

Committee: Cabinet Member Report

Date: 08th November 2023

Agenda item: N/A

Wards: Graveney

Subject: Statutory Consultation - speed humps- Framfield Road

Lead officer: Dan Jones, Director of Environment, Civic and Climate Department

Lead member: Councillor Stephen Alambritis MBE, Cabinet Member for Transport

Forward Plan reference number: N/A

Contact Officer: Paul Miles

Email: paul.miles@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation that was carried out between 31st of August and 22nd September 2023 on the proposal to introduce speed humps along St James Road, and Framfield Road as shown on plans attached in appendix 1.
- B) Considers the representations received from Framfield Road in response to the statutory consultation as attached in Appendix 2.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed traffic calming measures in the form of road humps and not sinusoidal speed humps as previously proposed. For location of road humps please plans attached in Appendix 1.
- D) Agrees to exercise his discretion not to hold a public inquiry on the statutory consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation that was carried out to introduce sinusoidal speed humps along St James Road, and Framfield Road as shown on plans attached in appendix 1. This report is in addition to a previous report dated 13th October 2023 titled '*Statutory Consultation - speed humps- St Jame's Road and Framfield Road*'. A Cabinet Member decision was made on 16th October 2023 to proceed with implementing the proposed road humps. The decision was published and cleared Call-In process on 19th October 2023.
- 1.2 This report sets out the representations from Framfield Road which were omitted from the original report and seeks confirmation of the previous approval to progress with the above recommendations to introduce traditional road humps in Framfield Road and St Jame's Road.

2. DETAILS

- 2.1 The outcome of the statutory consultation that was carried out to introduce road humps in St James Road, and Framfield Road was submitted to the Cabinet Member in a report dated 13th October 2023 and the Cabinet Member approved the proposed traffic calming measures. However, due to a clerical error, representations from Framfield Road were not included within that report. This report, therefore, details all the representations that require Cabinet Member consideration to enable confirmation of the previous decision to proceed with the implementation of the traffic calming features.

- 2.2 Gorringe Park Ave is traffic calmed and accommodates a width restriction and is a popular thoroughfare between London Road and Streatham Rd and it is used as a rat run and by those residents within the large neighbouring network grid. St James' Rd runs parallel to Gorringe Park Avenue and it is also used as a rat run particularly by those who attempt to by-pass the width restriction on Gorringe Park Ave. Framfield Road also offers an alternative route.
- 2.2 As with majority of the roads in the borough, St James and Framfield Roads are subject to 20mph. However, for some time, the Council has been receiving concerns regarding excessive speed, particularly along St James Road. To determine the level of speeding problem, in agreement with the Ward Councillors, speed and volume surveys were undertaken for a one full week between the 17th and 23rd of May 2023.
- 2.3 The survey data showed that on St James Road, 85% of vehicles travelled at almost 30mph with an average speed of 23mph; and on Framfield Road, 85% travelled at almost 25mph with an average speed of 19mph. A summary for each road is shown in appendix 3.
- 2.4 There are a number of measures that can be introduced to traffic calm a road; this includes vertical deflections (road humps, speed cushions and speed tables) and horizontal deflections (build outs, chicanes, priority systems). Horizontal deflections occupy a great deal of kerb side space which mean loss of parking and at times, does result in an increase in speed as drivers often attempt to navigate the obstacles in an aggressive and challenging manner.
- 2.4.1 Vertical deflections particularly road humps are the most effective feature that does not impact on parking. There are two types of road humps, the traditional (such as those on Gorringe Park Ave) and sinusoidal which are shaped in such a way to make it a smoother ride for cyclists and emergency services. These are therefore not as effective as the traditional style road humps. Although initially consulted on sinusoidal road humps, given some of the feedback received and further consideration of type of traffic along these roads, and the high 85 percentile of speed on St James' Rd, it is considered that a better option in this instance would be the traditional style road humps. Given that those residents who did respond in support of reducing speed of traffic, it is not believed that this slight change would cause any objections.
- 2.5 To reduce the speed of traffic and improve safety and perception of safety for the residents and all user groups and to ensure motorists adhere to the maximum speed limit of 20mph, it is proposed to introduce road humps at regular intervals on both St James and Framfield Roads. This will encourage motorists to travel at a consistent lower speed.

