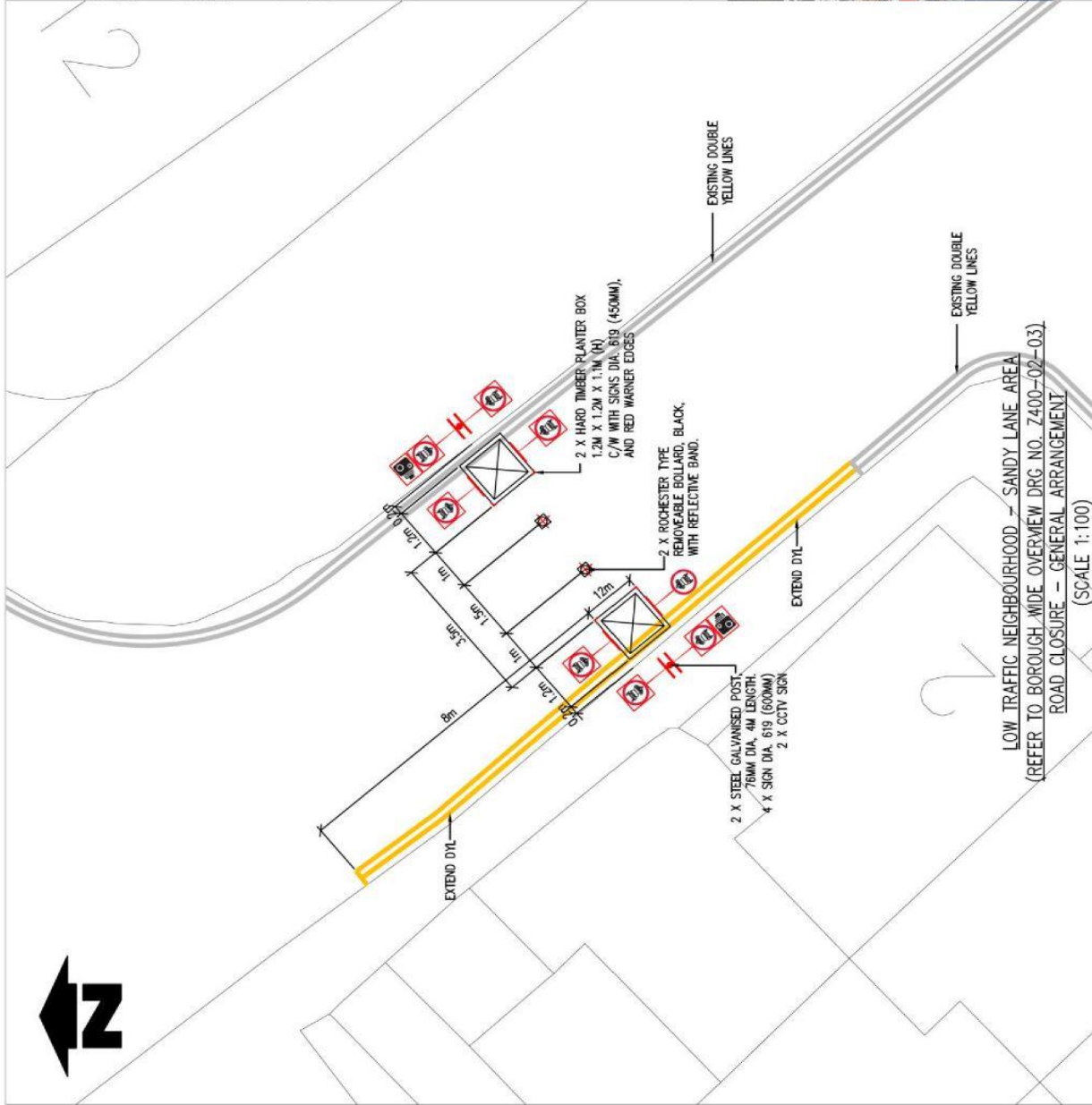


3D CONCEPT



GOOGLE MAPS STREET VIEW

<p>Merton Council London Road Merton Surrey SM5 2DX www.merton.gov.uk</p>		<p>Drawing No: 2400-02-02-04 Revision: - Date: 11/06/2020 Status: DRAFT Scale: 1:100, 1:500</p>
<p>PROJECT: COVID-19 TEMP SAFETY MEASURES</p>		<p>TITLE: TN - TEMP ROAD CLOSURE SANDY LANE</p>
<p>Author: [Name]</p>	<p>Check: [Name]</p>	<p>Drawn: [Name]</p>



