

Committee: Cabinet Member Report
Date: 20th November 2023
Agenda item: N/A
Wards: Figge's Marsh & Graveney
Subject: Streatham Road - Proposed Traffic improvements
Phase 1 Statutory Consultation & phase 2 informal consultation.

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: James Geeson james.geeson@merton.gov.uk

Recommendations:

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

- A. Notes the results of the statutory consultation for phase 1 carried out between 5th and 27th October 2023, for the proposed traffic measures in Streatham Road, between its junctions with Graham Road and Sandy Lane, as set out in the newsletter and associated plan, attached in Appendix 1.
- B. Considers the representations received in the response to the statutory consultation for phase 1 as detailed in Appendix 2.
- C. Agrees to resolve the objections and proceed with the making of the relevant Traffic Management Orders (TMOs) and Notices for the implementation for the proposed measures, as shown on the plan in Appendix 1.
- D. Agrees to exercise his discretion not to hold a public inquiry on the statutory consultation process.
- E. Notes and considers the feedback to the informal consultation carried out between 5th October and 12th November 2023 on the remaining elements (phase 2) of the project which include the section of Streatham Road between Sandy Lane and the borough boundary. This is detailed in Appendix 3.
- F. Agrees to proceed with the required statutory consultation on the various elements of phase 2 measures.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation for phase 1, detailed in Appendix 2.
- 1.2 It represents the results of the informal consultation on phase 2 detailed in Appendix 3.
- 1.3 It seeks approval to progress with the above recommendations.

2. DETAILS

- 2.1 Streatham Road runs through a densely populated area with some schools, commercial and retail activity. The existing road is wide and heavily trafficked without any cycling provision, insufficient formal pedestrian crossing facilities and no effective speed reducing features.
- 2.2 Although it is subject to a 20mph speed limit, it is subject to high number of accidents / incidents involving various road users. Analysis of TfL's strategic data indicates that the route suffers from high levels of casualty harm (75-98), and pedestrian severance. Streatham Road was initially identified in Merton's LIP3 as a route in need of cycle infrastructure.

- 2.3 Due to the extent of the proposed measures and funding arrangements, this project is being progressed in phases depending on level of available funding over the next couple of years.
- 2.4 Limited funding has been made available this financial year via the LiP for the implementation of the first phase of the project which is between Graham Road and Sandy Lane. The proposal include a new zebra crossing, cycle lanes, junction entry treatments and alterations to parking restrictions. Since this can be delivered as a stand-alone scheme, it is possible to progress with this phase within this financial year without compromising phase 2 of the project.
- 2.5 This scheme is funded through the Borough's LiP allocation and meets the strategic priorities on TfLs maps and aims to improve cycling; pedestrian facilities; bus service; pedestrian accessibility and safety; and public realm enhancement.

3. PROPOSED MEASURES

- 3.1 Phase 1 forms part of a range of proposed enhancements, along the entire length of Streatham Road within the borough which includes new cycle infrastructure, predominantly segregated stepped cycle lanes with vehicle parking assigned to the footway in most cases; mandatory and advisory cycle lanes; upgraded pedestrian crossings; new zebra crossings; new and / or amended parking restrictions; raised junction entry treatments; and bus stop upgrades and relocation. These are detailed below:

South-eastern side (Lidls side)

- 1) A new formal style of zebra crossing outside Lidl, which can be used by both cyclists and pedestrians. This will include a shared use footway with cyclists as indicated on the plan by the blue hatched area.
- 2) Changes to various waiting and loading restrictions.
- 3) An upgraded informal pedestrian island near Sandy Lane.
- 4) Mandatory cycle lane between Graham Road and Graham Avenue. This would involve the introduction of 'At any time' waiting restrictions (double yellow lines). The current footway parking will not be affected.
- 5) Segregated stepped cycle lane.
- 6) Raised junction entry treatments at Graham Road, Graham Avenue, and Sandy Lane.
- 7) Changing the existing KEEP CLEAR at Lidl entrance to a yellow box.
- 8) Advisory cycle lane between Lidl entrance and No. 41 Streatham Road.
- 9) 'At any time' waiting restrictions across the various entrances between Lidl and side of No. 41 Streatham Road. Existing marked parking bays will be retained and will remain uncontrolled.
- 10) Buildout (widening of footway) between Sandy Lane and No. 41 Streatham Road and the upgrade of the existing informal pedestrian island. This also includes the introduction of double yellow lines. All existing crossovers will be maintained.

North-western side (Figge's Marsh side)

- 11) Raised junction entry treatment at Manship Road.
- 12) Modification to kerb line at the bus stop adjacent to Manship Road to facilitate ease of movement for buses.
- 13) Stepped cycle lane between the existing pedestrian island and the proposed Zebra crossing.
- 14) 'At any time' waiting and loading restrictions between Manship Road and the proposed Zebra crossing.
- 15) Relocation of the bus shelter and extension of the existing bus stop clearway.

- 3.2 One of the key improvements is the conversion of the existing informal pedestrian crossing outside Lidl, which is a busy crossing with as many as 100 pedestrians utilising the crossing during a peak hour. The volume of footfall and in relation to the speed and volume of traffic through this section, (as shown in Appendix 4), further justifies the need for a safer controlled crossing. In addition, due to cyclists also using the existing informal crossing, but with some difficulty due to the width of the central refuge island, it is proposed to combine pedestrian and cycle crossing in the form of a Parallel crossing.
- 3.3 These proposals have been developed through working and engagement with local Ward Councillors, London Buses and Merton's cycling campaign, as well consideration of the feedback and representations to the statutory consultations.
- 3.4 A combined stage 1 & 2 road safety audit, was conducted in September 2023, with no major issues identified. All minor issues identified have been accepted and will be incorporated in the detailed design and through the construction process.

4. CONSULTATION

- 4.1 The statutory consultation for the proposed phase 1 was carried out between 5th and 27th October 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. A newsletter with plans, as shown in Appendix 1, was also posted to all properties along Streatham Road.
- 4.2 The statutory consultation resulted in 2 representations. Both representations are against certain elements of the phase 1. These are detailed in Appendix 2.
- 4.3 Whilst the Council welcomes all feedback including support, a statutory consultation invites objections to the Council's intentions. Objections must relate to the element of proposal subject to the consultation. A statutory consultation is not a vote, and it is not about the rate of responses. Although an assumption cannot be made that the lack of response means support, a safe assumption can be made that residents chose not to object.
- 4.4 All statutory consultees, which include the emergency services and TfL Buses, were consulted both informally prior to the statutory consultation and formally, with no objections received. All ward Councillors have been fully engaged during the consultation process.
- 4.5 Phase 2 informal consultation
- 4.5.1 Along with the statutory consultation for phase 1, residents and business were also informally consulted on the proposed traffic measures for phase 2 of the project i.e. for the remaining length of Streatham Road.
- 4.5.2 These proposed enhancements, similar to phase 1, include new cycle infrastructure, such as segregated stepped cycle lanes with parking assigned to the footway in most cases; mandatory and advisory cycle lanes; upgrading of pedestrian crossings; new zebra crossings; new and / or amended parking restrictions; raised junction entry treatments and bus stop upgrades and relocation.
- 4.5.3 The informal consultation that was carried out via an on-line survey, concluded on 12th November 2023. Copy of the newsletter and plan is attached in Appendix 1. Feedback to the informal consultation is detailed in Appendix 3.
- 4.5.4 A total of 408 properties were sent newsletters. 18 on-line responses were received representing 4.4% response rate. The common themes include:
- The scheme requires more effective traffic calming to reduce speeds = 4
 - Support the introduction of cycle facilities = 3