3. CONSULTATION

- 3.1 A statutory consultation to introduce the proposed vertical deflections was carried out between 31st of August and 22nd September 2023. The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local papers and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website <https://www.merton.gov.uk/streets-parking-transport/traffic-management/consultations/speedhumpsstjamesframfield>. A newsletter with a plan, attached as Appendix 1, was also circulated to all the properties within the catchment area.
- 3.2 The consultation resulted in 5 supportive representations from St James Road which were previously reported. However, the Council also received 3 representations for Framfield Road which along with officer's comments are detailed in appendix 2.
- 3.3 All Emergency Services have been consulted and no objections have been raised.
- 3.4 All the ward Councillors have been fully engaged during the consultation process.

4.0 RECOMMENDATIONS

- 4.1 Although a Cabinet Member decision has already been made to implement the proposed road humps, it is recommended that the representations from Framfield Road are considered and the Cabinet Member reconfirms his previous decision to proceed.

5.0 ALTERNATIVE OPTIONS

- 5.1 To introduce traffic calming on St James Rd only. However, although the speed along Framfield Road is not considered to be excessive, with road humps in St James Rd, it could displace those who may want to avoid the road humps, into Framfield Road; it would, therefore, be prudent to safeguard Framfield Road from the impact of the potential displacement.

6.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 6.1 The cost of implementing the proposed road humps in Framfield Road is £15,000. Costs will be met by TfL (LiP) funding allocation.

7.0 LEGAL AND STATUTORY IMPLICATIONS

- 7.1 The required Notice for the road humps will be made under section 90A-F of the Highways Act 1980.

8.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 8.1 The implementation of any scheme endeavours to meet the needs of all road users particularly the more vulnerable such as those with disabilities and children. In this case other vulnerable road users such as cyclists will also benefit from the safety improvements.

9. CRIME AND DISORDER IMPLICATION

- 9.1 N/A

10.0 ENVIRONMENTAL IMPLICATIONS

- 10.1 The proposed speed humps will be constructed and implemented as per DfT criteria and guidelines. These features are effective at reducing speed of all traffic and maintain a low speed along the length of the road. As a result, there will be an improved safety and perception of safety by residents and road users. A lower speed reduces risk of accident / harm and severity of any accident.

11. Background information used

Cabinet Member report dated 13th October 2023 titled 'Statutory Consultation - speed humps- St James's Road and Framfield Road'; and Cabinet Member decision dated 16th October 2023

12. APPENDICES

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

Appendix 1- Newsletter / Plan

Appendix 2- Representations

Appendix 3- Survey data

MERTON COUNCIL

Framfield Road-Proposed Speed Restriction Measures



Statutory consultation
August/September 2023

Cllr Stephen Alambritis MBE
Cabinet Member for Transport



Dear Resident,

The purpose of this newsletter is to inform you that as part of the Borough's commitment to road safety and in response to complaints about speed, the Council is proposing to introduce sinusoidal speed humps along Framfield Road, as shown on the plan overleaf.

In May 2023, the Council carried out a weeklong speed survey which showed that the average speed is 19mph with 85% of vehicles travelling at almost 25mph. Given that the speed limit is 20mph, it is believed these features will effectively reduce speed thereby facilitate the current 20mph and reduce risk of collision.

Please note that since there are a number of strict criteria as set by the Police and TfL, it is not possible to consider a speed camera. It is considered that the proposed features are the most suitable speed reducing features and they will not affect parking.

To implement the proposed sinusoidal speed humps, it is necessary to undertake a statutory consultation.

The statutory consultation will start on 31st August and conclude on 22nd September 2023.

A Notice of the Council's proposals will be published in Wimbledon and Wandsworth Times and the London Gazette. Notices will also be posted on lamp columns along the road.

Representations against the proposals described in this Notice must be put in writing, either email Traffic.AndHighways@merton.gov.uk or write to the Environment, Civic and Climate Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than **22nd September 2023**, quoting reference - **ES/RH/Framfield2023**

Please note that a statutory consultation is not a vote or a tick box exercise. The Council is required to give weight to the nature and content of your representation and not necessarily the quantity. Your reasons are, therefore, important when making a final decision. We also would welcome comments of support.