<p>Sustainable Communities Environment & Regeneration FUTURE MERTON</p>		<p>Notes: Do not scale from this drawing</p>
<p>Author: [Name]</p>	<p>Check: [Name]</p>	<p>Drawn: [Name]</p>

Road Name	Road proximity to the scheme: A-Vicinity B-neighbouring C-local D-non-local	views	Comments / representations
Fernlea Road	B-Neighbouring	Strongly agree	Much safer for children as less speeding traffic down the road. Please keep this scheme.
Fernlea Road	B-Neighbouring	Strongly agree	
Fernlea Road	B-Neighbouring	Strongly agree	The barrier makes for a much safer environment for everyone, it has stopped the rat run of traffic trying to jump traffic queues on the main road, particularly when at school drop off and pick up times. This must also give a positive effect on local pollution and quality of life for all local residents
Fernlea Road	B-Neighbouring	Strongly agree	The road closure on Sandy Lane near its junction with Fernlea Road has had brilliant results and we have been so grateful for it. For many years, during the evening rush hour, we have been worried about the speed cars travel down the Fernlea Road and Graham Road 'rat run' when attempting to avoid the westbound queue for the traffic lights where Streatham Road joins London Road, If you should now take the barrier away now you may as well put up signs saying "Rat run this way, please speed to ensure that you beat the traffic queueing in Streatham Road." Please let us keep the barrier!!
Fernlea Road	B-Neighbouring	Strongly agree	Since the traffic restriction has been in place Fernlea Road has been a much quieter, safer and more enjoyable place to live. I hope the traffic restrictions are kept in place permanently. The traffic restrictions have also limited the anti social behaviour (drugs and alcohol) caused by people driving (usually fast and with loud music) down Sandy Lane to meet outside the convenience store. Since the traffic restrictions the use of the shop is mainly by foot and we have noticed a substantial drop in the anti social behaviour and rubbish
Fernlea Road	B-Neighbouring	Strongly agree	Please keep the barrier. It has greatly reduced the volume of vehicles speeding on Fernlea Road which is a relief as we have two small children. It has also reduced noise pollution.
Graham Road	C-Local	Strongly agree	It has stopped the rat run in my road.
Spring Grove	C-Local	Strongly disagree	i don't see why i should have to obey these restriction as i live in the area and should not have to be punish as a result of these measures after all i do pay council tax and car tax to use these roads you expect me to sit on a major road and wait until these exclusion finish that is a liberty so i strongly disagree with this intrusion and how do i apply for an exemption the grounds i live in the area

Bramston Road	D-Non-local	Strongly agree	I work at Gorringe Park Primary School and feel strongly that the restrictions should remain in place for the safety of the children. The reduction in traffic since the School Street has been in place has been excellent.
Jersey Road	D-Non-local	Strongly disagree	The new LTN initiative is absolutely ludicrous and has made riding/driving in Merton very unsafe. Firstly I was not notified about this despite the direct effect it has on me as a resident; I use Seely and Links Road everyday. Secondly I drive and ride a bike; as a driver there's is an incredible increase in roadblock traffic, and as bike rider it doesn't feel safe with cars having to make rash decisions as road are no longer accessible overnight. Lastly, it feels like it will be even more detrimental to the environment with cars sitting in traffic for so long! I think it should be withdrawn with immediate effect, Wandsworth have taken these road blockages away Merton should follow suit.
London Road	D-Non-local	Strongly agree	Gorringe Park school is on this road. The cars driving down the road at school pick up and drop off time are incredibly dangerous. This road should be completely closed during these times.
Nairne Grove	D-Non-local	Disagree	
Northway	D-Non-local	Strongly agree	
Robinson Road	D-Non-local	Strongly disagree	The best way to solve traffic problems is to allow cars and vans to move freely around all roads, the white van man and the mums/dads in cars with kids, the shopping and the grandparents CAN NOT use bicycles or walk!! People have a right to get in and out of their roads how they wish using all entry and exit points. Also how do disabled drivers get in and out?? LTN's and road turning restrictions belong in communist Countries!! Not the UK:)
Valley Road	D-Non-local	Strongly agree	
Wessex Avenue	D-Non-local	Strongly disagree	it's not the right way to restrict traffic and redirect it to other roads which are packed already. find efficient measures instead of easy ones.
NO ADDRESS		Strongly disagree	Will cause problems for the locals. Increasing pressure and traffic on the main roads creating a dangerous situation for all road users. Will increase the response times of emergency services and put people's lives in danger.

