LONDON BOROUGH OF MERTON

EXPERIMENTAL LOW TRAFFIC NEIGHBOURHOOD SCHEMES

COVID-19 RELATED SAFETY MEASURES IN VARIOUS ROADS

THE MERTON (PRESCRIBED ROUTE) (BOTSFORD ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PRESCRIBED ROUTE) (SEELY ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (WAITING AND LOADING RESTRICTION) (SEELY ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PARKING PLACES) (GC) (SEELY ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PRESCRIBED ROUTE) (LINKS ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PARKING PLACES) (GC) (LINKS ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (WAITING AND LOADING RESTRICTION) (LINKS ROAD) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PRESCRIBED ROUTE) (COMMONSIDE EAST) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (PRESCRIBED ROUTE) (SANDY LANE) EXPERIMENTAL TRAFFIC ORDER 2020
THE MERTON (WAITING AND LOADING RESTRICTION) (SANDY LANE) EXPERIMENTAL TRAFFIC ORDER 2020

STATEMENT OF REASONS

The above Order is considered necessary for:-

- deterring traffic from diverting from congested main roads to residential streets as rat runs
- making it safer for pedestrians to social distance, for instance by walking in the street where pavements are narrower than the recommended two metres
- encouraging people to use bikes where possible by reducing traffic that many find intimidating and off-putting for cycle journeys, especially short, local trips
- encouraging people to walk for short journeys such as local shopping trips rather than taking the car
- securing gains made during lockdown, such as cleaner air, neighbourliness and reduced noise
- reducing traffic on residential streets, creating low-traffic corridors across Merton so more people can walk and cycle as part of their daily routine.

The main reason for proceeding by way of an Experimental Traffic Order is to assess the effects of the proposals for a trial period before consideration is given to whether the provisions of the Experimental Traffic Order should be made permanent.