- Cycle lanes will cause chaos and accidents = 2
- The scheme is waste of public money = 2
- Not enough detail provided = 2
- Object to loss of parking = 1
- Object to yellow box at Lidl entrance = 1
- More bus lanes should be provided = 1
- All parking should be removed = 1
- Street needs better lighting = 1

4.5.5 All comments have been noted and where possible the design will be adjusted to facilitate some of the comments.

5.0 RECOMMENDATIONS

5.1 To deliver the borough's various policies and commitment to road safety, access, safe and improved cycling and pedestrian provisions, in line with TfL's Healthy Streets and Vision Zero initiatives, it is recommended that the Cabinet Member approves the implementation of the proposed measures for phase 1.

5.2 To progress with phase 2, it is recommended that approval is given to proceed with the statutory consultation. This will provide consultees a further opportunity to air their views.

6.0 ALTERNATIVE OPTIONS

6.1 Do Nothing. This, however, will not meet the Council's various policies and aspirations for improving general safety and access for all road users, more specifically for pedestrians and cyclists; it will do nothing to encourage cycling and walking along this busy strategic route. This will not contribute to TfL's Healthy Streets and Vision Zero initiatives which Merton has committed to within its LiP.

7.0 TIMETABLE

7.1 Should approval be given to proceed, construction of phase 1 could start in January 2024, subject to the required street works permitting process. To minimise the impact on traffic, the works will be carried out in stages, and it is expected to take between 12-16 weeks to complete subject to weather conditions.

7.2 If approved, the statutory consultations for phase 2 could be carried out during January / February 2024.

8.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

8.1 The cost of implementing the phase 1, is estimated at £320,000. Costs will be met by TfL (LiP) funding allocation for 2023/24. Failure to deliver the scheme would mean that all allocated funding would be returned to TfL and this would also impact the future funding to complete phase 2 of the project within next financial year.

9.0 LEGAL AND STATUTORY IMPLICATIONS

9.1 The required Notices for the raised entry treatments will be made under section 90A-F of the Highways Act 1980; Zebra crossing made under section 23 of the Road Traffic Regulations Act 1984; cycle tracks and conversions of footway to share-use with cycle made under section 65 of the Highways Act 1980; and parking & waiting restrictions made under 6 and 124 Traffic Regulation Act 1984

10.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

10.1 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 as well as the additional provisions.

11. CRIME AND DISORDER IMPLICATION

11.1 NA

12.0 ENVIRONMENTAL IMPLICATIONS

12.1 The proposed improvements such as controlled and improved informal crossings, segregated cycle lanes will improve road safety and access for all road users particularly vulnerable road users such as pedestrians and cyclists. The proposed changes to the road layout, drivers will be discouraged from travelling at high speed thereby reducing risk and harm to all road users.

APPENDICES

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

Appendix 1 - Statutory and informal consultation newsletter and plans.

Appendix 2 – Statutory consultation – phase 1 -Representations & officer's comments

Appendix 3 – Informal consultation result for phase 2.

Appendix 4 – Speed & volume surveys

MERTON COUNCIL

Streatham Road - Proposed Traffic Measures Fidge's Marsh & Graveney

Statutory Consultation Newsletter
October 2023

Cllr Stephen Alambritis MBE
Cabinet Member for Transport



Dear Resident / Business,

We are pleased to inform you that Merton Council has secured TfL funding to deliver improvements along Streatham Road under Healthy Streets and Vision Zero. The purpose of this newsletter is to outline the overall concept of our proposed measures so that you can give us your feedback.

Separately, we are also seeking your comments on Phase 1 of the plan which, as a standalone scheme, is ready for a statutory consultation.

Overall scheme

Due to the extent of the proposed measures, this project will be progressed in phases depending on funding being available over the next couple of years.

The proposed enhancements, along the entire length of Streatham Road within the borough, include: new cycle infrastructure such as segregated stepped cycle lanes with parking assigned to the footway in most cases; mandatory and advisory cycle lanes; upgraded pedestrian crossings; new zebra crossings; new and / or amended parking restrictions; raised junction entry treatments and bus stop upgrades and relocation. These proposals have been developed by working with your local Ward Councillors, London Buses and cycling groups, who are in general support, subject to this feedback and representations to future statutory consultations.

The area we are seeking your feedback, covers the section of Streatham Road between Sandy Lane and the Borough boundary. The proposed measures include: various waiting and loading restrictions changes; raised junction entry treatments; a new zebra crossing near the junction of The Bungalows; a stepped cycle lane under the railway bridge, which would involve the removal of parking including the relocation of the electric charge points; stretches of stepped cycle lanes; realignment of the kerb line at The Bungalows; bus stop improvements; relocation of existing pedestrian island from outside No. 183 to closer to Melrose Avenue; removal of the kerb build-out from outside Nos. 181 and 183 Streatham Road; relocation of the bus stop from outside No. 64 Streatham Road to outside Nos. 110 and 116 Streatham Road and the upgrading of the existing pedestrian island outside No. 80 Streatham Road. For details, please see attached plans.

To let us know your views on this overall scheme, please use the online feedback form using this link <https://consult.merton.gov.uk/survey/942>. Alternatively, you can send your comments to Environment, Civic Pride and Climate department, Future Merton, Civic Centre, London Road, Morden, Surrey, SM4 5DX. Please use reference **StreathamRd/TrafficMeasures**. The deadline for comments is **12th November 2023**. Please ensure to include your postal address.

We regret that due to the number of responses received during this type of engagement, it will not be possible to reply individually to each respondent. We welcome your comments, which will be considered and if appropriate included within the final design. Once the proposed measures are finalised, a statutory consultation will be carried out and you will be updated accordingly.

Phase 1 - covers the section of Streatham Road, between Graham Road and Sandy Lane, shown on the plan as the green bounded area.

Although Phase 1 is part of the overall scheme, it is fully funded this financial year and it is, therefore detailed and ready for a statutory consultation. Subject to the outcome of this statutory consultation and the Cabinet Member for Transport's approval, phase 1 will be delivered as a standalone project.

