

Committee: Cabinet Member Report

Date: 13th October 2023

Agenda item: N/A

Wards: Graveney

Subject: Statutory Consultation - speed humps- St James Road and 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 sinusoidal speed humps along St James Road, and Framfield Road as shown on plans attached in appendix 1.
- B) Considers the representations received in response to the statutory consultation 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.
- 1.2 It seeks approval to progress with the above recommendations to introduce traditional road humps instead of the original proposed sinusoidal speed humps.

2. DETAILS

- 2.1 Gorrington 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 Gorrington Park Ave and it is also used as a rat run particularly by those who attempt to by-pass the width restriction on Gorrington Park Ave. Framfield Rd 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.

3. PROPOSED MEASURES

- 3.1 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.

4. CONSULTATION

- 4.1 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. A newsletter with a plan, attached as Appendix 1, was also circulated to all the properties within the catchment area.
- 4.2 The consultation resulted in 5 supportive representations from St James Road. These are detailed in appendix 2. During a statutory consultation, although the Council invites support, the consultation itself invites objections which must be considered and addressed prior to making a decision. A statutory consultation is not a vote and it is not about response rate. Although an assumption cannot be made that the lack of response mean support, a safe assumption can be made that residents chose not to object.
- 4.3 All Emergency Services have been consulted and no objections have been raised.
- 4.4 All the ward Councillors have been fully engaged during the consultation process.

5.0 RECOMMENDATIONS

- 5.1 To address the speeding problem particularly along St James Rd and in the absence of any objections to the statutory consultation, it is recommended that the Cabinet Member approves the implementation of the proposed traffic calming in the form of road humps.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do Nothing. This will do nothing to reduce speed of traffic and address the ongoing concerns from some residents.
- 6.2 To consider a speed camera. However, due to strict criteria set out by the Police and TFL it is not possible to consider a speed camera and a speed camera is only effective for a small

length of the road. Vertical deflections are effective at reducing speed of all traffic and due to the number of these features along the road, it encourages motorists to travel at a consistent low speed.

- 6.3 To consider build outs, priority systems and / or chicanes. These would involve the loss of large number of parking spaces and in some cases, motorists treat them as a challenge and attempt to navigate at a higher speed. The proposed road humps do not involve loss of parking and are the most effective speed reducing measure.
- 6.4 To introduce traffic calming on St James Rd only. However, although the speed along Framfield Rd 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 Rd; it would, therefore, be prudent to safeguard Framfield Rd from the impact of the potential displacement.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of implementing St James Road is estimated at £17,000 and the cost of implementing Framfield Road is £15,000. Costs will be met by TfL (LiP) funding allocation.

8.0 LEGAL AND STATUTORY IMPLICATIONS

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

9.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 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.

10. CRIME AND DISORDER IMPLICATION

- 10.1 N/A

11.0 ENVIRONMENTAL IMPLICATIONS

- 11.1 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 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.