All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Please note that responses to any representations received will not be made until after the Cabinet Member has made a final decision.

This information is also available on Merton Council's website and will be updated as the proposal progresses. merton.gov.uk/SpeedHumpsStJamesFramfield

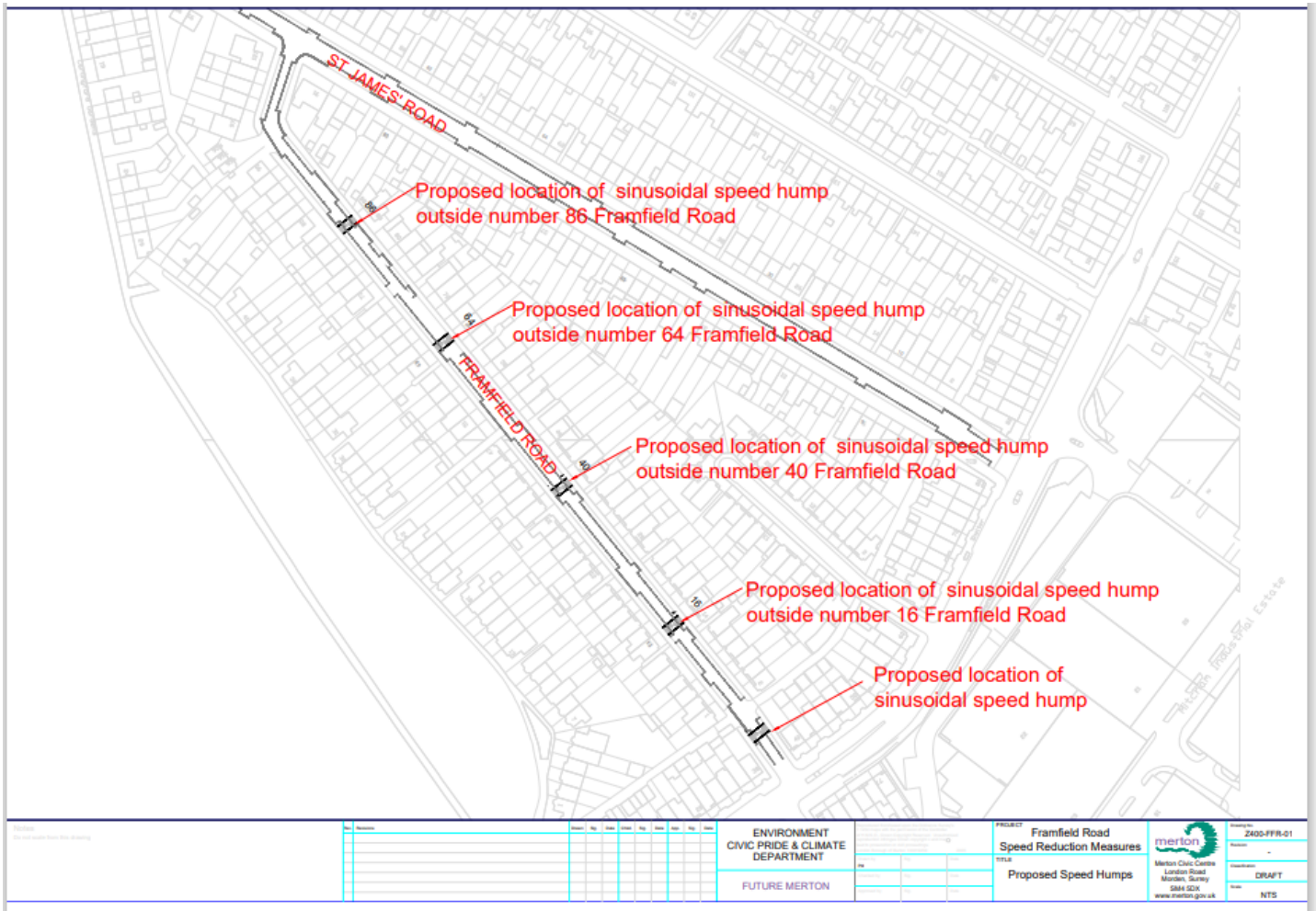
A similar scheme is also proposed for St James Road.