Please see overleaf.

STATUTORY CONSULTATION

Phase 1 The proposed measures include, but are not limited to:

South-eastern side of Streatham Road

1. A new formal style of zebra crossing outside Lidl, which can be used by both cyclists and pedestrians. This will include a shared use footway with cyclists as indicated on the plan by the blue hatched area.
2. Changes to various waiting and loading restrictions.
3. An upgraded informal pedestrian island near Sandy Lane.
4. Mandatory cycle lane between Graham Road and Graham Avenue. This would involve the introduction of 'At any time' waiting restrictions (double yellow lines). The current footway parking will not be affected.
5. Segregated stepped cycle lane.
6. Raised junction entry treatments at Graham Road, Graham Avenue, and Sandy Lane.
7. Changing the existing KEEP CLEAR at Lidl entrance to a yellow box.
8. Advisory cycle lane between Lidl entrance and No. 41 Streatham Road.
9. 'At any time' waiting restrictions across the various entrances between Lidl and side of No. 41 Streatham Road. Existing marked parking bays will be retained and will remain uncontrolled.
10. Buildout (widening of footway) between Sandy Lane and No. 41 Streatham Road and the upgrade of the existing informal pedestrian island. This also includes the introduction of double yellow lines. All existing crossovers will be maintained.

North-western side

11. Raised junction entry treatment at Manship Road.
12. Modification to kerb line at the bus stop adjacent to Manship Road to facilitate ease of movement for buses.
13. Stepped cycle lane between the existing pedestrian island and the proposed Zebra crossing.
14. 'At any time' waiting and loading restrictions between Manship Road and the proposed Zebra crossing.
15. Relocation of the bus shelter and extension of the existing bus stop clearway.

This statutory consultation, for Phase 1 above, covers the introduction of the zebra crossing, parking restrictions, junction entry treatments and the shared use section of the footway. It will commence on 5th October 2023 and conclude on 27th October 2023.

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

Although we welcome support, representations against the proposals, as prescribed in the Notices, must be put in writing, either by email Traffic.AndHighways@merton.gov.uk or in a letter to the Environment, Civic Pride and Climate department, Future Merton, Civic Centre, London Road, Morden, Surrey, SM4 5DX. The deadline for responses to the statutory consultation for Phase 1 is **27th October 2023**. Please quote reference **ES/StreathamRd/phase1** and ensure to include your full postal address. *Please **DO NOT** use the above online feedback link for making representations to this statutory consultation.*

Please note that objections must only relate to the elements of the scheme that are subject to this statutory consultation requirements. All representations along with Officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Responses to any representations received will not be made until after the Cabinet Member has made a final decision. 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 to us.

Once a decision is made you will be informed via a newsletter and the website will be updated accordingly.

This information is also available on Merton Council's website and will be updated as the scheme progresses. <https://www.merton.gov.uk/streets-parking-transport/transport-projects/streatham-rd-traffic-measures>

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

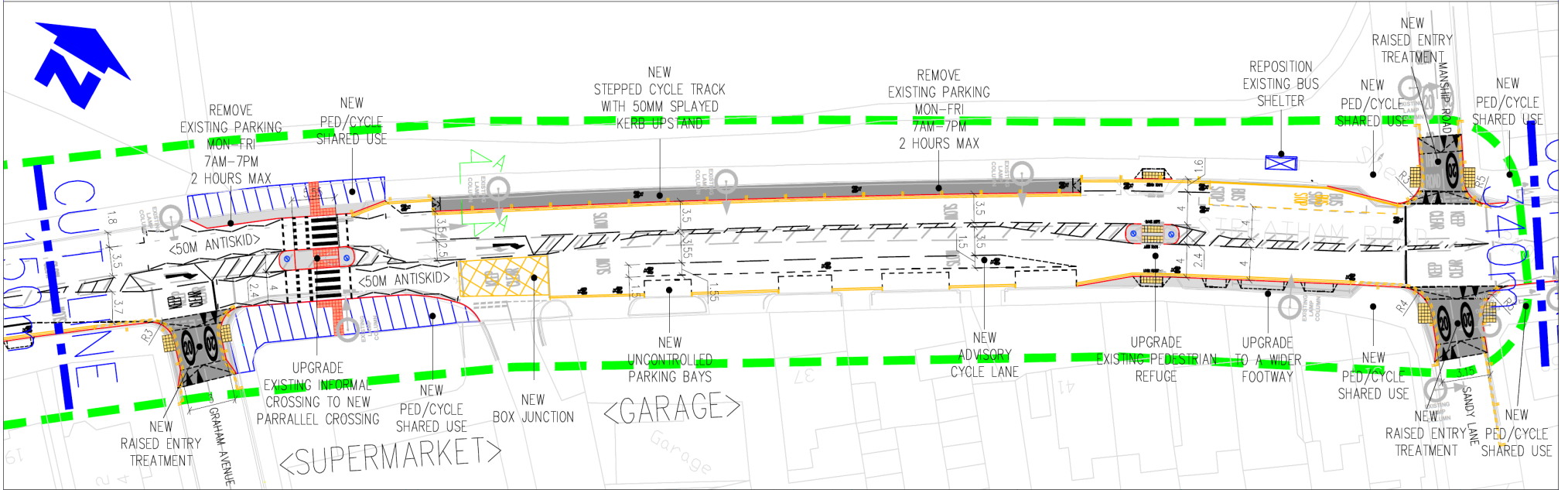
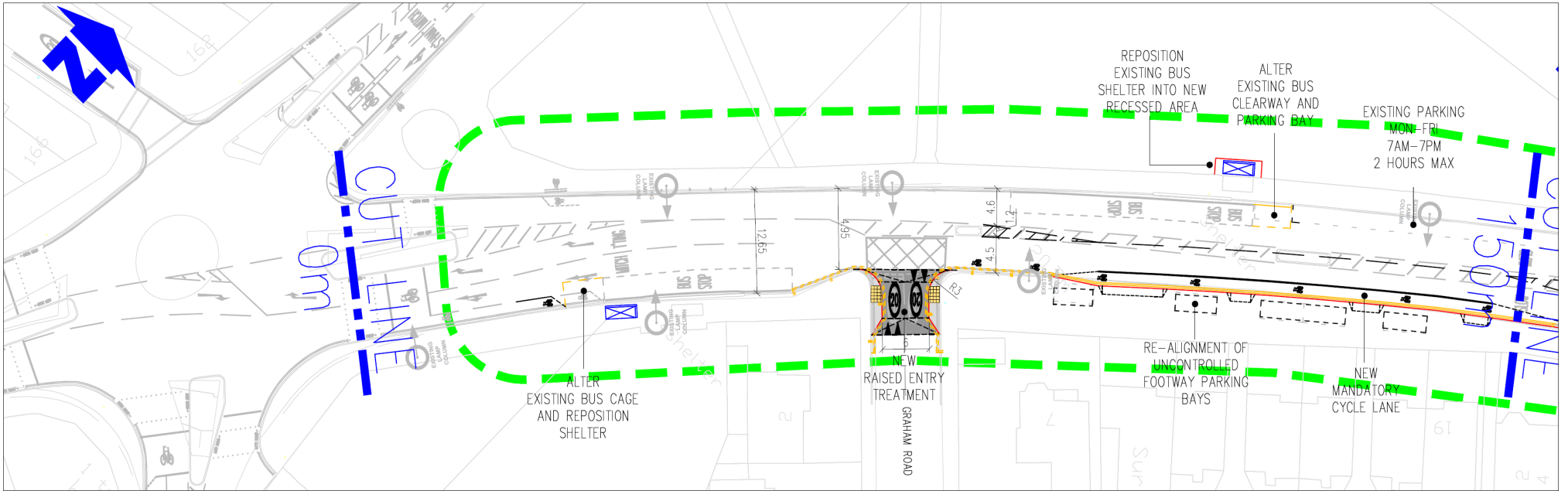
Figge's Marsh Ward Councillors