June

SANDY LANE - REVIEW



REVIEW OF LOW TRAFFIC NEIGHBOURHOOD (LTN)

Dear Occupier,

As you are aware, during September 2020 the Council introduced a Low Traffic neighbourhood scheme on Sandy Lane under an Experimental Order. The 6-months statutory consultation closed in March 2021 and we are currently considering all the feedback received.

It is appreciated that some residents had concerns and some reservations when the LTN was first introduced particularly during the settling down period, but it is hoped that despite some minor inconvenience to some residents, many of you have come to enjoy and acknowledge the benefits.

Before making a final decision, it has been agreed to undertake a review of the scheme. As part of this review, we are asking you to submit your views to a simple on-line questionnaire using the <https://consult.merton.gov.uk/survey/858> on the Council's website.

Those who do not have access to a computer, can call 020 8545 3700 and ask for a hard copy of the questionnaire and one will be posted to you.

The deadline for submission is **Friday 9th July 2021**. Please note that it is only one submission per household and as part of this review individual responses to comments will not be made.

The Cabinet Member will make a decision based on the feedback received during the statutory consultation and the outcome of this review. Your participation within this review is, therefore, important.

You will be informed of the Cabinet Member decision once a final decision is made.

Important Notice

Currently the road closure is enforced via lockable central bollards which has become an issue for Emergency Services. I would also like to take this opportunity to inform you that given the length of time that may take to make a final decision, it is essential to take immediate action in accommodating the needs of the emergency services and to ensure their services are not hindered any further, the Council intend to enforce the closure via ANPR cameras. The bollards will be removed shortly and camera enforcement will begin immediately. Please note that this does not mean that a final decision has been made, we are simply accommodating the needs of Emergency Services.

Figge's Marsh Councillors (contact details of Ward Councillors are provided for information purposes only)

Councillor Geraldine Stanford Geraldine.Stanford@merton.gov.uk

Councillor Agatha Akyigyina Agatha.Akyigyina@merton.gov.uk

Councillor Mike Brunt Mike.Brunt@merton.gov.uk

Cllr Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency.martin.whelton@merton.gov.uk

Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health rebecca.lanning@merton.gov.uk