Your Graveney Ward Councillors

(Contact details of Ward Councillors are provided for information purposes only)

Cllr Sheri-Ann Bhim sheriann.bhim@merton.gov.uk
Cllr Billy Hayes billy.hayes@merton.gov.uk
Cllr Linda Kirby linda.kirby@merton.gov.uk

Cllr Stephen Alambritis MBE, Cabinet Member for Transport stephen.alambritis@merton.gov.uk



Notes:
See full map on page 10 of Appendix

No.	Location	Start	End	Start	End	Start	End	Start	End	Start	End

ENVIRONMENT
CIVIC PRIDE & CLIMATE
DEPARTMENT

FUTURE MERTON

PROJECT Framfield Road
Speed Reduction Measures

TITLE Proposed Speed Humps



Merton Council
London Road
Merton, Surrey
SM4 6JX
www.merton.gov.uk

Reference: Z405-FFR-01
Revision: -
Status: DRAFT
Scale: NTS

St James' Road-Proposed Speed Restriction Measures



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August/September 2023

Cllr Stephen Alambritis MBE
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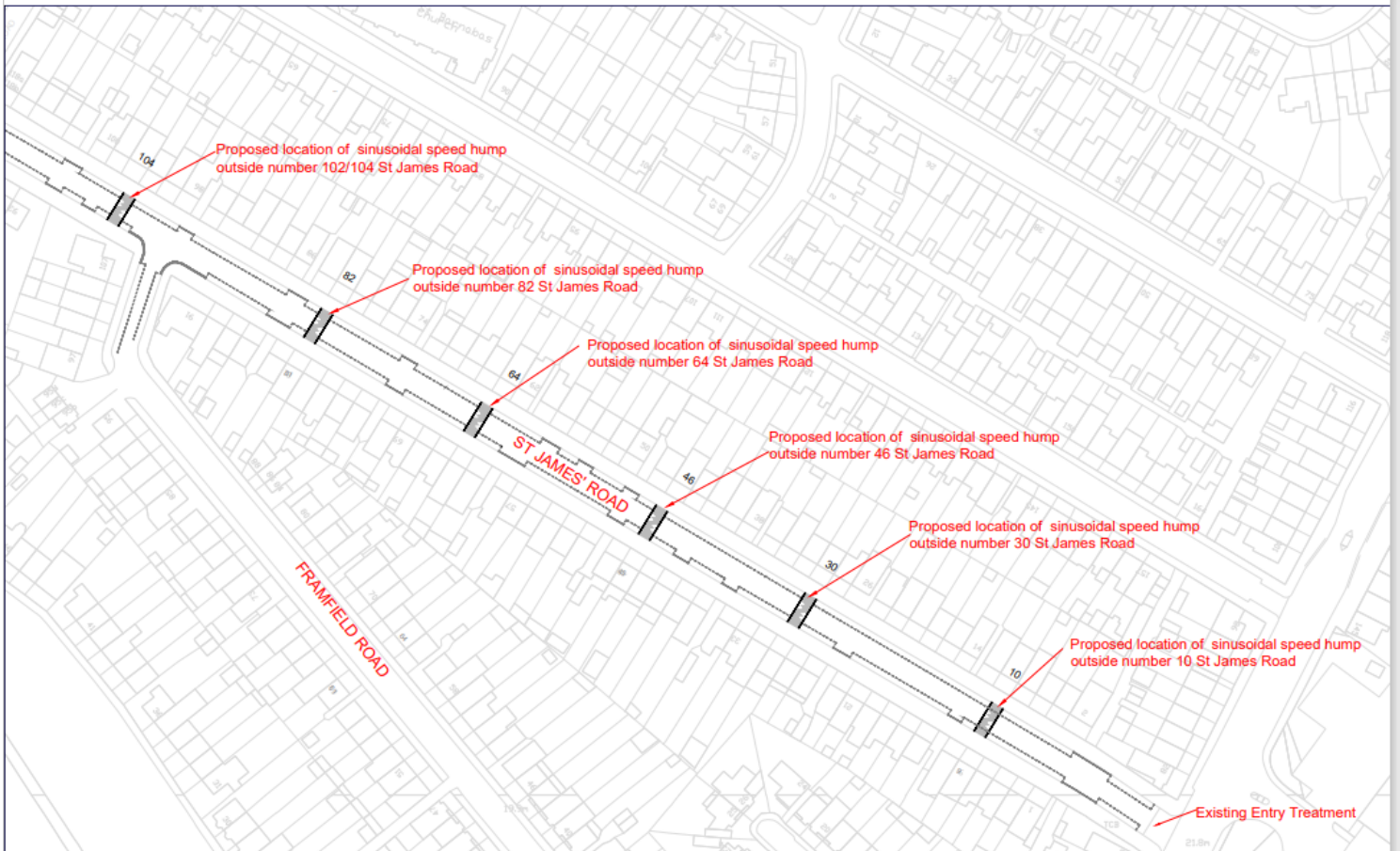
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Notes: Do not scale from this drawing	Revision <table border="1"> <thead> <tr> <th>No</th> <th>By</th> <th>Date</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	No	By	Date	Description													ENVIRONMENT CIVIC PRIDE & CLIMATE DEPARTMENT FUTURE MERTON	PROJECT St James Road Speed Reduction Measures TITLE Proposed Speed Humps	 Merton Merton Civic Centre London Road Merton, Surrey SM5 2JX www.merton.gov.uk	Drawing No: 2400-SJR-01 Name: Classification: DRAFT Date: NTS
	No	By	Date	Description																	