Cllr Agatha Mary Akyigyina OBE agatha.akyigyina@merton.gov.uk
 Cllr Natasha Irons natasha.ironson@merton.gov.uk
 Cllr Dan Johnston dan.johnston@merton.gov.uk

Graveney Ward Councillors

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



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PROJECT
**STREATHAM ROAD
PROPOSED MEASURES**

TITLE
**PRELIMINARY
GENERAL ARRANGEMENT**

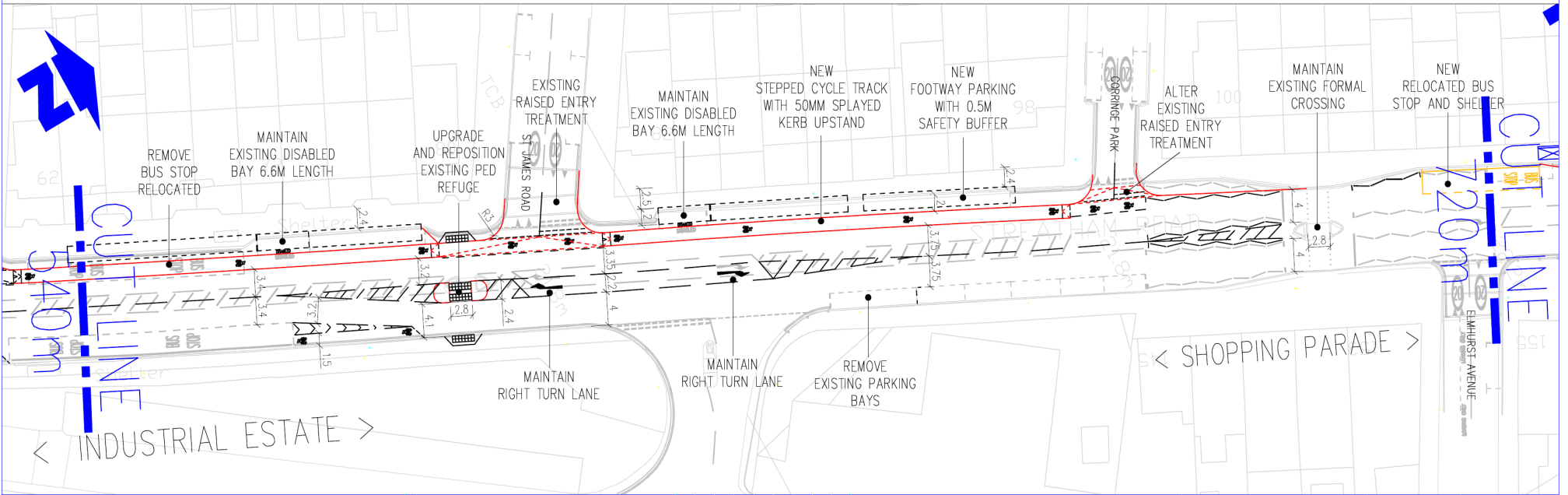
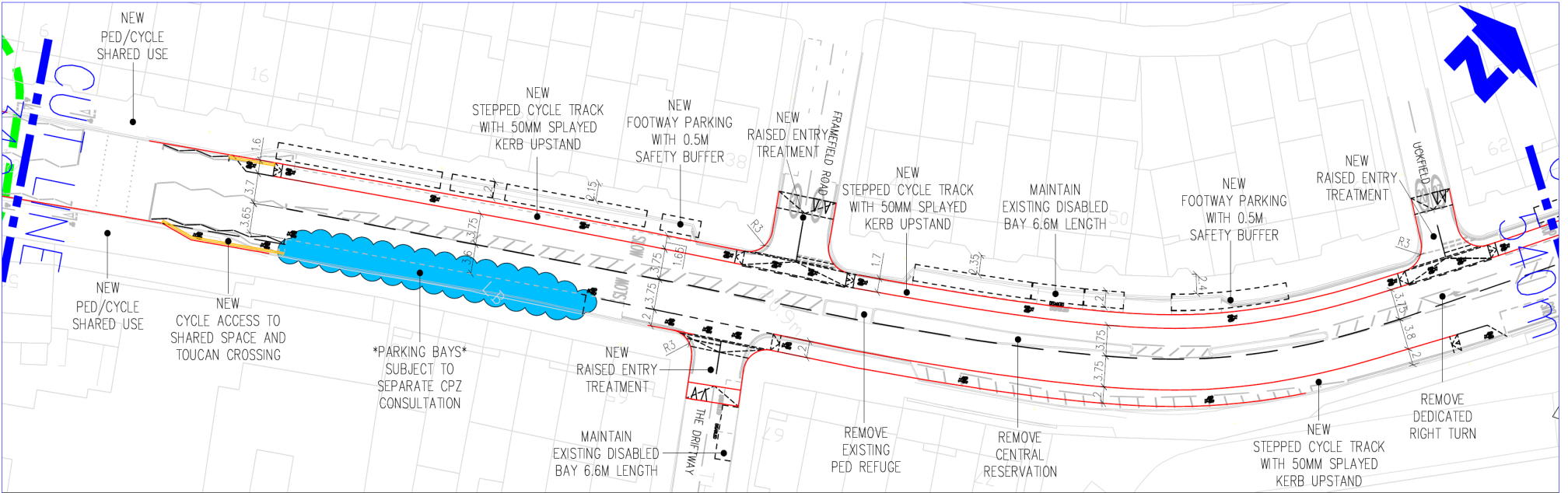


