

Delegated Report

Date: 16th June 2022

Agenda item: N/A

Wards: Cannon Hill

Subject: Proposed change of 20mph to 30mph – Bushey Road (Grand Drive to Martin Way)

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport

Forward Plan reference number: N/A

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Recommendations:

That the Cabinet Member

- A) Agrees to undertake a statutory consultation to change the existing 20mph speed limit along Bushey Rd between Grand Drive and Martin Way to 30mph.
- B) Agrees that in the absence of any objections to proceed with amending the existing Traffic Management Orders (TMOs) and the implementation of the change in the speed limit to 30mph.
- 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 seeks approval to proceed with the undertaking of a statutory consultation to change the speed limit along Bushey Rd between Grand Drive and Martin Way from 20mph to 30mph. It also seeks approval to amend the existing TMO and implement the proposed change.

2. BACKGROUND

- 2.1 Over the years, a number of local authorities including some neighbouring boroughs introduced borough wide 20mph speed limit, as supported by the Mayor of London's transport strategy. It had always been the Council's aspiration to introduce a borough wide 20mph but given the size of the borough and the extent of the proposal it was necessary to introduce the borough wide 20mph speed limit in six phases. The borough wide 20mph speed limit programme started in October 2018 and was fully implemented late 2020. All borough roads except Bushey Rd (between A3 and Grand Drive) and Croydon Rd which does not accommodate any residential properties are now subject to 20mph.
- 2.2 The principle of the project was and continues to be to instigate a change in behaviour – that is to say to encourage drivers to travel at a consistent lower speed not just throughout the borough but from borough to borough. The borough limit works alongside neighbouring borough's 20mph speed limits. This is expected to bring about a cultural change so that it is socially unacceptable to drive over 20mph in London.
- 2.3 The Council is aware that the change in behaviour has been slow in some areas with some resistance to the Borough's lower speed limit.
- 2.4 Prior to the reduction in speed, the speed limit along Bushey Road was originally 40mph with noted excessive speeds. As part of Phase 5 of the programme, following a Cabinet Member report and approval in October 2019, the speed limit along Bushey Road between the A3 and Grand Drive was changed to 30mph (both directions) and became 20mph from Grand Drive into the rest of the borough.

3.0 PROPOSAL

- 3.1 Given that there are no properties fronting this section of Bushey Road; very little general activity including footfall adjacent to the carriageway and that this section has the same characteristics as the other section of Bushey Rd that is subject to 30mph, Officers have been requested to change the 20mph speed limit on Bushey Rd between Grand Drive to Martin Way to 30mph. This would mean that Bushey Rd will be subject to 30mph speed limit between the A3 and Martin Way.
- 3.2 Implementation would be subject to a statutory consultation and if progressed, the existing TMO will be amended and the signs will be changed to reflect the change.

4. CONSULTATION

- 4.1 To legally change the existing speed limit the Council would need to undertake a statutory consultation. The consultation will include the erection of street Notices on lamp columns along the affected section of the road and the publication of the Council's intentions in Wimbledon and Wandsworth Times and the London Gazette. The information will also be available at the Link and the Library at Merton Civic Centre and will be posted on the Council's website. There will not be any newsletters as this is not a legal requirement and there are no residential properties along this route.
- 4.2. All statutory bodies including Emergency Services will be consulted.

5.0 Next Step

- 5.1 Once Cabinet Member approval to undertake the statutory consultation is given, the statutory consultation will be carried out. The duration of this consultation is 28 days. In the absence of any objections, subject to Cabinet Member approval, the existing Traffic Management Order will be amended and all the appropriate signs will be changed to reflect the new speed limit. In the event of any objections, all representations will be reported to the Cabinet Member for consideration and a final decision.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do nothing and retain the existing 20mph speed limit.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing this scheme is estimated at £4k. This includes the cost of the statutory consultation, signs / road markings and amending the Traffic Management Orders. The cost of this scheme will be funded from Merton Capital 2022/23.

8.0 LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders for a limit would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended); and for a zone Section 84 of the Road Traffic Regulation Act 1984 (as amended) and the Highways Act (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.
- 8.2 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. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 9.1 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.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11. RISK IMPLICATIONS

- 11.1 The implementation of 20mph speed limit affects all sections of the community especially the young and the elderly; and assists in improving safety for all road users as well as achieving Merton's commitment in reducing speed, casualty and severity of road traffic accidents. To increase the speed limit to 30mph may be considered a step backward in terms of the Council's commitment in making roads safer, improve perception and experience when on borough roads and to encourage a change in behaviour by motorists. Higher speed limit increases level of risk; severity of an accident; may set a precedent and further demands for an increase in speed limit elsewhere in the Borough.

APPENDICES – N/A