As a resident of xx Framfield Road, I am in full support of the installation of sinusoidal speed humps along Framfield Road and the proposal to do similar on St James Road. It would only make sense to do both in conjunction, as only one road being 'humped' would inevitably lead to speeding cars diverting to the 'non-humped' one.

The only concern I have with the Framfield Road proposal is the positioning of the hump positioned outside xx Framfield Road. As my property is an end terrace, I have the ability to utilise the dropped kerb to park on my driveway. However, this can prove tricky getting on and off at times where parked cars overhang the bays either side of the dropped kerb. The positioning of the hump outside number xx has the potential to exacerbate this issue as people will naturally let their car roll down the hump when parking, so I am asking for the positioning of the kerb to be moved further towards the proposed hump at number 86 or closer to the proposed hump outside number 40.

Having read the consultation paper, I am opposed to sinusoidal speed humps if the road is not resurfaced.

The condition of the road is extremely bad. There are cracks, dips, patches and uneven parts throughout which are a trip hazard; particularly, at night time it is precarious under street lighting for drivers and passengers leaving their cars, pedestrians crossing the road and cyclists on bikes/motorbikes. Has it been considered how much further damage to the road surface that cars dipping over the humps might create on an already unstable surface?

In addition, it is a noisy road surface; therefore, has it been investigated whether the noise levels will increase with the addition of sinusoidal speed humps?

If the road surface is improved in conjunction with the implementation of traffic calming measures, in the long term, it could potentially have, the proposed impact of reducing average speed, be cost-effective as well as improve the safety and environment of Framfield Road.

I look forward to these views being considered when making the final decision.

Officer's comments

The proposed traffic calming measures will be funded by TfL and cannot be used for maintenance i.e. resurfacing of the carriageway or footway. This would require revenue funding.

To determine roads for inclusion in our annual carriageway resurfacing programme each year the council uses a robust prioritisation model. This model benchmarks and ranks all roads in the borough in comparison to each other and considers a range of criteria such as Engineers Assessment, Condition Survey results, Road Classification, Safety Inspector Priority, Reactive Maintenance Expenditure, Traffic Volumes, Population Density, Emergency, Bus and Cycle routes, Traffic Generators (schools & hospitals etc), Ward Deprivation and Complaints Received. The information used in this model is reviewed and updated annually at the time that the programmes are developed to ensure that the most current picture of the network is taken into account.

According to the current output from this model used to prepare the 2023/24 carriageway resurfacing reconstruction programme, Framfield Road was ranked 330th out of 1167 roads in the borough, indicating that its carriageway condition is below average for the borough. With the council's current levels of funding for planned maintenance, it only allows for 25 – 35 carriageways to be resurfaced per year. Therefore, currently it appears unlikely that Framfield Road would form part of the Councils carriageway resurfacing over the next few years, however, this is subject to change as the model is reviewed annually and the possibility that carriageways deteriorate at different rates.