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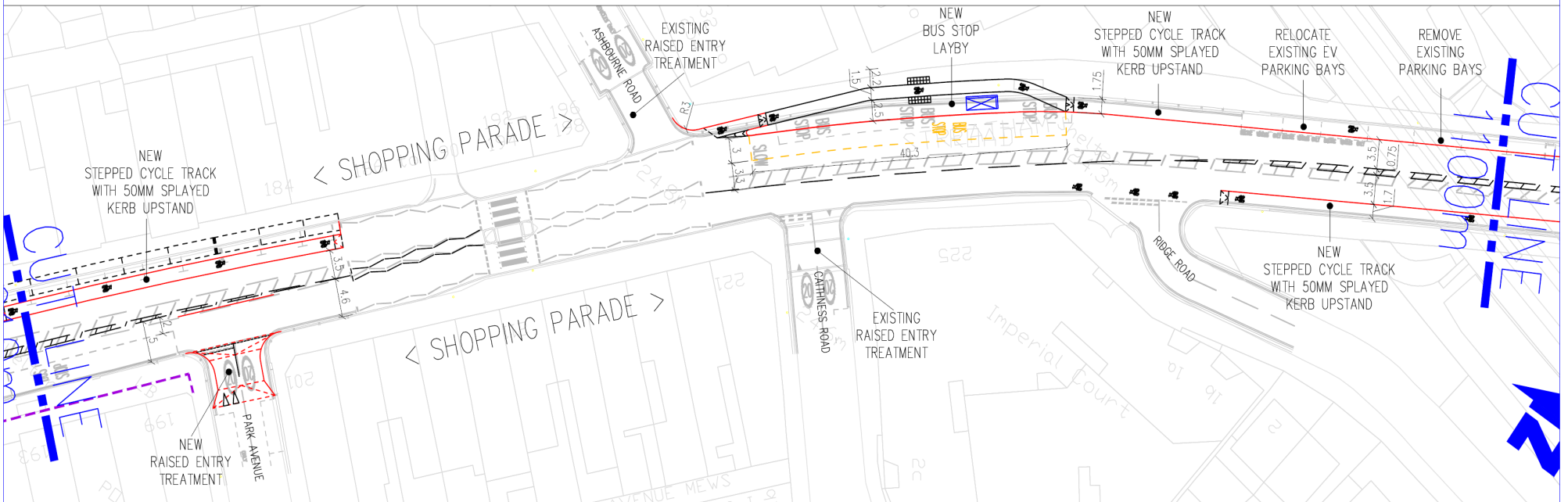
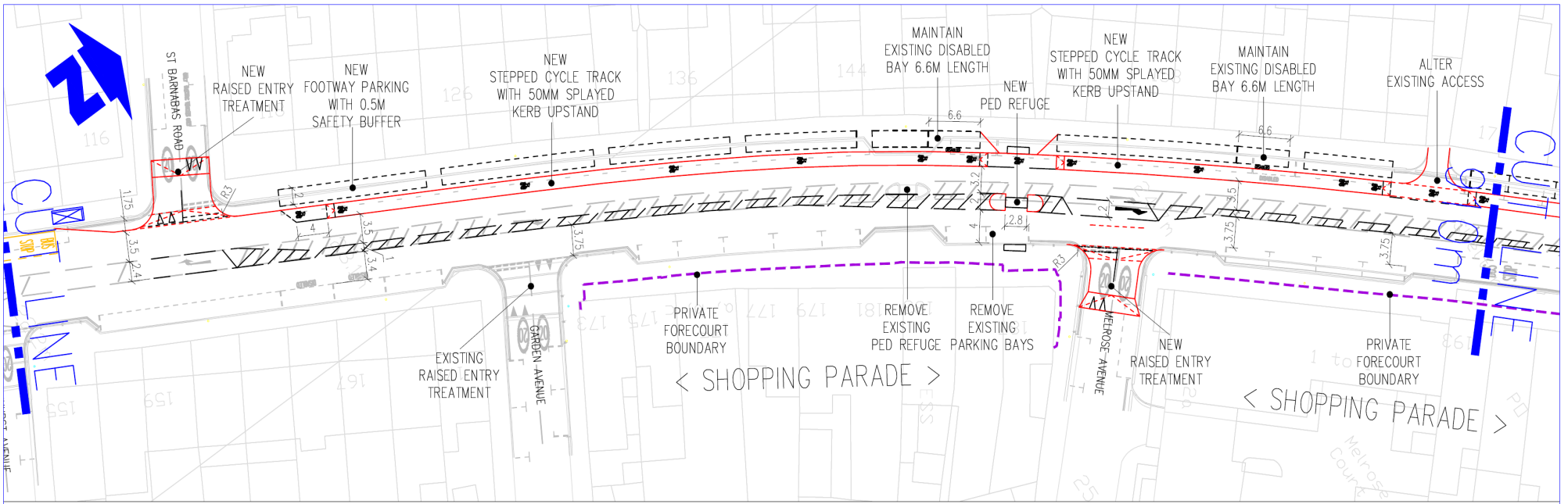
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PROJECT
**STREATHAM ROAD
PROPOSED MEASURES**

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PROJECT
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PROPOSED MEASURES