Road	Do you Agree with LTN	Comments
Elmfield Avenue	Yes	Good for the school even if a bit inconvenient for me personally when stuck in a traffic jam on Streatham Road
Fernlea Road	Yes	This barrier helps to reduce the traffic going through Fernlea Road. It also reduces car and noise pollution. I am favour of keeping it as is.
Fernlea Road	Yes	I have 2 children under 5 and there used to be cars driving down Fernlea road at very high speeds using Sandy lane as a cut through and trying to avoid the traffic in the streatham road. It made me extremely nervous and was very dangerous. Since the barriers have been installed this speeding has reduced massively and the road is much quieter. It's much safer for children, particularly considering there is a primary school there too.
Fernlea Road	Yes	It has shut of a dangerous rat-run that only existed to jump the traffic queue on Streatham Road. It doesn't affect access to residents and makes Sandy Lane and surrounding roads much safer for the school.
Fernlea Road	Yes	For many years we have been extremely concerned about the rat-run (Sandy Lane - Fernlea Road - Graham Road) used by Eastbound vehicles to circumvent traffic queues for the traffic lights at the Streatham Road/London Road junction. Before the LTN scheme was introduced many vehicles speeded dangerously to avoid the Streatham Road queues in their attempts to reach the junction quickly. It was only a matter of time before vulnerable pedestrians/children were seriously injured or worse by these manic driving habits. We have been so grateful for the introduction of the scheme which has made our roads safer.
Fernlea Road	Yes	It has stopped the "rat run" effect so speeding cars have decreased. Parking is a nightmare,people parking irresponsibly just to save double spaces. People in Graham Avenue putting bollards out and being allowed to. The turnaround space at the end of Fernlea Road is tight with cars and dangerous for pedestrians and bikes. I have reported abandoned cars and no response.
Fernlea Road	Yes	I think the results overall has been positive for me and the other residents generally. This is in terms of significant reduction of amount of traffic, street feels safer, less noisy and pollution from traffic volume. It is also nice to have flower boxes. It is a shame some unruly people like the rest of the street chose to put their rubbish in the boxes. The litter problem is a topic in itself.
Fernlea Road	Yes	It has made a positive difference to the immediate area
Fernlea Road	Yes	The traffic scheme has reduced anti social behaviour outside the shop at the end of Fernlea road which is a real problem. The road is now much safer for cyclist and pedestrians (most importantly children) and all round a much more enjoyable place to live

Fernlea Road	Yes	Motorists are speeding to avoid the traffic along Streatham road through Fernlea Rd in the evenings. That's dangerous for the residents who live at Fernlea Rd, Graham Rd and Sandy Lane. This will reduce air and noise pollution. This will be a safe environment for Gorringer Park Primary school kids. Find Car Parking space is better than before.
Graham Avenue	No	This has resulted in increased traffic down Graham Avenue. Drivers often speeding in what is a dangerous road/ packed with cars and poor visibility on the bends in the road. <i>With no direct access to the neighbouring roads there should be less traffic on Graham Ave</i>
Graham Avenue	Yes	The only down side with this scheme is the fact that Graham Avenue is now being used as a cut through and people are driving down the road at ludicrous speeds. There have been numerous altercations with householders on the road and drivers as they are going too fast, some are going at speeds of up to 50 mph down a narrow road with cars parked either side. Another consequence is that more people are now parking on Graham Avenue, they have been blocking drives as they now use this to take the kids to school, we need more parking regulations on Graham Avenue to solve this issue.
Graham Avenue	No	It stop me using sandy lane to get home (coming from streatham way) which is a lot quicker. Now I have to join the traffics queue in streatham road to reach Graham Avenue, which takes about 10 to 15 mins. The car is not moving much in the queue, almost a standstill, as a result pumping out more pollution. How can that be right? This is crazy idea. Get rid of this ill thought idea.
Graham Avenue	No	It has turned our road into a rat run, cars are constantly driving up and down as they cannot drive down Sandy Lane.
Graham Road	No	
Graham Road	Yes	Apart from benefits to the school it has significantly reduced rat run and speeding traffic on Graham Road. I really hope you retain the measure.
Graham Road	Yes	The scheme has changed our neighbourhood for the better. The traffic jams around the school have disappeared, it's safer to walk down Sandy Lane and the air quality has improved without stationary traffic pumping out petrol fumes at the school gates. Graham Road has now become a residential road, blissfully free of speeding vehicles trying to jump the queues on Streatham Road. Cars would cut up Sandy Lane, along Fernlea then get to Graham Road and see a wide straight road and then floor the accelerator. Cars used to reach speeds of 50mph. It was a nightmare...until the scheme started. I hope it will be made permanent.
Graham Road	Yes	Has reduced amount of traffic.
Harbour Close	No	Traffic was low already as there is a fire gate. 2 obstructions are not necessary.
Jersey Road	No	
Pearson Way	No	I don't think need a low traffic on that place and it's not a main road
Priestley Road	Yes	