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

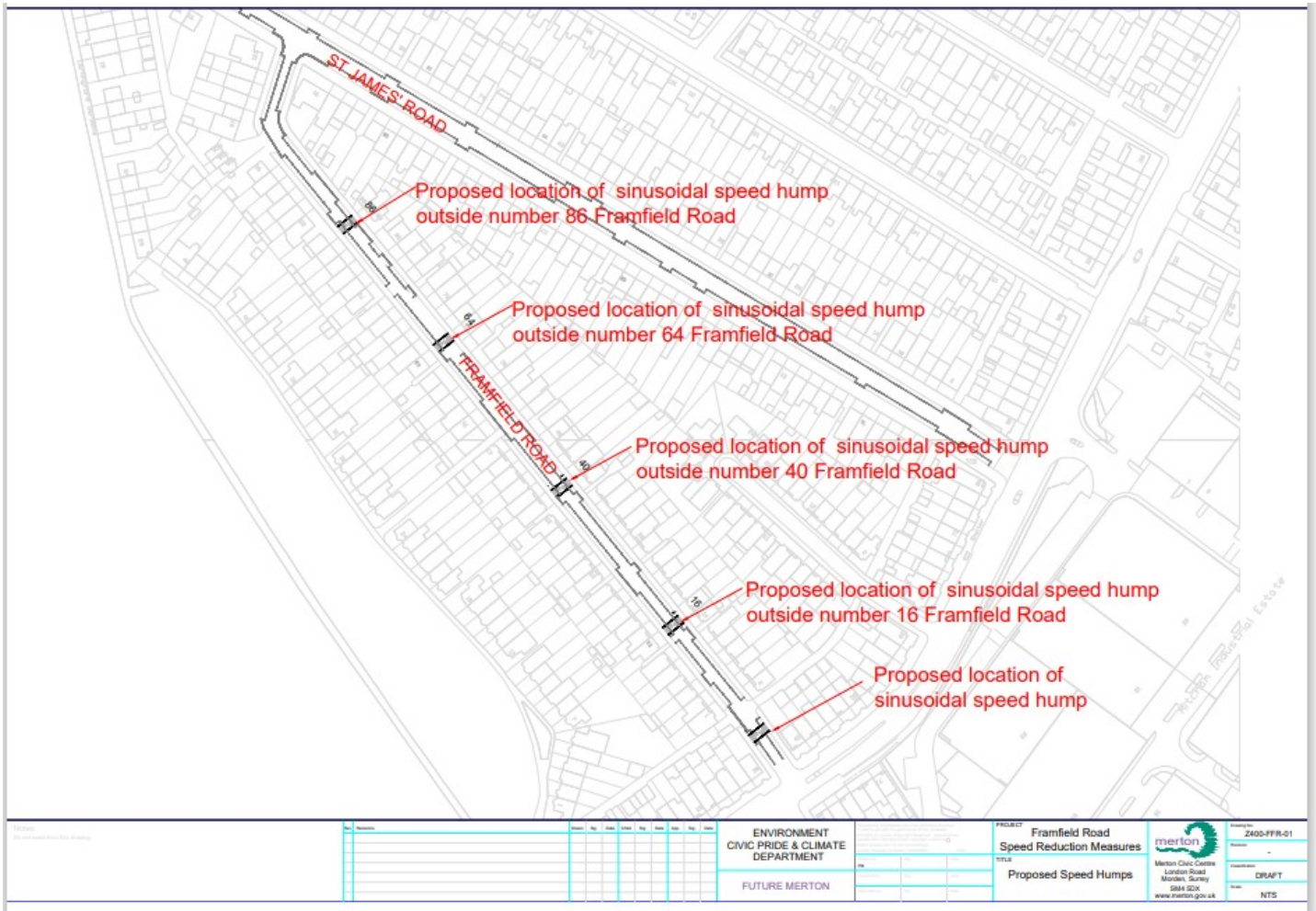
A similar scheme is also proposed for St James Road.

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:
 1. All dimensions are in millimetres.

No.	Revision	By	App.	Date	Desc.

ENVIRONMENT
 CIVIC PRIDE & CLIMATE
 DEPARTMENT

FUTURE MERTON

PROJECT Framfield Road
 Speed Reduction Measures

TITLE Proposed Speed Humps



Merton Council
 Merton Civic Centre
 London Road
 Morden, Surrey
 SM4 6DX
 www.merton.gov.uk

Reference: Z405-FFR-01

Scale: -

Status: DRAFT

Date: NTS

St James' Road-Proposed Speed Restriction Measures



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August/September 2023

Cllr Stephen Alambritis MBE
Cabinet Member for Transport



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Your Graveney Ward Councillors