TITLE
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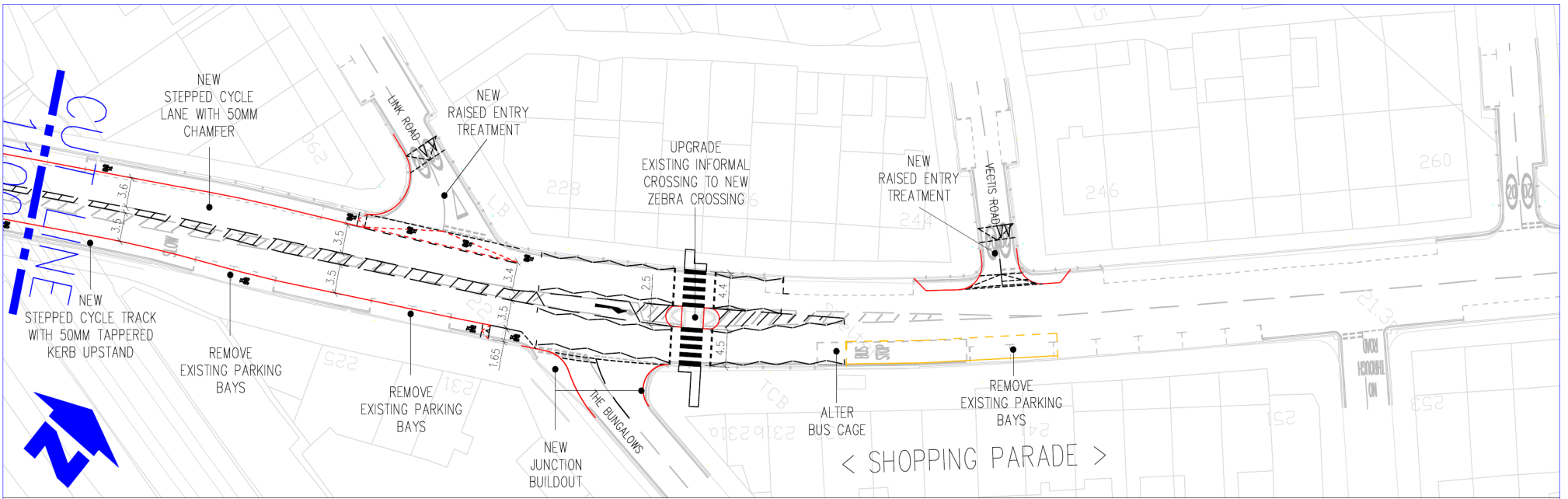
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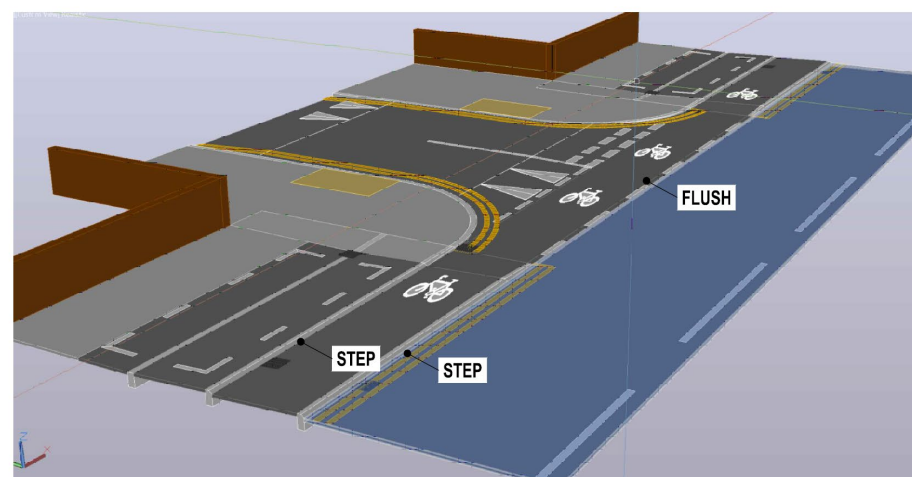
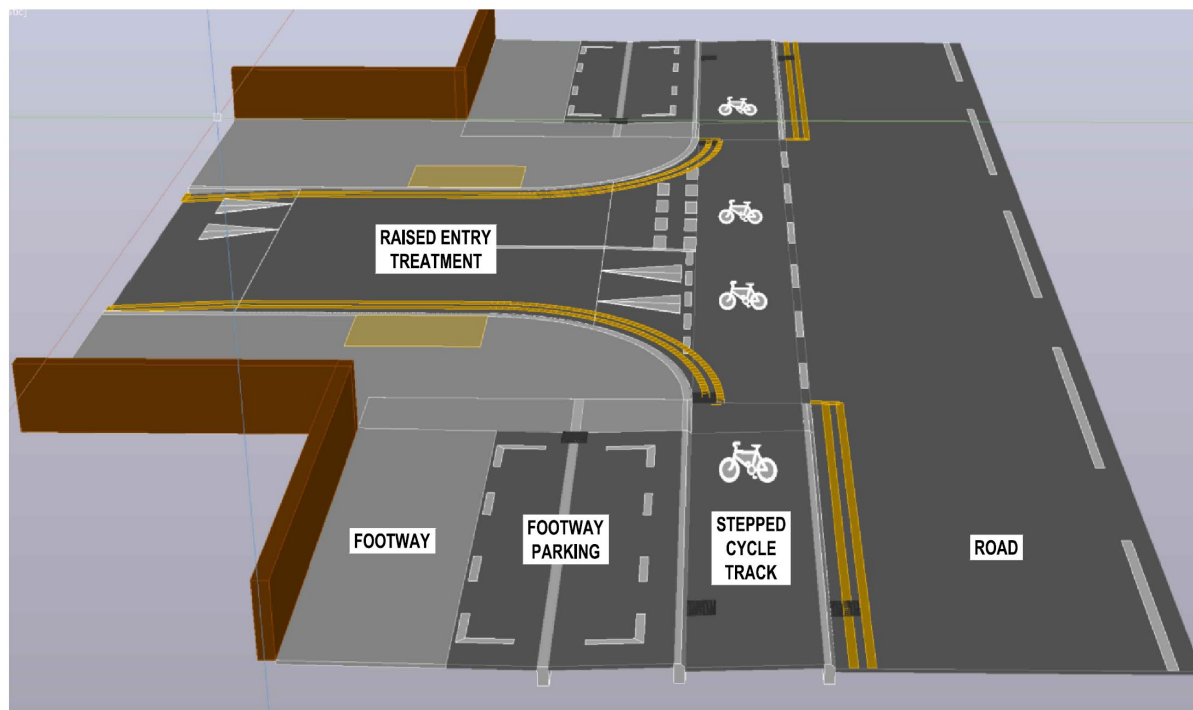
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CONCEPT FOR STEPPED CYCLE TRACK ACROSS JUNCTIONS



001 – Manship Road

The plans are not clear and no diagrams available. I have concerns over the impact that the removal of the 2 hour free parking by Figges Marsh will have on the very sparse amount of free parking that is available on Manship Road. This has not been considered anywhere in the documentation and the users of Figges Marsh who arrive by car will use the free spaces available. It will cause carnage for residents. I would like the enforced move to permit parking to be implemented as part of this scheme to ensure that parking spaces remain available for Manship Road residents.

Officer's Comments

The plan shown in Appendix 1 was provided in A3 colour format, enclosed with the newsletter posted to all frontages and also available on line for larger scale viewing.

The removal of sections of 2-hour free parking is essential for the stepped cycle track and is considered to have a low impact on parking availability in the area, as there is sufficient parking space available along the same section. Loss of very few parking spaces is not considered priority over the much needed cycle provisions and proposed improvements. The safe cycle provisions will provide and encourage an alternative mode of transport for those visiting Figges Marsh.

Permit parking (CPZ) can be considered as a separate project, but this would be subject to a petition from the residents. Once a supporting petition is received, the Council will add it to its parking programme for consideration.

002 – Streatham Road

I would like to object to any changes being made to Streatham Road for the proposed phase 1 changes, for the following reasons: 1) I cycle along Streatham Road and the current road is fine for cycling as it is.

2) The proposed changes will mean narrower roads and narrower pavements and there will be further losses of parking spaces and parking bays, which are needed. All of this will cause issues for us, the residents, who live on the road.

3) Movement of the bus stop will cause inconvenience and mean further walking to catch the bus.

Officer's Comments

1) Streatham Road, is a local distributor road and main route to and from Mitcham, and it is a very wide road which encourages higher speeds than average and with high volumes of traffic, without any safe cycle provision; it is not considered to be a safe road environment for cyclists or pedestrians. The rearrangement of the road layout with the introduction of substantial lengths of protected cycle lanes will help in both providing a safer route for cyclists and will reduce speeds.