Rialto Road	No	The traffic in Mitcham is an absolute joke. The LTN and changes to lanes in the town center make our town a nightmare.
Sandy Lane	No	It is a bad decision in the first place because it hinders Emergency Services. <i>With the barriers removed, emergency services are no longer hindered.</i>
Sandy Lane	Yes	The benefits are far more than the disadvantages. I am strongly agree with the LTN and the road now is quiet and safety.
Sandy Lane	unsure	has not affected south end of sandy lane.
Sandy Lane	No	Rubbish, issue for everyone. And a trap for council to make money. It was never used as a rat road and this is a waste of council money
Slade Way	No	I believe that the reduction in traffic on Sandy Lane is due to the closing times for the school, not the new barrier. I would agree to keeping the road closed at school opening/closing times to reduce the number of parents driving their children. However I do not support the new road barrier. The barrier between Sandy Lane and Fernlea Road has increased traffic on Fernlea Road and Graham Avenue with trucks turning in and sometimes then having difficulty turning around. There has also been an increase in young people using electric scooters in the area and the possibility of a car coming through might influence those who are driving electric scooters recklessly.
Slade Way	Yes	
Slade Way	unsure	I don't drive
Slade Way	Yes	I think this is important for the safety of the residents and school children on this street. I have seen too many people race down this road.
South Park Road	No	It creates additional traffic and concentrates pollution on neighbouring roads. It is discriminatory and undemocratic. Please remove them ASAP. <i>It could also be considered that traffic along Graham Rd & Graham Ave has reduced because those within Sandy Lane & linked side roads can no longer use these 2 roads.</i>
Spring Grove	No	I disagree with the Low Traffic Neighbourhood covering Sandy Lane and the road closures at certain times. This is based on the following: - your letter says there will be ANPR CAMERA ENFORCEMENT - this is just another way for locals to be tripped up by complex rules directed by complex signs. - prohibits tradesman from accessing and conducting services at certain times - if i cannot access or park down near my residence, there is nowhere to park. problem will simply be passed onto other neighbourhoods - added confusion - creates unnecessary reversing and turning around (which is more dangerous for children) - local area already restricted to 20 mph - below national speed limit of 30 mph <i>This more school street related comments; the removal of the LTN will not address the raised issues.</i>

Spring Grove	No	<p>The barrier does not work and I can't understand why they chose Sandy Lane and not any other of the adjoining roads. We currently also have a barrier to the neighbouring estate. This has led to a great inconvenience and congestion on the Streatham Road which never had traffic queued up previously. All people do for the school is part on Streatham Road before they drop of their children. White vans are parked at the end of the road and other cars looking for additional spaces along our road. This scheme does not work and just pushes traffic congestion onto the main roads which creates pollution in the atmosphere.</p> <p><i>School street related comments. It is unlikely that the LTN would have a severe impact on traffic on Streatham Rd.</i></p>
Spring Grove	No	
Spring Grove	No	<p>As a resident with no vehicle, it would be better if I could nominate another vehicle that could be used to come during the restricted hours, for example my parents live nearby and would prefer to allow them access during restricted hours The turnaround time for registering a car for a permit also means that I would not be able to register a temporary vehicle and use it immediately Additionally it should be allowed to temporarily register other vehicles for a specific period of time, for example when builders come to do some work, as they would require access to Sandy lane during restricted hours Hence, as I do not have a car, these limitations mean that I am actually worse off then other residents with a car in regards to the school safety zone. If I had the ability to obtain a permit for a car located at another address (perhaps a maximum of 2 cars per household) and have the ability to obtain a temporary permit for other vehicles e.g. builders then I would be able to understand the benefits of the school safety zone</p> <p><i>School street related comments</i></p>
Spring Grove	No	<p>I don't drive and have been very lucky in not needing a cab to take me to any medical appointments during the closure hours. I am trying to book emergency electrical work at present and the Contractors are worried about being given tickets if they are caught on camera during the closure times. In effect this scheme puts some of us in potentially dangerous situations. Could you just request that the School to asks the Parents not to pick up their children in cars?</p> <p><i>School street related comments</i></p>
Spring Grove	No	<p>Petty burocracy. A red tape nightmare. I've made phone calls, emails regarding my vehicle. The Plant boxes are causing more problems through litter, a bit of vandalism and stopping traffic going down Fernlea Rd. You are now creating pollution on the other side. The parents just park their cars on the surrounding area which the kids walk through. These barriers haven't worked in Tooting and Worcester Park and should be discontinued immediately. It causes bottlenecks at the bottom of Sandy Lane and Streatham Road towards Mitcham. The traffic is getting worse at Locks Lane.</p> <p><i>School street related comments</i></p>
Spring Grove	Yes	<p>It makes the road safer for residents by preventing cars using the road as a cut through.</p>
Summerhill Way	Yes	
Summerhill Way	No	<p>Local residents car registration on your web is very difficult if your relative come difficult enter, some - <i>comments were submitted incomplete</i></p> <p><i>School street related comments</i></p>
Summerhill Way	No	