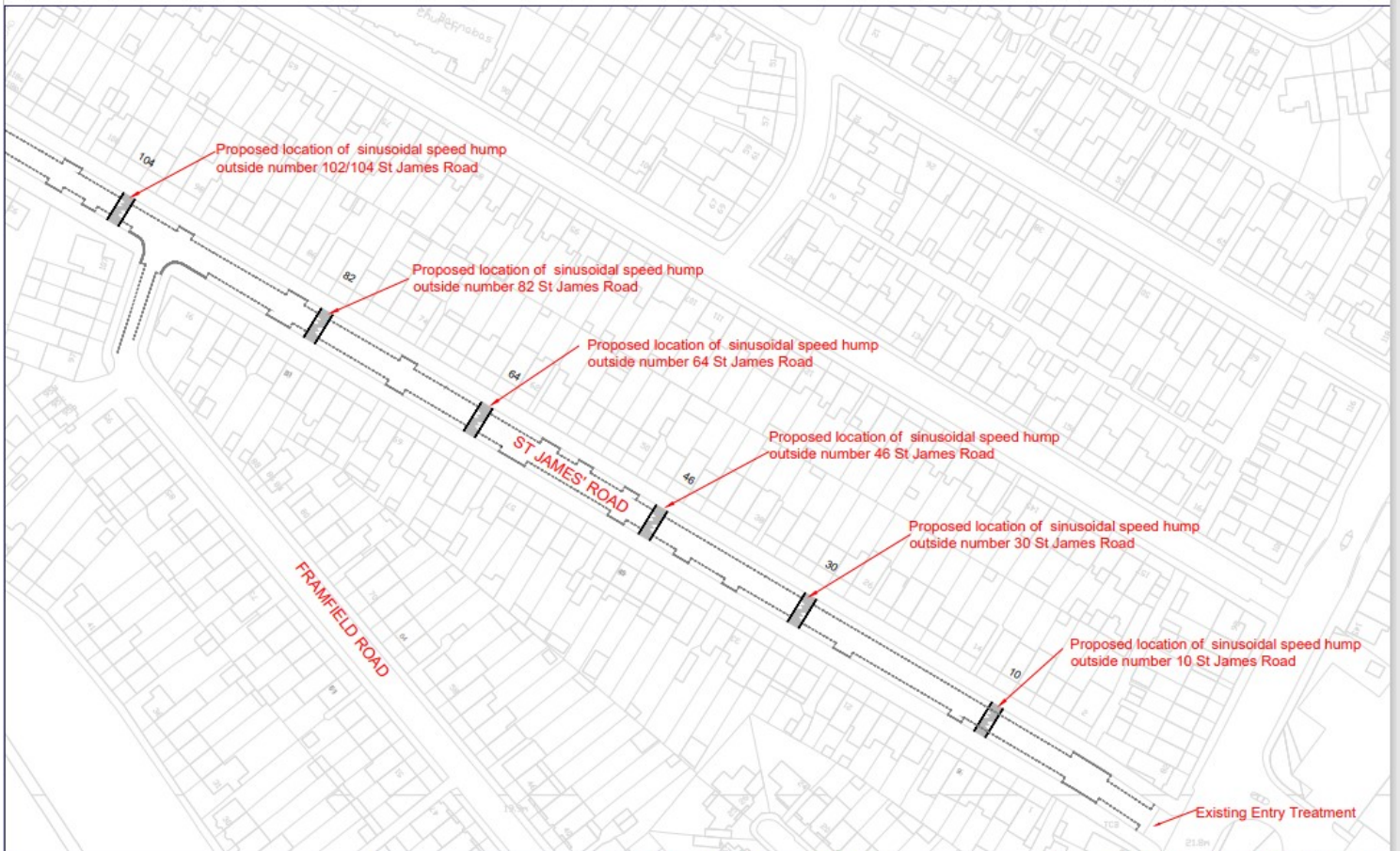
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Cllr Stephen Alambritis MBE, Cabinet Member for Transport stephen.alambritis@merton.gov.uk



PROJECT St James Road Speed Reduction Measures TITLE Proposed Speed Humps	Merton Civic Centre London Road Merton, Surrey SM5 2JX www.merton.gov.uk	2400-SJR-01 Revision: - Classification: DRAFT Date: NTS
		ENVIRONMENT CIVIC PRIDE & CLIMATE DEPARTMENT FUTURE MERTON

I would like to express my support for the proposal to introduce speed bumps on St James Road. I have lived here for 7 years and have noticed the traffic situation getting worse and worse with people speeding and driving inappropriately. Now I have an 11 month old son who is frequently woken up by cars and mopeds speeding past our house at night, so the speed bumps can't come soon enough for us! It really will make a big difference to us, and make us feel much safer and happier.

I am a resident of the above mentioned road (no. x). I am in full support of the speed humps to be installed.

Thank you in advance.

With reference to the recent letter from Cllr Stephen Alambritis MBE concerning the statutory consultation for proposed speed restrictions measures in St James Road, Mitcham, I have lived in St James Road for more than 50 years and would like to make some comments in support of this proposal.