2) Where stepped cycle tracks are proposed, footways may need narrowing to partially accommodate footway parking, although all footways will be at or above minimum required footway widths. If the objector is concerned about narrowing of the footway, consideration could be given in removing the partial footway parking. The carriageway lane widths will be 3.5m-3.75m in both directions.

3) There is no relocation of the bus stop in phase 1, and therefore not relevant to this statutory consultation.

Support
<p>I am in favour of these measures in the strongest terms. Building fully segregated cycling infrastructure and systematic safety are critical to increasing active travel, healthy living in the borough. More pragmatically, it is vital to build safe cycling infrastructure to get more people cycling. For example, students, to build on the existing school streets. The cycling infrastructure must be built out as good as possible according to the latest LTN 1/20 standards or better and particular care must be taken to reduce conflict between cyclists and other road users. Bus bypasses have to be built to a higher standard compared to the recent measures on Merton High St in order for the measures to be successful.</p>
<p>This response is on behalf of Merton Active Travel. We support the proposals to improve active travel provision on Streatham Road; this is aligned to our vision for an Active Travel network in Merton (https://bit.ly/MertonActiveTravel) and would connect with TfL's planned improvements to the A24 in Streatham. It is difficult to provide extensive commentary on the scheme as details provided are high level. However we would strongly encourage Merton to deliver a scheme that provides continuous segregated cycling provision and avoid a scheme that may provide patchy or inconsistent facilities at different points along the road. For side road treatments, we would suggest narrowing the corner radius, and raising the roadway in order to create a continuous footway. 'Dutch' entrance kerbs could be used at minor side roads to further demarcate the continuous footway and slow traffic (e.g. https://www.aggregate.com/products-and-services/commercial-landscaping/kerbs/dutch-kerb)</p>
<p>Increase in cycle lanes is good and agree with it</p>
<p>Overall, I welcome the plans for Streatham Road at this entire stretch from Figges Marsh through to beyond the Merton/Wandsworth boundary is extremely dangerous, and the air quality is poor. I dont think I have ever seen anyone adhere to the 20mph speed limit, I have seen several near misses, and an incident when someone was hit by a vehicle. I strongly welcome the plans to narrow the road and install a new bus layby opposite Caithness Road/Ridge Road. I live at Imperial Court, opposite the bus stop. At this area in particular where the road widens, I have seen all types of vehicle regularly speed through under the bridge on an hourly basis at well over 40mph (even buses). Cars often use the wider road here as an opportunity for overtaking at speed. When HGVs speed through, the entire building shakes as this happens approx. once every hour during the day time. At night time I hear joy riders and emergency vehicles speeding through every night as I hate to think at what speeds and what might happen if they hit something or someone. This section by the bridge definitely needs some form of visible speed enforcement (the obvious answer would be speed cameras). Speed activated traffic lights could also be used to help regulate the speed of the entire road (actual traffic lights, not just speed activated emojis that nobody pays attention to). I would also suggest aesthetically and from an environmental perspective, this stretch of road would benefit from more trees as perhaps down the centre of the road where it is naturally wider, or along the sides. Certainly the green area by Ridge Road needs replanting with replacement trees it was never explained to me why these were removed. I also welcome the proposal to install a new zebra crossing outside by the junction of The Bungalows; the existing crossing is dangerous, with vehicles on both sides travelling well over the speed limit.</p> <p>The ltn</p>
<p>The plans are very much welcome. Key areas that need to be addressed as well: Speeding under and around the bridge by ridge road at 223 Streatham road. It's a 20mph limit but this is not adhered to. Given the cycle lane and zebra crossings, this speed limit needs to be better enforced. Road surface is unstable and poor outside 223 Streatham road. This change and cycle lane should not be a 'paint over job' but new road surface should be in place as there is deteriorating pot holes and uneven surfaces, especially between ridge road and Caithness road. Thanks</p>

Comments – partial support / objection

Mitcham Road is a busy A-road. There should be no parking along the road (loading etc can be done on the many side roads). The whole of Mitcham Road should be double yellow lines. Where possible, have 24/7 bus lanes. Where the road is not wide enough to accommodate bus lanes, then install mandatory cycle lanes. However, my preference is simply to mark the cycle lanes with solid white lines, and not to use stepped lanes, and certainly not cycle lanes with bollards, which are a terrible idea. It is sensible to make all junctions raised tables so pedestrians benefit from a level pavement for their whole route, and to remind motor vehicle drivers that the Highway Code has changed and they are supposed to stop for pedestrians trying to cross junctions;

Need to work to remove the bottleneck past streatham station. Reclaim/widen the road so you can maintain a seperate bus lane the whole way through. Would allow cyclists and public transport to move quickly through the area. Would ideally encourage more people to travel like this and kill off some of the horrendous traffic that occurs daily along Streatham High Road.

The scheme looks well planned in general, but I would take issue with removing parking bays just before bus stop at vectis road. This is a largely residential area, so looking at plans cannot see logic of removal. Also it is about time that traffic calming measures are introduced to stop the high speed of vehicles approaching the railway bridge over streatham road. It is so dangerous when cars are overtaking with no care for either pedestrians or the environs. I have seen the after affects of many rod collisions over the years

There isn't enough detail to make a comment

What we need along Streatham road is traffic calming device.ie speed cameras and speed ramp in all inner road . More and more motorists are not following the 20mph restriction and theirs a lot of children .

Objections

Although i appreciate the steps that are being proposed it's not the answer to combat healthy streets and vision zero. With an already busy road it will cause havoc, making it more stressful for residents. I'd support many of the implementations, however, the cycle lane is not one of them. You'll find more accidents related to the introduction of a potential cycle lane, along with damage to existing parked vehicles. The council have not looked at this at every angle and as a result will be wasting money. I can't speak on behalf of everyone but you'll find more residents would decline your efforts on a proposed cycle lane - it's not practical at all. Your efforts in combating healthy street's is misplaced. The council should be focusing on implementing security for the residents with the installation of CCTV to help combat crime and antisocial behaviour.

Do not think this is an apporiate place for cycle lane, road is congested as it is and this will cause too much harm.