There is noise associated with vertical deflections if vehicles travel at speed; however, the noise is often prominent in roads with high level of larger / service vehicles. The proposed road humps are the most effective traffic calming features and drivers do tend to slow down. It is not considered that the option of doing nothing is the best option.

As per your leaflet with regards to Framfield Road-Proposed Speed Restriction Measures we would like to give some feedback

In principle we agree that some speed measures should be introduced however not sure if the speed restriction measures will work. Prior to living in Framfield we were living in an area where speed restriction measures were put in place but cars just accelerate at the bumps and still travelled at great speed. It didn't work !!

We recently had some works from Thames water where they dug the road in-between 16 and 15 Framfield

Road. This has taken place recently. The other point is if Thames water need to have access, what happens then? For us living in xx Framfield Road, it will be a nightmare!!

Not only that I will be losing parking due to the bump which is right outside my front gate for my car. It will also devalue the price of my house.

Is someone answerable to us?

Also I want to know if I will get an reduction in the council tax or parking permit or some kind compensation due to this proposed restrictions measures without proper consultation.

I will have to take into account of the extra noise due to cars decelerating and then accelerating again at the speed bump.-

If you are going to place the restrictions is Merton Council going to resurface Framfield Road first !!- it seriously needs it !!

ALSO MAKING FRAMFIELD ROAD ONE WAY WILL REALLY HELP. I WONDER WHY NO ONE IN THE COUNCIL THOUGHT OF THAT.

I await your response as there was no proper consultation before going ahead with the Proposed Speed Restriction Measures, which I am not happy about.

Officer's comments

The Council has carried out a statutory consultation as per legislation. Residents have been informed of the consultation via a newsletter. The fact that the resident has submitted a representation and their comments have been considered, it is believed that the resident has been consulted.

The proposed road humps do not affect parking. Motorists can park on road humps.

Road humps will not impact any work that may need to be carried out by utilities.

There is no evidence to suggest that property value would be affected.

The proposed road humps are the most effective traffic calming features and drivers do tend to slow down. There are always those very few who will slow down on approach and then speed but this will be no worse than the current situation whereby all drivers can travel at speed along the entire length of the road. It is not considered that the option of doing nothing is the best option.

One-way systems often lead to an increase in speed and are rejected by residents as it would affect their journey. It will also be rejected by those who live on the alternative route as there will be an increase in volume of traffic. The proposal is to reduce speed of traffic and this cannot be achieved by one-way system.

Framfield Road

		Direction 1			Direction 2			
		South East Bound			North West Bound			
		Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed	
Day 1	Wednesday	17/05/2023	418	19.4	25.2	230	19.5	25.7
Day 2	Thursday	18/05/2023	420	19.8	25.7	223	19.2	26.4
Day 3	Friday	19/05/2023	614	19.7	24.7	210	19.3	25.6
Day 4	Saturday	20/05/2023	451	18.8	24.3	237	19.1	25.5
Day 5	Sunday	21/05/2023	224	19	24	197	18.3	24
Day 6	Monday	22/05/2023	373	18.9	24.9	204	18.7	24
Day 7	Tuesday	23/05/2023	342	18.5	24.3	243	19	24.7
		Week Total	2842	19.2	24.7	1544	19	25.1

St James Road

		Direction 1			Direction 2			
		South East Bound			North West Bound			
		Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed	
Day 1	Wednesday	17/05/2023	578	23.3	30.1	512	23	29.2
Day 2	Thursday	18/05/2023	623	23.9	30.5	538	23.2	29.2
Day 3	Friday	19/05/2023	640	24	30.4	574	24.1	30.5
Day 4	Saturday	20/05/2023	593	23	28.9	563	22.7	28.9
Day 5	Sunday	21/05/2023	454	22.5	28.4	441	22.8	29.2
Day 6	Monday	22/05/2023	510	23.6	30.7	461	23.7	30.4
Day 7	Tuesday	23/05/2023	524	23.4	30.4	505	22.6	29
		Week Total	3922	23.4	29.9	3594	23.2	29.4