Summerhill Way	unsure	I have lived at xx Summerhill Way for over 30 years and to me the flow of traffic has never been excessive. However as there is a primary school in Sandy Lane it makes sense to have some form of control. The only downside to the controls are that vehicles, including the Emergency services and British Gas, have come down Fernlea Road and have had to turn around and go into Graham Road then onto the Streatham Road and then into Sandy Lane to access the roads leading off Sandy Lane. <i>Emergency services are exempt and are not hindered in any way.</i>
Summerhill Way	Yes	Supports the safety of children and parking congestion in Sandy Lane and Summerhill Way.
Tide Close	No	I disagree with the scheme as during the school hour restrictions, it's confusing for drivers visiting or making deliveries as Sandy lane effectively becomes no entry at either end making it impossible to enter without making an illegal turn and therefore risking a fine. As a resident, I have an exemption permit but I have no control over times of deliveries and sometimes I get a lift from colleagues which means I have to walk to Streatham road to get picked up as driver cannot enter Sandy lane. <i>This relates to school street & not LTN</i>
Tide Close	No	It is a hindrance to all residents that actually need to travel to their jobs
Tide Close	No	Living off Sandy Lane, I have found this to be a nuisance having the access to Fernlea Road restricted. More cars have blocked Fernlea road as parents park their cars there now to drop off children and the traffic on Sandy Lane heading onto streatham Road has been so much worse than before as that is the ONLY ROUTE I can use now, whereas previously I had the choice of Graham road or Graham Ave. I am aware previously these surrounding roads have been used as cut-throughs by many but for us who actually reside there we should be able to access the roads and not be penalised. Also my partner does not reside at our residence but he picks up our son everyday so I had to write in to get his vehicle approved to use the road during the school hours when previously this wasn't an issue. Even with the current restrictions, parents have forgotten residents have cars and still use the road during the school hours and as a result, parents and children walk in the road or dart out without looking because they assume no vehicles are around. I understand our children need to be safe but we need to have a fairer system that considers everyone in the area. I am in favour of having the restrictions removed - even if the option of a one way system is placed on Sandy lane - my preference would be Sandy Lane access to Fernlea road. I would also like to add that I saw a Fire engine on Fernlea Road and it had to reverse because of the closure on Sandy Lane. Thankfully it wasn't a life or death case but we have to be sensible and weigh all the options for the good of the community long term. <i>Obstructive parking by parents will not be resolved by removal of the LTN. Still have direct access to property. Having route options is not considered as a valid objection. This direct route means less traffic & speeding on Graham road & Graham Ave. The exemption process relates to the school street and not the LTN. The LTN complements the school street and although there is limited residential traffic related vehicles, it is still a far safer environment for the school. As part of the road safety training, pupils and parents will be reminded to continue to be cautious. Emergency services have been consulted and have not raised any objections particularly now that there is no physical obstruction. Also, any concerns or incidents are raised by the emergency services directly.</i>