I notice that London Buses and cycling groups were involved in the consultation, but no drivers' group was represented. My comments therefore come from me as both a local resident and driver. My house is bang in the middle of the changes around the Bungalows junction. SPEEDING. The nature of the road driving NE from Figges Marsh towards the borough boundary is an invitation to many drivers to ignore the limit. Excessive speeding is common and can also lead to impatient overtaking. Any scheme needs to have a deterrent to what is currently routine breaking of the 20 limit. PARKING. The current bays outside 238-244 Streatham Road are unusable. Between April 2021 and September 2022, while my car was parked at the front of those bays, near the junction with Vectis Road, it was hit three times during the night - two write-offs and one near write-off. No local dares to leave their car there now, though one visitor has had their car hit while parked there. If you visit, you will find those bays empty. I now park over the road, in one of the two planned for removal. Please bear in mind the three which are unusable - this will not show on maps, and be unknown unless you live here. LIGHTING: The bays referred to above are in a very dark spot which drivers speeding at night from the Figges Marsh direction suddenly come to outside 238-244 Streatham Road. This explains why my car was hit - it wasn't seen till too late. Again, this does not show on plans - you need to see it at 2 am to see how black it is. NARROWING OF ROAD. The road narrows as you drive NE from under the bridge and pass the Links Road junction. That is where the planned new pedestrian crossing will be: some sort of warning of narrowing road is needed - and welcome now. BUS STOP NOW OPPOSITE 238-244. Be aware that impatient drivers behind a bus at any stop may overtake it potentially dangerously. I hope that my comments from living and driving "on the ground, 24/7" will inform your thinking as yi unders

I understand that it is council policy not to engage with residents over challenges raised so this is more in hope than anything. 1. Why are there no proposed drawings of the planned changes. They must have been completed as a part of planning one would hope, so why not share them. 2. Has any consideration been made of the impact that removing the 2 hour parking will have on the residents of Manship Road where the only road nearby with no permits or limits on parking. You will be aware that the area is popular with drivers who use Figges Marsh for dog walking and playing sports and by removing the two hour parking will have an impact on the few spaces that are currently available for residents on Manship Road. Surely as a part of this process consideration should be made to introduce permits on Manship Road to ensure that residents have parking access.

I would like to object to the new box junction outside Lidl on Streatham Road combined with a new Parallel crossing, this as always, is designed as a revenue maker and not in the interest of safety (the distance of 50 metres anti skid is an incorrect measurement) The current Keep Clear markings, like the junction at Graham Avenue/ Streatham road work well. The parallel crossing on it own I have no real objection, although the current arrangement works well with such low footfall. On a recent freedom of information request, there were more accidents at box junctions than in keep clear junctions ?

The LTN measures are not saving the environment but rather making it worse for the environment stop Using these cash grabbing schemes as ways to take peoples money you are making it extremely difficult for road users and it is not fair traffic is bad enough already

The road is not sufficiently wide enough to accommodate segregated cycle lane. We have learnt this lesson from Colliers Wood high street. To implement such a scheme may reduce the flow of traffic, increase congestion and therefore increase carbon emissions. This is counter to the aims of the programme.

There has been more than enough work undertaken on Streatham Road over the past few years. The Road has already been made narrower, the side roads have been blocked. Its not a nice space or environment for us that live in the surrounding area. Closing Sandy Lane has impacted us as residents - a proper consultation wasn't undertaken previously and now the street is unsafe now (Sandy lane) due to the dark sinister feeling when walking home from work and lack of lightning which we had when cars could pass by. I have seen the split bus and cycle lane in Colliers Wood and Balham and they have made the roads even smaller and forced more traffic stuck on the road for a longer period due to less lane space. I don't think this is good for the environment either as the emissions are also stagnant for longer. The space being proposed to use isn't really ideal or practical - outside the lidl, alongside Graham avenue - in front of a few houses which has limited space and is very hectic during the course of the day as its by a school, a park, a mechanics and houses. Are these suggestions made by people who actually live in the area or have spoken to real people about the issues that they need addressing. Overall I am not pleased with the proposals and hope that the views of many residents are taken into account as this was not done during the safer streets consultation and even though more residents objected the changes still went ahead- this not only was disrespectful to those who took the time to feedback but has dented the confidence of those living in the area affected.

AUTOMATIC TRAFFIC COUNT REPORT

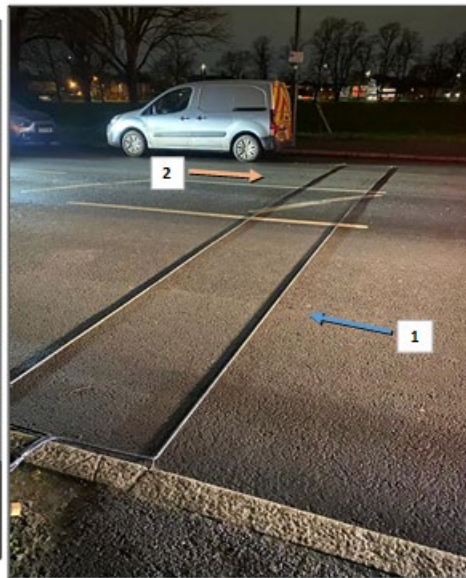
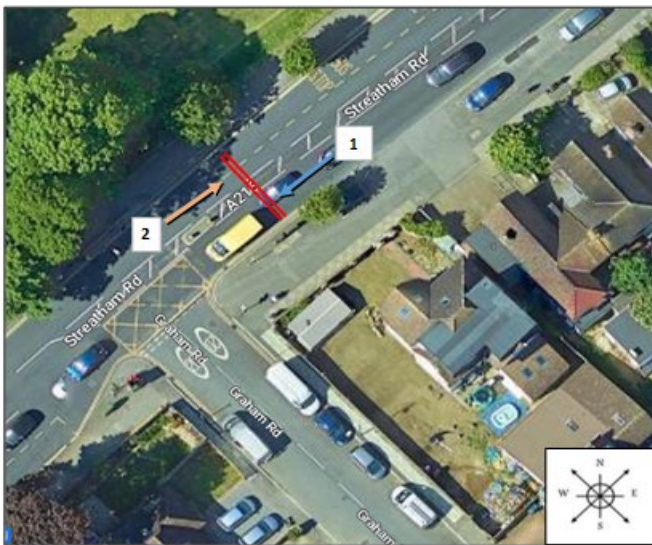
Report Id: TW220223

SITE LOCATION: 19 Streatham Rd

Client: I. B. Merton

DATE: Thursday 23rd February - Wednesday 1st March 2023 (Week 1)

Requester: James Geeson



		Direction 1			Direction 2			
Summary		South West Bound			North East Bound			
		Total Vehicles	Average Speed	85% Speed	Total Vehicles	Average Speed	85% Speed	
Day 1	Thursday	23/02/2023	9342	19	24.9	7905	21.9	26.8
Day 2	Friday	24/02/2023	9832	19.2	24.9	8434	22.5	27.2
Day 3	Saturday	25/02/2023	9349	20.1	25.7	7746	23.1	27.8
Day 4	Sunday	26/02/2023	8449	21.9	26.6	6649	23.4	28.1
Day 5	Monday	27/02/2023	9094	20	25.5	7894	22.9	27.5
Day 6	Tuesday	28/02/2023	8840	19.6	25.2	7434	21.2	26.7
Day 7	Wednesday	01/03/2023	8371	20	25.2	7103	19	25.9
Week T total			63277	19.9	25.5	53165	22	27.3

Total Vehicles