First, since the introduction of speed humps along the neighbouring road – Gorrington Park Avenue – many years ago, there appears to have been an increase in vehicles using St James Road as a faster cut-through. This is likely to be a reason for why your survey shows that the majority of vehicles travelling along St James Road do so well in excess of the current speed limit.

Second, and more concerning to me, is that one or more motorcycles occasionally ride along St James Road at very high speed, as if they were on a racetrack, and sometimes pulling wheelies. This happens at irregular intervals, but it is a recurrent and dangerous problem. For example, on around 25 June this year, one rider lost control as he sped in the direction of Figges Marsh, and he collided with a parked car near to where the road ends by the Marsh.

I believe, therefore, that there is an urgent need to dissuade people from speeding along St James Road and I support the proposal to introduce sinusoidal speed humps.

YIPPEE, GREAT NEWS!!!! Hi, Sorry about that, but I've been writing to Merton Council about the dangerous speeds that drivers travel at in the road where we've lived since 1976, for MANY years. I only managed to get (20) painted at intervals along the road, and was told that someone would have to be killed or seriously injured to get speed cameras installed! Originally of course it was 30 mph, and speeds were not too bad, but they were gradually increasing as time passed and seemed to get worse when the limit was reduced to 20mph possibly in some sort of protest! In recent years with the advent of boy racers driving souped-up loud cars (there goes one as I write, backfiring as it accelerated), speeds have increased significantly. We, sleeping in the front master bedroom, are often woken up in the early hours as cars, and bikes (sometimes quad bikes!) accelerate mainly from the Figges Marsh End passing our house at No.xx so fast, that the air dam from them, shakes the front of the house with of course the requisite loud exhaust noise!. I swear that at times they must reach 60 mph and more before braking at Streatham Rd junction.

Just twice over all the years we've lived here, police have arrived with speed monitors. We came home from a shopping trip one day last year at about 11am, and were amazed to see a Police Officer with a speed gun near Figges Road! After we'd parked, we went back to him and asked how it was going. He said it wasn't too bad, but we advised that he was there at the wrong time, he needed to be there from 10pm for a few hours when he'd be much busier. An hour later he was gone not to return.

I'm breaking here because my wife just came downstairs and asked me "did you hear those cars?!" I replied "CARS?"

"Yes, there were THREE of them racing down from Streatham Road and on reaching Figges Road, they turned around and sped back again!" she replied. I asked if they were low sports cars but she thought that they were all like Volkswagen hatchbacks, hazard lights flashing and headlights on full beam. I have to say that that is unusual! Usually it's a single vehicle speeding. We've wondered if those single vehicles. are Police cars using the quick cut through between London Road and

Streatham Road. To continue.....

It was also last year that we saw a group of officers and vehicles parked near Figges Marsh at Figges Rd junction with speed Guns. They were there for possibly 2 or 3 hours but again, they were catching the 30mph speeders but probably not any of the really fast cars. Your letter says that your “ weeklong speed survey in May this year, showed the average speed is 23mph with 85% of vehicles travelling at almost 30mph” Bearing In mind the above, this seems to be surprisingly low. Most vehicles I see using our road I would estimate are travelling at 30 – 35 mph, occasionally 40mph generally , even Council Vehicles including minibuses drive at those sort of speeds! I would like to know please, what was the maximum speed you recorded during your speed survey, and how many say 50+mph incidents there were. If the survey equipment had been in place for say 6 months, you would have dozens and dozens of them I’m sure. Several years ago, following the installation of speed survey equipment in our road, I asked the council under the Freedom Of Information Act to supply me with the results of the survey. I received a thick envelope with possibly 30 or more pages of detailed information which frankly I didn’t understand, so I gave up trying. So please, If you are going to give me any info: as requested, can it be in straightforward laymans language. I would find it most interesting. My thoughts are finally, that these sinusoidal speed humps, which I’ve looked at via Google, may be inadequate to slow the many really fast drivers that race up St. James’ Rd in fact, they may enjoy the experience and do it more often ! We and our neighbours are amazed but thankful that somebody hasn’t been killed or seriously injured in our road but as they say, it’s an accident waiting to happen!

In response to your letter regarding speed humps, Fully supportive of the proposal and like the fact that the proposal has sinusoidal humps.

I was surprised average was 23mph given speed some people travel down the road, especially in the evenings.

Framfield Road

			Direction 1			Direction 2		
Summary			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		
Summary			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